The Plymouth Redevelopment Commission met in regular session in the Council Chambers on the second floor of 124 North Michigan Street, Plymouth, Indiana, on May 19, 2026, at 5:30 p.m.

President Mike Miley led the Pledge of Allegiance and called the meeting to order for Commissioners Lana Ball, Nate Davis, Craig Hopple, and Kara Steele, who were present. Commissioner Robin Cupka was absent. Other attendees included City Attorney Jeff Houin and Clerk-Treasurer Lynn Gorski. The public was able to see and hear the meeting through Zoom and streamed live at https://www.youtube.com/@CityofPlymouth.

Commissioners Davis and Steele moved and seconded to approve the minutes of the last Regular Session meeting of April 21, 2026, as presented. The motion carried.

Houin wished to add that, for TIF's 1-7, there were typically no updates, but there were multiple potential development projects being discussed at various stages. He stated that he and the Mayor had several meetings with our financial advisors at Baker Tilly and didn't want anyone to think that nothing was going on. He stated that they were slow-rolling some of them because there's a lot of uncertainty about the future of tax revenues. He explained that with Senate Enrolled Act 1 (SEA 1), there were a lot of unanswered questions, and some of those would affect TIF areas directly with changes in personal property taxes. He stated that we were trying to be careful and not overcommit anything, but there were some potential projects coming.

Miley asked if there was any idea when we might know more about the effect of SEA 1.

Houin replied that it would be a couple of years from now after it had been implemented. He stated it was passed in 2025, but there have already been changes. He stated that in 2026, they made changes to the local income tax portion of it, and there may still be more changes coming. He stated that different aspects of it would take effect at different times, and that keeps changing. He stated that AIM had shared some projections with us, and we've got some preliminary information from Baker Tilly, but it would be difficult to say the exact impact until after it goes into effect.

TIF #1: U.S. 30/Oak Road Economic Development Area
There were no updates at that time.

TIF #2: East Jefferson/Central Business Economic Development Area
There were no updates at that time.

TIF #3: U.S. 30/Pine Road Economic Development Area
There were no updates at that time.

TIF #4: South Gateway/Western Downtown Economic Development Area
There were no updates at that time.

TIF #5: Western Avenue Economic Development Area
There were no updates at that time.

TIF #6: Plymouth/Goshen Trail Economic Development Area
There were no updates at that time.

TIF#7: Pretzel's Air Parcel
There were no updates at that time.

TIF#8: Water Street Allocation Area

Water Street Townhomes Project Update
Houin stated Kevin Berger hosted a ribbon-cutting last week, and the apartments are officially for rent. He understood that the commercial space was planning to open around the beginning of June, but didn't want to provide a specific date, as that was not for him to commit to. He stated the parking lot was striped that day and should be ready for people to move in soon.

Miley asked for an update on the Historic Firehouse and where we were on that project.

Houin replied that we are applying for multiple grants, with the biggest one being the Office of Community and Rural Affairs (OCRA) grant for historic preservation. He stated that the grant application deadline was in the first week of June, and we were working with Shannon McLeod, who was now with Baker Tilly, but she had been our OCRA grant administrator on multiple grants over the years. He stated that we were applying for $750,000 from that grant. He stated that we had additionally applied for a grant from the 1st Source Foundation and a grant from the DNR's Division of Historic Preservation and Archaeology. He explained that we were attempting to put together a proper funding stack so that we could do a full restoration of the exterior of the building, as the bricks were splitting and falling apart. He stated we did some work earlier this year to hold it together so the Heartland Artists could get occupancy, as they were using the space currently as their primary gallery due to the renovations at their current building. He stated that, in talking to Anna Kietzman of the Heartland Art Center, she was excited about potential future use, as they may still be able to use that location in collaboration with another local business to bring in some sort of artist, maker, or studio space. He stated there were a lot of ideas about what it could be used for, but the biggest need was to fix it, so it doesn't crumble from the outside. He stated that in the coming months, we would have good news about the grant applications, and we could start planning the actual work. He stated we were not looking at interior work at this time, as it was renovated in the mid-90s and it was still in good condition on the inside, aside from some mechanicals. He added that we just replaced the furnace, so that should be good for some time. He stated there may be some future work on the interior, but that would likely be done by whoever the tenant was, whether it was Heartland or someone else, but we were just focused on the exterior now. He listed the roof, cupola, bricks, windows, etc., making sure that it was restored and able to last another 150 years.

Miley asked if he could talk a little about the Ball State architectural students.

Houin replied that Kurt Garner had a connection at Ball State in their planning department, specifically in historic preservation, and a group of Ball State students came in and did a study in downtown Plymouth, focused primarily on the firehouse. He stated they produced two reports for us, with one report focused on Economic Assessment and Development for the general downtown area. He stated that Downtown Plymouth was a registered historic district, and they focused on that specific district for future development. He stated they did a separate report specifically for the Fire Station and what was needed to restore the building, but also what potential uses could be in the future. He stated they had different ideas about what was needed to restore the building, but also what potential uses could be in the future. He stated they had different ideas about what could go there and possible reconfigurations of the building and the property itself. He stated there were some good ideas and perspectives from some young students who were looking forward to the future and saw some potential there.

Miley stated that a year ago, he would have said this was going to fall on its face, but now it was coming to fruition.

Houin stated that some of the best news we received was that the Historic Firehouse won the DNR's Facebook poll for the most loved historic building in the state. He added that it was not even close, and the Historic Firehouse blew the competition out of the water. He hoped that meant that the DNR would not deny our grant request after the results of that poll, but it was nice to see a lot of community support and positive input about the future of that building.

Davis asked if there was a number to fully restore the building.

Houin replied that the estimates that we're using are somewhere between $900,000 and $1 million. He stated that he was assuming some creep into the estimates we've gotten so far. He stated the city council budgeted with the intent of doing the city's portion of that, but we've used some of that for the repairs that needed to be made before Heartland could move in, and some of that was budgeted for a potential match for those grants. He stated we should be in good shape if we're successful with the grants to move forward with those repairs.

Other Business:

Determination Release of Excess Assessed Valuation in each TIF District

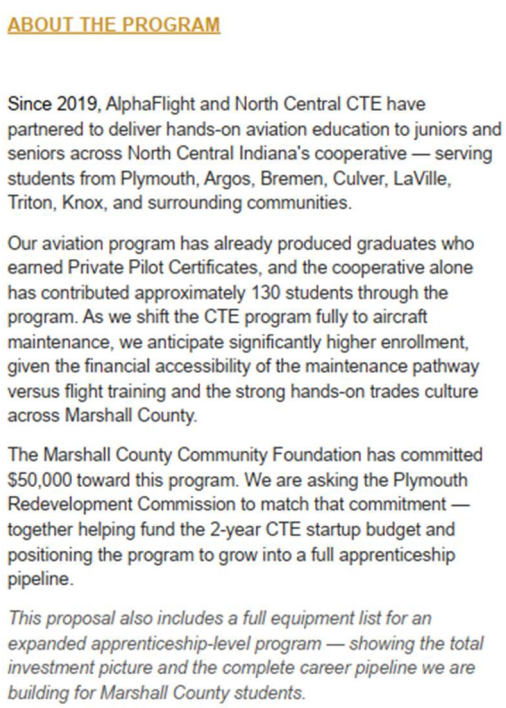
Clerk-Treasurer Gorski stated that Kyle Carlson of Baker Tilly wanted us to be aware that the House Enrolled Act No. 1210 (enacted during the 2026 Legislative session) added language that if the Redevelopment Commission fails to provide this notice by June 15th, the County Auditor shall allocate five percent (5%) of the captured assessed value in each TIF allocation area to the overlapping taxing units. She stated that missing the deadline could result in a 5% reduction in the TIF revenue collection for 2027. She stated that for TIF 1, for the last several years, we have passed through 15 million in assessed value. She recommended that we continue with that 15 million for this coming year. She stated there would be no excess assessed value to pass through for TIF's 2-8.

Commissioners Hopple and Ball moved and seconded to release $15,000,000 in pass-through based on the recommendation from Clerk-Treasurer Gorski. The motion carried.

Support for CTE Aviation Program

Houin introduced Debra Venti and Jodi Marohn, representing Alphaflight, specifically the CTE Aviation Program, with a request.

Marohn provided a background of Alphaflight and went into detail on the regional workforce demand of the program, as seen below:



ABOUT THE PROGRAM

Since 2019, AlphaFlight and North Central CTE have partnered to deliver hands-on aviation education to juniors and seniors across North Central Indiana's cooperative — serving students from Plymouth, Argos, Bremen, Culver, LaVille, Triton, Knox, and surrounding communities.

Our aviation program has already produced graduates who earned Private Pilot Certificates, and the cooperative alone has contributed approximately 130 students through the program. As we shift the CTE program fully to aircraft maintenance, we anticipate significantly higher enrollment, given the financial accessibility of the maintenance pathway versus flight training and the strong hands-on trades culture across Marshall County.

The Marshall County Community Foundation has committed $50,000 toward this program. We are asking the Plymouth Redevelopment Commission to match that commitment — together helping fund the 2-year CTE startup budget and positioning the program to grow into a full apprenticeship pipeline.

This proposal also includes a full equipment list for an expanded apprenticeship-level program — showing the total investment picture and the complete career pipeline we are building for Marshall County students.



REGIONAL WORKFORCE DEMAND

#1 Best-Paying Job Without a Degree

CNBC named aircraft mechanic the #1 best-paying job not requiring a college degree (Jan. 2026). Median salary: $78,680/yr (BLS, May 2024).

24,000 Unfilled Positions — Now

Oliver Wyman and ATEC report 24,000 unfilled AMT positions in North America today, projected to grow to 40,000 by 2028 — a 20% industry shortfall.

10% Commercial Aviation Shortage in 2025

The 2025 ATEC/Oliver Wyman Pipeline Report projects a shortage equal to 10% of commercial aviation's certificated mechanic needs this year alone — approximately 5,338 mechanics.

GE Aerospace, 60 Miles Away

GE Aerospace's Lafayette facility assembles LEAP jet engines and actively runs an apprenticeship program requiring FAA Powerplant certification. A&P candidates are a direct pipeline.

Marshall County Already Investing

Plymouth broke ground on the $9M Marshall County Career Innovation Center in 2024, with aviation listed as a priority program area. This proposal directly aligns with that investment.

Skills That Transfer Countywide

Marshall County hosts nearly 100 manufacturers. Precision measurement, hydraulic systems, electrical troubleshooting, and quality documentation translate directly to advanced manufacturing careers.

$98,122	$50,000	$50,000	$~163K
CTE 2-Year Program Budget	Marshall County Foundation Grant (AWARDED)	Plymouth RDC Request	Full Pipeline (CTE + Apprenticeship)

ECONOMIC DEVELOPMENT IMPACT

Every graduate who earns an A&P Certificate and stays in the region represents $78,000+ in annual wages — money spent locally, property taxes paid, families raised in Marshall County.	Each student who avoids student loan debt by entering a trade rather than a 4-year degree improves Marshall County's workforce retention rate.	The apprenticeship pipeline connects directly to GE Aerospace Lafayette, Republic Airways Indianapolis, AAR, and regional MROs — employers actively recruiting Indiana-trained mechanics.

PROGRAM TIMELINE

2025–2026 | HYBRID TRANSITION YEAR (CTE)

Curriculum development finalized, equipment procurement begins, aviation maintenance lab established. AVIT 141 (General) coursework launches alongside remaining flight program elements.

2026–2027 | FULL 2-YEAR CTE MAINTENANCE PROGRAM

Complete aircraft maintenance curriculum for 11th & 12th grade students county-wide. Students log documented hands-on experience hours across FAA knowledge areas: General, Airframe, and Powerplant. Full equipment in place.

2027+ | APPRENTICESHIP EXPANSION PHASE

Graduates and community members enter the expanded apprenticeship-ready shop. Supervised experience hours are logged per FAA 14 CFR Part 65.77. Participants qualify to sit for A&P written and practical exams within 12–18 months.

UPON CERTIFICATION | CAREER-READY A&P MECHANICS

Graduates with A&P Certificates enter the workforce with starting salaries of $47,000–$65,000, advancing rapidly to $78,000+ median. Direct pipeline to GE Aerospace Lafayette, regional MROs, airlines, charter operators, and general aviation.

FUNDING & PHASE OVERVIEW

Funding Source / Phase	Budget	Status
Marshall County Community Foundation Grant (Phase 1 — CTE)	$50,000	AWARDED
Plymouth Redevelopment Commission — this request (Phase 1 — CTE)	$50,000	REQUESTED
Phase 1 CTE Total	$100,000	TARGET
Phase 2 — Apprenticeship Equipment	~$64,900	FUTURE ROUND
Phase 3 — Job Placement & Career Services (annual)	~$19K/yr	ANNUAL COST
Phase 4 — AlphaFlight Part 147 Certification (startup)	~$107K + $121K/yr	NEXT PHASE
Phase 4B — AlphaFlight Becomes Part 147 School (long-term)	~$107K + $121K/yr	LONG-TERM
Phase 5 — New Airport Hangar (Part 147 Facility)	~$1,063,000	CAPITAL CAMPAIGN

YOUR INVESTMENT UNLOCKS THE ENTIRE PIPELINE

The Plymouth Redevelopment Commission's $50,000 grant significantly contributes to the successful implementation of our two-year program by facilitating the acquisition of essential equipment. Without Phase 1, there is no apprenticeship, no Part 147 pathway, no A&P graduates, and no regional employer pipeline. This is the investment that starts it all.

Venti wished to add that there was a waiting list for the automotive maintenance program, so we're hoping to tap into that and bring those kids over into aviation. She stated that with it starting in 2027, it would just continue to grow, and eventually, we would need hangars. She explained there was a lot of

emphasis on growing the airport because it was a major factor in our growth. She stated that with all the great things going on out there, this would be a major focus for growth.

Marohn stated that this inventory was just for the equipment, so it didn't include salary or operations. She stated that this would get phase one completed to have a two-year program for high school students.

Venti stated that in three years, once Maloy arrives, we'd probably be up to half a million dollars because we would need space and hangars. She stated that if these kids could get in on the ground level of learning maintenance on airplanes, by three years, we're hoping that we have a full-fledged maintenance program that would bring aircraft here. She stated it was one of the biggest overheads that Alphaflight must take care of.

Hopple asked what they meant by inventory.

Marohn replied that it referred to safety equipment like goggles, hand tools, sheet metal seamers, etc. She stated this would all be the tools required to make this work.

Hopple asked for clarification that the $50,000 being asked of them was to help offset the cost of inventory. Marohn and Venti agreed. Hopple asked if that would outfit the students who are on the waiting list with that dollar amount.

Venti replied in agreement that these were all the tools that would have to be purchased for this first year, for the Fall of 2026.

Hopple stated there was mention of a waiting list. He asked how many students in the Fall of 2026 would have an interest in this program.

Marohn replied that, as for students who have an interest in the program was a lot more than who's going to be in the class, because students had already signed up for the class prior to us announcing this new program. She foresaw in 2027 it being closer to 90 students instead of 30 this first year because they had a deadline to find an instructor, and they could only teach morning classes for this first year. She stated that it was beneficial to them, with it being new, so they could work out a few kinks and set themselves up for 120 students next Fall. She stated that with two classrooms, we could have two morning classes and two afternoon classes.

Hopple asked if they would need additional buildings to accommodate Phase Two.

Marohn replied that she was working with her Head Mechanic and Ivy Tech, so it came down more to them on what requirements need to be met to obtain a certification. She stated it would be great if we could utilize the space so they didn't have to fill in more, but she would need to know from the experts whether we need to fill it out or not.

Hopple asked where in the United States they normally have aviation mechanics. He stated this would be a nice opportunity for Plymouth because there ought to be very few of these opportunities out there nationwide, so this would be great to offer to our students here locally.

Venti replied that it was a huge opportunity, as she was not sure how many maintenance schools were in Indiana aside from those at universities.

Ball asked if they tapped into Purdue University for aviation because they have a great aviation school.

Marohn replied that they've been talking with a lot of universities and colleges.

Ball replied that they may have students who want to come up and do internships to help the program, or even Associate Professors.

Venti replied that Alphaflight was connected to Ivy Tech, Vincennes, etc. She stated that there are some maintenance schools in Mississippi, Tennessee, South Carolina, etc., but they are often in warmer climates where they can fly more, so you don't see that many in the Midwest region.

Miley asked if enFocus was helping them put together a business plan for this and if they had any idea when it would be done. Marohn replied that it should be done by the end of this month. Miley asked if they could get a copy of that as well. Marohn agreed. Miley stated that the other thing we had to figure out was which TIF we had to pay for this out of. He stated he was in favor of this program but asked if they could come back next month after they had a chance to look this over and maybe get that information over to us prior to that meeting through the Clerk's Office. Marohn agreed.

Houin stated that before you could expend TIF funds for a specific purpose, it had to be included in the TIF plan. He stated that we went through this process of amending the TIF plan last year for investment in the Career Innovation Center, which was specifically to purchase tools and equipment for the automotive maintenance program. He stated that the amendment to the TIF plan at that time was to add capital expenditures for educational institutions that help prepare individuals to participate in the competitive and global economy. He stated this was almost an identical proposal, as it was a capital expenditure. He stated that you could not contribute to the operational costs, but you could invest in capital expenses. He explained that tools and equipment for an aircraft maintenance program would be corollary to the tools and equipment you invested in for the automotive program through the CTE classes. He stated that if you choose to make this investment, we would have to confirm with the Clerk-Treasurer what funds are available in TIF 3; then you could do it out of TIF 3 under the current plan.

Miley asked if this had been brought up to the schools that participate in the CTE program. Venti replied that they just started talking to them. Miley believed that it benefited all of them.

Venti stated that it would be because we had a flight school already, but now we were starting a maintenance program, which was more beneficial to our area. She believed that it would also be beneficial to our flight school students to understand the mechanics of flying.

Davis asked if we were competing with any other counties right now or if there was a deadline. He asked if this could wait a month. Marohn and Venti were both fine with waiting a month.

Houin stated Alphaflight was working with enFocus on their business plan and future scoping for the flight school, while the city was working more on development plans for the airport and the area around the airport to support it. He stated we were transitioning from a discovery phase to a planning phase. He explained that a lot of the work so far has been done to evaluate what other airports have done and where the opportunities are for Plymouth Airport. He stated that those opportunities include flight training and aviation mechanics. He stated there was a huge demand for aircraft maintenance, and there are not a lot of maintenance facilities in this area. He stated that Rochester Airport had a lot of money to spend, so they built a spec building, not having any idea who would rent it, and before it was even completed, they had leased it to a maintenance company, which has drawn aircraft from all over the area. He added that Alphaflight even sends its aircraft there for maintenance. He stated that having that in Plymouth would be a huge benefit, and an airport's success was based on the number of aircraft coming in and out. He explained that the higher the number, the more successful the airport was, so anything we could do to drive traffic and maintenance would be the easiest and fastest way to significantly increase traffic at the airport. He stated the work would move into planning around what facilities would be needed. He listed other growth, additional hangar space, and potential manufacturing space related to aviation. He stated we

had to make sure whatever develops around the airport, be it industrial, commercial, or residential, supports the airport and doesn't hinder that growth. He believed that in the coming months, it would be a good time to give an interim presentation from enFocus on what we have done and where we're going with that work. He stated our Airport Engineer, Woolpert, has been integral in the process. He added that PIDCO has been very involved and interested in investing in industrial development, especially related to the airports, along with Greg Hildebrand of MCEDC.

Approval of Redevelopment Invoices

Paid from:		
All TIF Districts		
Baker Tilly	Professional Fees per Agreement	$3,100.00
TIF 3		
Marshall County Treasurer	Property Tax-ditch assessment for Aquatic Center	$17.30
enFocus	enFocus Services for Economic Development	$7,500.00
		Total Amount of Claims $10,617.30

Commissioners Hopple and Steele moved and seconded to approve the Redevelopment Invoices as presented. The motion carried.

Acceptance of Communications

The following communications were provided to the Commissioners:

- 1993 TIF Trial Balance – April 2026 (TIF #1: U.S. 30/Oak Road Economic Development Area)
- 2000 TIF Trial Balance – April 2026 (TIF #2: East Jefferson/Central Business EDA)
- 2005 TIF Trial Balance – April 2026 (TIF #3: U.S. 30/Pine Road Economic Development Area)
- 2016 TIF Trial Balance – April 2026 (TIF #4 South Gateway/Western Downtown EDA)
- 2019 TIF Trial Balance – April 2026 (TIF #6 Plymouth-Goshen Trail EDA)
- 2019 TIF Trial Balance – April 2026 (TIF #7 Pretzels Air Parcel)

Commissioners Ball and Davis moved and seconded to accept the communications as presented. The motion carried.

Adjournment

The next meeting was scheduled for June 16, 2026, at 5:30 p.m. There being no further business to discuss, the meeting was declared adjourned at 6:14 p.m. after a motion and second by Commissioners Hopple and Steele. The motion carried.

/s/ Lynn M. Gorski
Clerk-Treasurer