

CITY OF EAST CHICAGO  
PLAN COMMISSION MEETING  
Monday, June 15, 2020

BOARD MEMBERS:

Valeriano Gomez, President  
Anthony Serna, Vice-President  
Lilia Ramos, Secretary  
Monique Kurmis, Commissioner  
Joanne Moricz, Commissioner  
Douglas Sloss, Commissioner  
William Allen, Commissioner  
Lydia Lopez, Commissioner  
Stacy Winfield, Commissioner

STAFF:

Courtnee Dinkins  
Richard Morrisroe  
Joseph Allegretti

Reported for Fissinger & Associates, Ltd.

By: Peggy S. LaLonde, CSR RPR

Call to Order: 4:30 p.m.

Pledge of Allegiance:

Roll Call: Present: Valeriano Gomez, Anthony Serna  
William Allen

Present through Zoom: Lilia Ramos, Joanne  
Moricz, Douglas Sloss, Lydia  
Lopez, Stacy Winfield

Motion to approve meeting minutes of Monday, June 1,  
2020, as written, made by Anthony Serna. Second by  
Douglas Sloss.

Roll Call: "All in Favor": All Abstain: None  
Opposed: None

MR. GOMEZ: Motion carries.

We'll move on to New Business, City  
Planner's Report. Lakeshore Railcar and Tanker Service:  
SIT Yard Track Expansion, Phase 2, 1150 East 145 Street;  
Mr. Morrisroe.

MR. MORRISROE: With us is James Kornas,  
who is Executive Vice-president of Lakeshore Rail, also  
known as Patriot Rail. He appeared before us about a  
year ago in regard to an earlier phase of this project.  
This phase concerns eight additional rails, which are to  
be used for storage. I'd like Mr. Kornas to do a  
presentation and answer any questions that he has.

I mentioned to him at one point

1 about water service. He's given the explanation. We  
2 simply have to confirm that with Mr. Santen from the  
3 Water Department. It's not a reason for not going  
4 forward with a vote, but it has to be confirmed before  
5 permits are issued.

6 MR. KORNAS: Understood. Thanks  
7 everyone. So we did come in the end of summer last year  
8 to talk to you folks about a rail yard put on our south  
9 13 acre parcel, what we refer to as parcel number 3 at  
10 our facility, which is Lakeshore Railcar Tank and  
11 Services, East Chicago, 145th Street and Euclid Avenue.  
12 That was a five track project that consisted of about  
13 8,000 linear feet of track.

14 The purpose of the capital project  
15 was to fulfill a need for railcar storage at our  
16 facility. There is a great need in the greater Chicago  
17 area for railcar storage.

18 You may recall that back last year,  
19 when we were talking about the initial project, we had  
20 also draft engineer drawings for a Phase 2 and a Phase 3  
21 of that particular project. And we had anticipated that  
22 come after the first of the year, we filled up the first  
23 five tracks was were from Phase 1 was referred to, that  
24 we would have a Phase 2, that would encompass an  
25 additional eight tracks. So, I'm coming before you all  
today to look for the approval to move forward with the  
second phase of this project.

I did drop off a series of packets  
last week, on Wednesday, for you all to go through.  
These were 11 by 17 drawings -- plan drawings -- that  
show the first phase, which I believe is in blue. And  
the second phase, which is in red, that's the phase we  
are talking about. The folks at PM Environmental -- Lee  
Walter I believe is on via Skype -- can answer any of  
the environmental questions and compliance requirements  
to go along with it.

Essentially we are looking to get  
approval for the additional eight tracks, about 9,600  
linear feet of rail. Depending on car length, we'd be  
looking to store anywhere from about 150 to 200  
additional railcars at the facility. When we spoke on  
the Technical Review call last week, we talked about the  
car variety. It could be anything. We do have a  
primary customer, Ingredion, which is out of Argos,  
Illinois, that in their existing contract for the first  
phase of this project has asked for First Right of  
Refusal on the second phase of the project.

If you folks are familiar with

1     Ingredion, they are the corn sweeteners division out of  
2     Argos. So primarily the storage that they have asked  
3     for from us has been corn syrup, corn starch, empty  
4     covered hoppers, and gluten meal cars. And it seems as  
5     though in our discussion with them preliminary for Phase  
6     2, that they would be interested in that same kind of  
7     product mix, in terms of railcars coming into the  
8     facility.

9                     So, there is not very much  
10     engineering work that's required in this particular  
11     phase. We did the majority of that in Phase 1, that's  
12     why Patrick Engineering is not present in this portion  
13     of the project, because the heavy lifting, from an  
14     engineering remediation standpoint, in terms of ground  
15     construction and subsurface, and all that good stuff  
16     that goes into railroad construction, was all done  
17     initially in Phase 1; so that we would have a much  
18     faster guide path to the completion of Phase 2.

19                     So, that's the summary of the  
20     project overall. I know we spoke a little bit last week  
21     and one of the questions -- the point Mr. Morrisroe  
22     brought this up -- was a water main that appears to run  
23     through and bisects the south 13 acre property. If you  
24     look at the overhead grid, that would be the old Carey  
25     Street that used to run all the way through down to  
26     Chicago Avenue. That water main, sole purpose of that  
27     water main was to bring utilities into the south 13 acre  
28     parcel of property back when there used to be buildings  
29     there -- you know -- about three, four decades ago. And  
30     when Tank Car was in there building railcars. All of  
31     that site had been demo-ed in the early 2000's. The  
32     water main itself was also shutoff. It was no longer  
33     necessary because none of the buildings that were on  
34     that parcel existed any more.

35                     And as I spoke to you before the  
36     meeting there, Mr. Morrisroe, we did confirm with the  
37     City, back last year, and severed that connection at the  
38     south end of the property there, right along the fence  
39     line where the CSX goes across. That's one point of  
40     interest that you guys had and we certainly would want  
41     you guys to verify that as well before we move forward.

42                     MR. GOMEZ: So our Water Department is  
43     aware of your project?

44                     MR. MORRISROE: Yes, we brought it to  
45     their attention. I did not get a chance to have them  
46     confirm what James has said.

1 MR. GOMEZ: Okay. This property -- so  
2 it's prepared already. All you've got to do is lay the  
3 tracks on it?

4 MR. KORNAS: All we going to do -- the  
5 property there is building foundations that go back  
6 decades when they used to have buildings out there.  
7 There's very minimal dirt work, earth moving, that has  
8 to be done in this particular phase. Again, we did what  
9 we needed to do in Phase 1 initially anyway. So really  
10 when we talk about an overall construction standpoint,  
11 we would be adding about 3 or 4 inches of sub roadbed,  
12 which is usually a CA5 stone. So a smaller inch and  
13 half size minus size that compacts very easily. We  
14 would lay the rail infrastructure over the top of that,  
15 and then we would probably add anywhere from 8 to  
16 12 inches of CA6, which is inch and half minus stone on  
17 top of that railroad rail bed, and then we would surface  
18 it to bring the rail up and settle that inch and half  
19 minus stone down.

20 So we'd probably be looking at a  
21 lift of stone somewhere in the neighborhood of 10 to  
22 16 inches, depending on -- you know -- the actual  
23 tangents of the tracks and then the grade we would have  
24 coming out of what we refer to as the West Yard over  
25 there. Just the initial sub roadbed would be about  
26 200 tons of CA5 stone, to set the initial roadbed. We  
27 probably need anywhere from 600 to 800 additional tons  
28 of stone to actually do the finish work out there.

29 MR. GOMEZ: What is the timeframe for  
30 completing this project?

31 MR. KORNAS: We'd like to have the  
32 project complete by the beginning of August. From a  
33 track construction project, this is not a very difficult  
34 project overall. The total cost of the project is just  
35 shy of 1.9 million, but from a real infrastructure  
36 standpoint, when you're talking about railroad  
37 construction, the hardest thing to do is set your grades  
38 and do your dirt work ahead of time.

39 Since we have done all that in the  
40 initial phase, it's really just a matter of laying in  
41 the track patterns and the switches to be able to get  
42 you the geometry that you need for the tracks  
43 themselves.

44 MR. GOMEZ: Are there any other questions  
45 or comments from the Board?

1 MS. WINFIELD: I actually kept getting  
2 disconnected, so I really didn't hear the presentation.  
3 Are we voting on this today or we just hearing the  
4 presentation, because I just came in on it, and so my  
5 understanding this is on the railroad; am I correct?

6 MR. KORNAS: So it is just north of the  
7 CSX right-of-way that runs east/west from -- well, I  
8 think it's their main line between Chicago and  
9 Pittsburgh, if I'm not mistaken -- this would be north  
10 of that on a private owned property which is Lakeshore  
11 Railcar and Tanker services.

12 MR. GOMEZ: Did you get the packet,  
13 Stacy?

14 MS. WINFIELD: Yes, I did. I'm hearing  
15 him building it up. I'm trying to hear what he was  
16 saying, but I kept getting disconnected the entire time,  
17 so that's why I was just coming in on it. He is  
18 building the railroad up; am I correct?

19 MR. KORNAS: There is already an existing  
20 infrastructure in there, that we conducted in that Phase  
21 1 expansion, that happened about a year ago. We are not  
22 building any infrastructure up in terms of construction  
23 of buildings or anything of that nature. This is simply  
24 laying railroad tracks in an existing vacant parcel of  
25 land or partial vacant parcel of land here at our  
facility, at East Chicago.

MS. WINFIELD: Okay -- I'm sorry -- I  
didn't actually mean building up. I heard you say the  
ground would be, that's what I meant.

MR. KORNAS: So, it's essentially an  
expansion of an existing rail infrastructure. It's  
already on the property, what we call our parcel three,  
our south property parcel at Lakeshore. So the total  
acreage that we have available to us is a 13 acre parcel  
of land, in East Chicago. And that 13 acre parcel we  
have engineered out to be able to lay in five initial  
railroad tracks. That was done in Phase 1 of the  
project, which was the late Summer of last year.

Phase 2, what we are coming to the  
Planning Commission meeting today with, is an additional  
phase of eight tracks, adding about 9,600 linear feet of  
rail infrastructure to support railcar storage at our  
facility.

1 MR. MORRISROE: James -- if I may --  
2 point out the difference between the five rails you are  
3 using in the operation of storage and the eight rails,  
4 which you are going to be using as far as cleaning  
5 operation. At least as I understand the difference.

6 MR. KORNAS: Sure. So when you look at  
7 our facility overall, the facility itself is broken up  
8 into three rail yards, and that's should show on your  
9 presentation there. The east and west yard, and they  
10 are true east and true west, in our facility, are the  
11 railroad yards that support the railcar cleaning  
12 function at our facility, which is the core business of  
13 Lakeshore Railcar. This is just -- it's this part right  
14 here (indicating), to the left of that, up top. This is  
15 our existing west yard and east yard, and that supports  
16 our cleaning function for the facility.

17 What you show right here, Mr.  
18 Morrisroe -- Phase 1 is in red. Phase 2 is the proposed  
19 area for expansion. Both these phases, Phase 1 and  
20 Phase 2, the purpose of that is railcar storage.  
21 Everything that you see in that particular exhibit is  
22 for railcar storage, not for the active cleaning  
23 operation. Those are done in different portions of our  
24 facility.

25 MR. GOMEZ: Any other questions or  
comments?

MS. WINFIELD: Is it possible to go to  
this site?

MR. KORNAS: Yes, absolutely. We are  
actually right down the road.

MS. WINFIELD: I would like to go and see  
the site, so I can see what you are speaking of.

MR. KORNAS: That's absolutely possible.  
You know, you can actually see a good portion of it from  
Euclid Avenue anyway. But you are more than welcome to  
actually come out to the property and have a look at it  
as well. You know, there is the existing five tracks  
that are out there and we have got a bunch of rail  
material and stuff stacked up in anticipation of Phase  
2. So it's something you can see, absolutely. We'd  
love to have you out.

MR. SLOSS: I have one quick question.

1 if I heard you correctly, the plan is to store like corn  
2 syrup and stuff like that. My question would be, is  
3 there ever a time that chemicals would be stored in this  
4 area?

5 MR. KORNAS: We discussed this a bit on  
6 the Technical Review call. It was a point to note that  
7 absolutely there is a potential of storing hazardous  
8 commodities at our facility, and we talked through  
9 specifically petro chemical commodities. And I know a  
10 lot of that was born from the recent derailment that CSX  
11 had going across the IHB Diamonds there, which was  
12 actually in the south quadrant in this parcel that we  
13 are looking at here. We would not leave that  
14 necessarily off the table in terms of storage of  
15 hazardous commodities at Lakeshore.

16 The one thing I will point out, when  
17 it comes to crude oil and the petroleum industry as a  
18 whole, those commodities do not typically store as  
19 loaded railcars. Reason being, is that the market for  
20 crude oil and the crude oil derivatives is very  
21 volatile. So at point of sale, these trains that are  
22 rolling from the west from -- you know -- from the crude  
23 oil sands out in Wyoming and Dakotas, out east, for off  
24 loading are spot buy pricing to where we have found that  
25 petro chemical companies are not going to be stored in  
loaded cars. They could lose the potential revenue from  
railcars loaded full of product, and that's kind of  
microscopic of the oil and gas industry.

So, if anything, we might see  
residue of empty cars. So cars that may have last  
contained crude oil, but do not -- are not running under  
loaded status, that is a higher probability than is  
storage of loaded petro chemicals.

It was also discussed, and I made  
mention of this last week on the Technical call, that  
there are commodities that are toxic inhalation hazard  
and poison inhalation hazard that are identified by the  
Transportation Security Administration, as being RSSM,  
or rail safety sensitive material. Those require a  
chain of custody form, 24-hour surveillance, and they  
are also restricted in some manners to run through what  
are called HTUA, or high traffic urban areas. We do not  
have any ability to clean those types of commodities at  
Lakeshore Railcar, nor would we want to store  
commodities such as that at Lakeshore. So, TIH and PIH  
PIH cars are out of the question. Hazardous materials  
are in play.

As I mentioned kind of at the

1 beginning of the presentation, we found that we are  
2 already getting a lot of interest garnered from  
3 Ingredion, an existing customer, First Right of Refusal;  
4 that we don't know if we have to broach that with going  
5 the route of storing hazardous materials at our  
6 facility.

7 MR. SLOSS: Thank you.

8 CHIEF SERNA: In looking at Figure 3, the  
9 colors with the blue and red and purple. The blue is  
10 current, which you built last year, right?

11 MR. KORNAS: Yes -- I'm sorry. So on  
12 Figure 3 --

13 CHIEF SERNA: Which is the red. Red was  
14 built last year. Exactly where is the expansion?

15 MR. KORNAS: So the expansion is blue.  
16 Red is what we built last year. Three is just a  
17 representation of where we put the soils. The soil  
18 spoils from the engineering construction that we did  
19 last year.

20 CHIEF SERNA: So last year you did five  
21 lines is it, five rail lines?

22 MR. KORNAS: Correct.

23 CHIEF SERNA: And this year you're going  
24 to add how many?

25 MR. KORNAS: Eight.

CHIEF SERNA: And the linear is a little  
bit more, considerably more?

MR. KORNAS: Yes.

CHIEF SERNA: So you are going to --  
would you say -- double the capacity to store?

MR. KORNAS: Well, nearly double the  
capacity to store. The linear footage is a bit  
deceptive, because when you look at linear feet, you  
look at total track footage. That also accounts for  
switches and clearance points. So even though the  
linear footage is actually longer than Phase 1, it



1 actually -- from a storage capacity -- is almost equal  
2 to Phase 1.

3 CHIEF SERNA: Okay. My question is, you  
4 are going to also clean and store, just like you did  
5 last year. You are going to be doing some cleaning and  
6 some storing. So with this additional capacity, are you  
7 doing more cleaning -- that's kind of following up on  
8 Mr. Morrisroe's question -- is it more cleaning you are  
9 going to be doing, or more storing, or both?

10 MR. KORNAS: Good question. The  
11 anticipation is that there would be more storage, that  
12 we have identified this as what we call a storage and  
13 transit, or SIT yard. So the primary purpose is  
14 actually railcar storage.

15 Could there be the possibility that  
16 we have a customer that says, hey, I've got 150 railcars  
17 of commodity X. I'd like you to clean those railcars  
18 and put them in storage for me, so that when I need  
19 them, I have an entire train of cars to pull out of your  
20 facility to send to another location. Yeah, absolutely.  
21 I've seen that in my railroad career in various  
22 locations, where there is better economics, from a train  
23 movement standpoint, to move an entire train worth of  
24 empty railcars clean versus what are in small cuts of  
25 cars or blocks of cars of 15 or 20. Sure, we have the  
ability to do that.

I would tell you, that the way the  
existing facility is designed, when you look at Figure 3  
and you kind of see a teardrop shape of existing rail  
infrastructure, that infrastructure represents our  
cleaning footprint. That footprint holds comfortably  
300 cars. The two storage yards, Phase 1 and Phase 2  
storage yards combined, holds about 400 cars. So that  
is what we would target primarily for storage, while  
leaving the cleaning side as is.

So those rail yards are -- the way  
that the structure of the track is and the accessibility  
of the track for east yard and west yard, better support  
the cleaning operation than the storage yard itself.  
Just railroad operation wise, it is a more cumbersome  
process to put production cars for cleaning in the  
storage yards. We would identify that storage yard to  
hold only railcars for storage.

Now, in the event that -- let's say  
-- we have a downturn in the storage market and track  
capacity opens up. It gives me the flexibility or  
Patriot the flexibility, to be able to say, hey, look,

1 now I have additional car capacity available, I'm going  
2 to try and step up my selling on the car cleaning side  
and sell that storage space as production space as a  
function of railcar cleaning.

3  
4 CHIEF SERNA: I have been Chief since  
2016, and Lakeshore has been a good neighbor. The only  
5 times that we have had to go over there, as a Fire  
Department, had to do with the cleaning process before  
6 Lakeshore really took over. And the other part was with  
the scraping of the railcars last year.

7 So, I just want to make sure that I  
understand. First, we need to have a tour. Let's make  
8 sure that we have a tour of your facility from the Fire  
Department. But as well as a neighbor there, with the  
9 storage, if it's going to be predominantly corn syrup.  
I know that Cargill, in Hammond or Whiting, on  
10 Indianapolis Boulevard there, that's a producer. They  
have an issue of course with the smell. Is that an  
11 issue when you talk about storing railcars, is that ever  
an issue?

12 MR. KORNAS: No. Those cars will be  
13 sealed. What you are referring to -- it's a terrible  
smell -- is when corn gets wet or grain gets wet; it's a  
14 horrendous smell. In that particular instance you are  
looking at the active removal of the front railcars and  
15 then the processing. And in that process, that  
exposure, you know, where we start getting stuff outside  
16 of a railcar and go in the production process, does  
create quite a smell.

17 I'm a Purdue graduate and I remember  
Stanley plants down there, and I mean especially when  
18 the wind is blowing just right, it smelled like  
something else. But -- no -- these cars are sealed up.  
19 All railcars that we work with our customers on have  
700-pound tamper proof capable seals on them. So the  
20 ability to get into a railcar is pretty darn slim. You  
have to have some pretty fancy stuff and a specific type  
21 of cutters to be able to enter into a railcar. Even  
then, you know, we are talking about refined products,  
22 refined starches, refined corn syrup and things like  
that. So we have never had any instance with the  
23 existing cut of cars we have had down there and I don't  
anticipate any problem going in the future.

24 CHIEF SERNA: Thank you.

25 MR. MORRISROE: If I may ask, the Cargill

1 smell is the production facility more than the railcar,  
2 if I understand; is that correct?

3 MR. KORNAS: Oh, yeah. That's part of  
4 the production side. But when you spill grain on the  
5 ground, spill corn on the ground -- which is maybe what  
6 you are referring to as well -- that localized is not a  
7 great smell. But the actual production process itself  
8 that you're referring to, is -- you know -- that smell  
9 is from the actual production of the refining or  
10 whatever they are doing in the processing, I guess, of  
11 those types of commodities, corn and grain, any  
12 byproducts that driven off of them.

13 CHIEF SERNA: They have been there a year  
14 now and there's been no noticeable change in the natural  
15 odors that come from the west to the east when the wind  
16 blows from Kennedy Avenue, in the 4300-block of Kennedy.  
17 So -- I haven't noted anything. I just was concerned  
18 with them doubling their capacity to clean and store  
19 corn syrup products. If that's only in the production  
20 process and not in the storage process, I'm not worried  
21 about the smell.

22 MR. GOMEZ: Are there any other questions  
23 or comments?

24 MS. WINFIELD: Yes, Mr. President. Will  
25 the residents know -- are they alerted about what is  
going on, because there's a lot of issues that people  
have that they don't know what's going on and they don't  
know that the Fire Chief is there. And he said he  
hadn't had any problem with smell or anything. But, you  
know, you might -- you said now just because it's going  
on, people are like, what's that smell. Will there be  
some type of notification or announcement in our  
bulletin that the Mayor puts out about what is going on?

MR. GOMEZ: Mr. Morrisroe, is this  
something that would be in the newsletter?

MR. MORRISROE: It's something we can ask  
to be put in the next one or two newsletters. And we'd  
ask you to prepare a draft or something -- usually we  
talk about one page -- introducing you as a neighboring  
facility and answering some other questions.

CHIEF SERNA: That's good. So this  
currently is 1.9 million dollar expansion, so that is

1 good for people to know.

2 MR. MORRISROE: That should be part of it  
3 as well, and the employment opportunities.

4 MR. KORNAS: We anticipate -- and we talk  
5 about that in the presentation -- but we anticipate this  
6 should add anywhere from 3 to 5 additional bodies, in  
7 terms of head count, to the facility overall to support  
8 the switching operation, that would be driven off the  
9 storage yard expansion itself.

10 CHIEF SERNA: And where can someone go to  
11 apply for a job?

12 MR. KORNAS: They can go direct to our  
13 website, which is [www.Patriotrailandports.com](http://www.Patriotrailandports.com). Patriot  
14 Rail is the parent company that owns Lakeshore, as well  
15 as port operation across the southeast Atlantic seaboard  
16 and the Gulf of Mexico, as well as 12 railroads across  
17 the country. So when one goes in the portal there, you  
18 select on the drop down list, current opportunities or  
19 employment opportunities, and you can select careers and  
20 then subset down to Lakeshore Railcar, and that's where  
21 those postings are at

22 MR. MORRISROE: We'd ask that be part of  
23 the draft we are working on. I'll offer to work on that  
24 with you.

25 MR. Kornas: That would be great, sure.

MR. GOMEZ: Courtnee, Mr. Morrisroe, can  
you see that this information gets to Steve Segura so he  
can put it on our website and the newsletter  
potentially?

MS. DINKINS: Yes.

MR. GOMEZ: Okay. Any other questions or  
comments? (None) We are here today for approval of  
Phase 2?

MR. MORRISROE: Yes, just pending the  
confirmation of the cutoff of the water. They use the  
same company that the City does, Calumet City Plumbing,  
and that confirmation is from Mr. Ed Santen. Other than  
that, there's approval -- there was unanimous approval  
by the Technical Review Committee last Wednesday for

1 this project.

2 MR. GOMEZ: The company's official name  
3 is Patriot, right?

4 MR. KORNAS: That's the parent company,  
5 Patriot Rail Company LLC.

6 MR. GOMEZ: But goes by Lakeshore?

7 MR. KORNAS: Yes, that's correct.

8 MR. GOMEZ: Any other questions or  
9 comments? (None) There being no further questions or  
10 comments, entertain a motion to approve Phase 2 for  
11 Lakeshore Railcar and Tanker Service, with the  
12 conditions that the water main situation is confirmed.

13 Motion to approve Phase 2 for Lakeshore Railcar, made by  
14 Anthony Serna. Second by William Allen.

15 Roll Call: "All in Favor": All Abstain: None  
16 Opposed: None

17 MR. GOMEZ: Motion carries.  
18 Thank you, sir.

19 MR. KORNAS: Thank you. I appreciate it.  
20 Thank you for your time.

21 MR. GOMEZ: That concludes New Business.  
22 I believe we have no Old Business. Any comments from  
23 the Commissioners? (None) Any comments from the  
24 public? (None)

25 Our next meeting is scheduled for  
Wednesday, July 1st, 2020, at 4:30 p.m.. That concludes  
our business for tonight. Entertain a motion for  
adjournment.

Motion to adjourn meeting made by Anthony Serna. Second  
by William Allen.

Roll Call: "All in Favor": All Abstain: None  
Opposed: None


MR. GOMEZ: Motion carries.  
Meeting adjourned.

\*\*\*\* Meeting adjourned at 5:00 p.m.\*\*\*\*

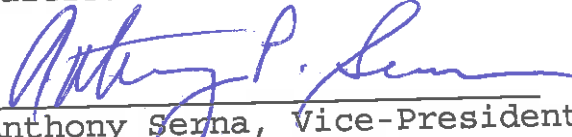
Approval of the Meeting Minutes of Monday  
June 15, 2020

Approved and signed \_\_\_\_\_

July 1<sup>st</sup>, 2020



Valeriano Gomez, President




Anthony Serna, Vice-President

\_\_\_\_\_  
Lilia Ramos, Secretary

\_\_\_\_\_  
Monique Kurmis


\_\_\_\_\_  
Joanne Moricz

\_\_\_\_\_  
Douglas Sloss

  
\_\_\_\_\_  
William Allen

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Lydia Lopez

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Stacy Winfield

  
\_\_\_\_\_  
Courtnee Dinkins

C E R T I F I C A T E

I, Peggy S. LaLonde, a competent and duly qualified court reporter, do hereby certify that I did report in machine shorthand the foregoing proceedings and that my shorthand notes so taken at said time and place were thereafter reduced to typewriting under my personal direction.

I further certify that the foregoing typewritten transcript constitutes minutes of the said proceedings taken at said time and place, so ordered to be transcribed.

Dated at Munster, Indiana, this 18th day of June, 2020.

*Peggy S. LaLonde*



Peggy S. LaLonde, CSR, RPR

