

Be it Remembered that the Common Council of the City of Plymouth, Indiana, met in regular session on August 25, 2025. The meeting was held in the Council Chambers, on the second floor of the City Building, 124 N. Michigan St., Plymouth, Indiana, and was called to order at 6:40 p.m.

Councilman Ecker offered prayer, and Mayor Listenberger led the Pledge of Allegiance.

Mayor Listenberger presided over Council members Duane Culp, Don Ecker Jr., Kayla Krathwohl, Shiloh Carothers Milner, Dave Morrow, and Linda Starr, who were physically present. Councilman Randy Longanecker was absent. City Attorney Jeff Houin and Clerk-Treasurer Lynn Gorski were also present. The public was able to see and hear the meeting through Microsoft Teams and streamed live at <https://www.youtube.com/@CityofPlymouth>.

Council members Starr and Krathwohl moved and seconded to approve the minutes of the regular session of the Common Council on August 11, 2025, as presented. The motion carried.

City Attorney Houin introduced Ordinance No. 2025-2247, An Ordinance Implementing a Municipal Wheel Tax and Motor Vehicle License Excise Surtax and Creating the City of Plymouth Wheel Tax Fund and the City of Plymouth Motor Vehicle License Excise Surtax Fund on second reading.

Houin stated he was asked to provide a brief explanation of why they were considering the wheel tax at this time. He explained that it stemmed from legislation that was passed that year by the general assembly, specifically House Enrolled Act (HEA) 1461, which made some significant changes to the distribution of the State's Local Bridge and Matching Fund. He stated the fund previously was used 100% for Community Crossings Matching Grants (CCMG) as in 2024 when INDOT awarded \$350 million in CCMG across the state. He stated there were two application rounds each year, and each local government could be awarded up to \$1.5 million per year in CCMG grants, however with the changes in legislation, the total amount to be awarded for CCMG was now limited to \$100 million and it had been reduced to one application round per year. He stated that there was over 50% in what you could even apply for and less than a third of what was previously awarded that would be available for those grants going forward. He stated in 2027, which was the fiscal year that would start next year, they plan to make additional distributions. He stated after the \$100 million for CCMG, \$20 million was set aside for Indiana's TRAX Rail Overpass Program, \$50 million would be set aside for the City of Indianapolis if they choose to match that with new money, and the remaining amount in that fund would be distributed among local governments that have a wheel tax or local option highway user tax in place. He stated it would be a pro rata distribution based on lane miles under the authority of that local government. He explained that the bulk of the money being distributed through the Local Bridge fund would be dependent upon having a wheel tax

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in place because if the wheel tax was not in place, you would not receive any of those additional funds. He stated that was why he was asked to prepare this after speaking with council members and that was why it was presented now. He stated the deadline for it to be in effect on January 1st of next year, was that it had to be adopted and sent to the BMV along with some supporting documentation, by September 1, 2025.

Mayor Listenberger added that there was enough interest among the council members to bring it to this point.

Ecker stated it was unfortunate that we, along with other cities across Indiana, were forced to make these decisions. He stated in order to maintain roads and streets, he did not see an out. He asked Houin if there was another option.

Houin replied that it would be a lot of funds left on the table as the estimate for the first year of the lane mile distribution that requires the wheel tax was somewhere between \$190-\$260 million to be distributed across the State which was close to what was previously distributed for CCMG. He stated this was all contingent upon having the wheel tax in place.

Starr wished to say that she appreciated all those who reached out to her via text as she does hear them, but she felt that the responsible thing to do for all of them was to go ahead with this. She commented that it felt like they were held hostage by the State with these funds if they do not implement the wheel tax as they would not receive any funds. She stated that would not be good for the City of Plymouth.

Morrow agreed with Starr about all the improvements that the Street Department has made this year and every year. He stated if they did not receive these funds that there would not be improvements. He explained they would only be filling potholes continually and the roads would deteriorate. He stated he had people reach out to him as well largely because when anyone hears a new tax, that it was not a fun topic. He stated as much as he disliked adding a new tax, he would support this.

Culp agreed with the others as people do not like more taxes, but it was an evil that their hands were tied. He appreciated Houin for his brief explanation, and it was a hard pill to swallow.

Mayor Listenberger stated one of the comments he heard was that they would spend the funds on something other than roads. He stated he would assure them that the Clerk-Treasurer would not allow them to do that.

Houin added that the law specifies that it could only be spent on street maintenance.

Clerk-Treasurer Gorski stated if this were to pass that there would be two more funds created in the fund accounting that this money would go into for tracking purposes.

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Ecker asked if there was a chance the State could rescind this decision.

Houin replied there was always a chance, but he did not want to speculate on what the general assembly may do but the proposal this year was to make it more stringent, but they backed off. He believed from the momentum he has seen from the current elected officials responsible for this was to shift more of the burden to local taxes and away from the State.

Council members Ecker and Morrow moved and seconded to approve Ordinance No. 2025-2247, An Ordinance Implementing a Municipal Wheel Tax and Motor Vehicle License Excise Surtax and Creating the City of Plymouth Wheel Tax Fund and the City of Plymouth Motor Vehicle License Excise Surtax Fund on second reading. The motion passed by roll call vote.

Councilman in Favor: Culp, Ecker, Krathwohl, Milner, Morrow and Starr

Councilman Opposed: N/A

Councilman Absent: Longanecker

City Attorney Houin introduced Ordinance No. 2025-2247, An Ordinance Implementing a Municipal Wheel Tax and Motor Vehicle License Excise Surtax and Creating the City of Plymouth Wheel Tax Fund and the City of Plymouth Motor Vehicle License Excise Surtax Fund on third reading.

Council members Krathwohl and Milner moved and seconded to approve Ordinance No. 2025-2247, An Ordinance Implementing a Municipal Wheel Tax and Motor Vehicle License Excise Surtax and Creating the City of Plymouth Wheel Tax Fund and the City of Plymouth Motor Vehicle License Excise Surtax Fund on third reading. The motion passed by roll call vote.

Councilman in Favor: Culp, Ecker, Krathwohl, Milner, Morrow and Starr

Councilman Opposed: N/A

Councilman Absent: Longanecker

REGULAR SESSION, COMMON COUNCIL, August 25, 2025

ORDINANCE NO. 2025-2247

AN ORDINANCE IMPLEMENTING A MUNICIPAL WHEEL TAX AND MOTOR VEHICLE LICENSE EXCISE SURTAX AND CREATING THE CITY OF PLYMOUTH WHEEL TAX FUND AND THE CITY OF PLYMOUTH MOTOR VEHICLE LICENSE EXCISE SURTAX FUND

WHEREAS, without the adoption of this Ordinance, the City of Plymouth would not be eligible for future distributions from the State of Indiana Local Road and Bridge Matching Grant Fund;

WHEREAS, Ind. Code §6-3.5-11 *et seq.* (the "Wheel Tax Act") authorizes the Common Council of the City of Plymouth, Indiana ("Common Council") to implement by ordinance an annual wheel tax ("Wheel Tax") of not more than forty dollars (\$40.00) on certain motor vehicles registered within the City of Plymouth (the "City");

WHEREAS, Ind. Code §6-3.5-10 *et seq.* (the "Excise Tax Act") authorizes the Common Council to implement by ordinance an annual license excise tax surtax (the "Excise Surtax") at a rate of not more than Twenty-Five Dollars (\$25.00) on certain vehicles registered in the City;

WHEREAS, the Wheel Tax Act authorizes the Common Council to implement the Wheel Tax at a different rate for each class of vehicle subject to the Wheel Tax Act. In addition, the Wheel Tax Act authorizes the Common Council to establish different rates within different classes of buses, recreational vehicles, semitrailers, tractors, and trucks based on weight classification established by the Indiana Bureau of Motor Vehicles ("BMV");

WHEREAS, the Excise Tax Act authorizes the Council to implement the Excise Surtax on each motor vehicle that is subject to the tax or implement the Excise Tax on vehicles subject to the Excise Surtax at one or more different amounts based upon the class of vehicles;

WHEREAS, the Wheel Tax Act prohibits the Common Council from adopting an ordinance imposing a Wheel Tax unless the Common Council concurrently adopts an ordinance under Ind. Code §6-3.5-10-1 *et seq.* to implement the annual motor vehicle license excise surtax;

WHEREAS, pursuant to Ind. Code §6-3.5-10-1 *et seq.*, the City Council is concurrently adopting a Motor Vehicle License Excise Surtax;

WHEREAS, the City utilizes a traffic asset management plan referred to as its pavement asset management plan, which has been approved by INDOT and is outlined in the attached Exhibit A, which is incorporated herein by reference;

WHEREAS, the Common Council deems it necessary to implement the Excise

Surtax and the Wheel Tax so that it may generate revenue to support the safe operation and continued maintenance of the streets and roads under the jurisdiction of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF PLYMOUTH, INDIANA AS FOLLOWS:

Section 1. Title VII, entitled Traffic Code, shall be amended to create and add Chapter 73, entitled Wheel Tax and Motor Vehicle License Excise Surtax, and to create and add Section 73.01, entitled Wheel Tax and Fund, and to create and add Section 73.02, entitled Motor Vehicle License Excise Surtax and Fund, all to the Plymouth Municipal Code as follows:

Chapter 73 Wheel Tax and Motor Vehicle License Excise Surtax

Section 73.01 Wheel Tax and Fund.

(A) Definitions. The definitions and provisions set forth in Ind. Code §6-3.5-11-1 are incorporated herein by reference and shall apply throughout this Ordinance.

(B) City of Plymouth Wheel Tax Fund. The "City of Plymouth Wheel Tax Fund" is hereby created and shall be a non-reverting fund. The City may only use the Wheel Tax revenues for the following purposes:

- (1) to construct, reconstruct, repair, or maintain streets and roads that are under the jurisdiction of the City;
- (2) as a contribution to an authority established under Ind. Code §36-7-23;
- (3) for the City's contribution to obtain a grant from the local road and bridge matching grant fund under Ind. Code 8-23-30; and
- (4) any other allowable uses under Ind. Code §6-3.5-11.

(C) Imposition and Rate of Wheel Tax. Effective January 1, 2026, the following vehicles registered in the City of Plymouth and subject to the Wheel Tax shall incur a Wheel Tax in the amount of Forty Dollars (\$40.00) pursuant to Ind. Code §6-3.5-11-1 *et seq.*

- (1) Buses
- (2) Recreational vehicles
- (3) Semitrailers
- (4) Trailers with a declared gross weight of more than nine thousand (9,000) pounds
- (5) Trucks and tractors with a declared gross weight or more than eleven thousand (11,000) pounds.

- (1) to construct, reconstruct, repair, or maintain streets and roads under the City's jurisdiction;
- (2) for the City's contribution to obtain a grant from the local road and bridge matching grant fund under Ind. Code 8-23-30; or
- (3) any other allowable uses under Ind. Code §6-3.5-10.

(C) Imposition and Rate of Excise Surtax. Effective January 1, 2026, the following vehicles, registered in the City of Plymouth and subject to the Motor Vehicle License Excise Tax, shall be subject to the Excise Surtax in the amount of Twenty-Five Dollars (\$25.00), pursuant to Ind. Code §6-3.5-10-1 *et seq.*

- (1) Passenger motor vehicles.
 - (2) Motorcycles.
 - (3) Motor driven cycles.
 - (4) Collector vehicles.
 - (5) Trailer vehicles with a declared gross weight of 9,000 pounds or less.
 - (6) Trucks with a declared gross weight of 11,000 pounds or less.
 - (7) Mini-trucks.
 - (8) Military vehicles.
- The Excise Surtax shall be paid with the registration of each such vehicle.

(D) The City Clerk-Treasurer shall deposit revenue received from the Excise Surtax in a fund to be known as the "City of Plymouth Motor Vehicle License Excise Surtax Fund" and shall distribute the Surtax Fund consistent with Ind. Code §6-3.5-10-10.

(E) Accounting of Wheel Tax Fund. On or before October 1st of each year, the City Clerk-Treasurer shall provide the Common Council an estimate of the Excise Surtax revenues to be received by the City during the next calendar year. The City shall include the estimated Excise Surtax revenues in the City's budget estimate for the calendar year.

(F) Transmittal of Ordinance. The Common Council authorizes the Mayor or his designee to provide a copy of this Ordinance to the Indiana Department of Revenue and the Indiana Bureau of Motor Vehicles and required by Ind. Code §6-3.5-10-6.

Section 2. The WHEREAS Recitals are incorporated herein by reference.

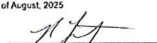
Section 3. All prior ordinances or parts thereof inconsistent with any provision of this Ordinance are hereby repealed. This Ordinance shall have no effect

upon any other sections of the Plymouth Code of Ordinances or ordinances not specifically changed by this Ordinance, except as herein provided, and all other sections of the Plymouth Code of Ordinances not inconsistent herewith remain the same.

Section 4. The sections, paragraphs, sentences, clauses, phrases and words of this Ordinance are separable, and if any word, phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional, invalid or unenforceable by the valid judgment or decree of a Court of competent jurisdiction, such unconstitutionality, invalidity or unenforceability shall not affect any of the remaining words, phrases, clauses, sentences, paragraphs and sections of this ordinance.

Section 5. This Ordinance shall be in full force and effect from and after its passage, approval and publication according to law.

PASSED AND ADOPTED this 25th day of August, 2025

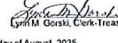

Robert Listeburger, Presiding Officer

ATTEST:


Lynn M. Gorski, Clerk-Treasurer

Presented by me to the Mayor of the City of Plymouth, Indiana on the 25th day of August, 2025, at 3:00 o'clock p.m.

Approved and signed by me this 25th day of August, 2025


Robert Listeburger, Mayor

City Attorney Houin introduced Ordinance No. 2025-2248, An Ordinance to Amend Contractor Registration Requirements for the City of Plymouth on second reading.

Houin stated this was a suggestion from Building Commissioner Manuwal for a specific project, Habitat for Humanity house, as they have a contractor that was deeply discounting their services but was not registered with the city. He stated since the fees were set by ordinance, Manuwal did not have the authority to waive that. He stated the proposal with this amendment would be to give the Building Commissioner discretion in a situation where work was being performed by a nonprofit or on behalf of a nonprofit, at either a free or discounted rate the Building Commissioner would have discretion to waive their registration fee with the city.

Culp asked if this only pertained to 501(c)(3) nonprofit organizations.

Houin replied that nonprofit does not mean tax exempt as anyone can register a nonprofit corporation in the State of Indiana. He explained that 501(c)(3) was the section of the federal tax code that recognizes a tax-exempt entity. He stated you need to meet certain requirements and apply to the IRS for designation as a tax-exempt entity so the 501(c)(3) is a tax-exempt designation beyond nonprofit.

Culp asked if 501(c)(4) qualified.

Houin replied that other types of tax-exempt entities were not acting for charitable purposes. He stated they may be tax exempt but 501(c)(3) was specifically an education, scientific, charitable, or religious organization.

Council members Ecker and Milner moved and seconded to approve Ordinance No. 2025-2248, An Ordinance to Amend Contractor Registration Requirements for the City of Plymouth on second reading. The motion passed by roll call vote.

Councilman in Favor: Culp, Ecker, Krathwohl, Milner, Morrow and Starr

Councilman Opposed: N/A

Councilman Absent: Longanecker

City Attorney Houin introduced Ordinance No. 2025-2248, An Ordinance to Amend Contractor Registration Requirements for the City of Plymouth on third reading.

Council members Culp and Morrow moved and seconded to approve Ordinance No. 2025-2248, An Ordinance to Amend Contractor Registration Requirements for the City of Plymouth on third reading. The motion passed by roll call vote.

Councilman in Favor: Culp, Ecker, Krathwohl, Milner, Morrow and Starr

Councilman Opposed: N/A

Councilman Absent: Longanecker

REGULAR SESSION, COMMON COUNCIL, August 25, 2025

ORDINANCE NO. 2025-2248

AN ORDINANCE TO AMEND
CONTRACTOR REGISTRATION REQUIREMENTS
FOR THE CITY OF PLYMOUTH

Statement of Purpose and Intent

The City of Plymouth currently requires all contractors and subcontractors performing work under a building permit within the city to register with the City Building Commissioner. Initial registration requires a fee of \$100, with annual renewal fees of \$55. The purpose and intent of this ordinance is to grant the City Building Commissioner the discretion to waive contractor registration fees for work performed by or on behalf of a tax-exempt entity.

NOW, THEREFORE, BE IT ORDAINED, by the Common Council of the City of Plymouth, Indiana, as follows:

Section 1. Title XV, entitled Land Usage, Chapter 151, entitled Building Permits, § 151.03 REGISTRATION OF CONTRACTORS is amended by the following deletions and additions as follows:

151.03 REGISTRATION OF CONTRACTORS.

The City of Plymouth elects to make itself subject to Marshall County Ordinance No. 2007-13 concerning the registration of contractors. A copy of said ordinance, which the City of Plymouth is now subject to, is attached to the ordinance codified in this section. In addition thereto, to the fullest extent consistent with I.C. 36-1-22-6(2), the city implements its own contractor registration program.

(A) **Definitions.** For the purposes of this program, the term "contractor" means any person, firm, or entity engaging for remuneration in the building or construction business, including: any new construction, remodeling, repairs, alteration, or demolition of nonresidential properties for which a city permit is required; and any new construction, remodeling, repairs, alteration, or demolition of residential properties, excluding the dwelling unit, for which a city permit is required.

(B) **Registration.** Contractors shall be required to register with the City Building Commissioner. At the time of registration, the contractor shall provide a certificate of insurance showing general liability coverage and, as applicable, proof of workers' compensation insurance coverage or a duly filed Affidavit of Independent Contractor status with the State of Indiana. Further, the contractor shall pay an annual registration fee, which shall cover a 1-year period beginning on the date the registration fee is paid, first day of each year and ending on the thirty-first day of December of each year. The fee for

contractors registering with the city for the first time shall be \$100. The fee for contractors renewing their registration in subsequent years shall be \$55. Registration of a contractor may be denied by the City Building Commissioner if a contractor has refused to comply with the Building Code or other applicable ordinances after having received a written notice of said violations during the previous year.

(C) **Waiver of Fee.** For any contractor performing work under a building permit issued to or on behalf of an entity recognized as tax exempt under section 501(c)(3) of the Internal Revenue Code, which work is being performed at a discounted or no fee, the City Building Commissioner shall be authorized to waive the contractor registration fee. Any registration issued under this provision for which the registration fee is waived shall be provisional and valid only for work performed by or on behalf of the tax-exempt entity.

Section 2. This ordinance shall become effective after passage, due attestation, and publication as required by law. Further, this ordinance shall remain in effect until amended or repealed by the Common Council.

PASSED AND ADOPTED this 25th day of August, 2025.


Robert Listenberg, Presiding Officer

ATTEST:


Lynn M. Gorski, Clerk-Treasurer

Presented by me to the Mayor of the City of Plymouth, Indiana on the 25th day of August, 2025, at 8:00 o'clock p.m.


Lynn M. Gorski, Clerk-Treasurer

Approved and signed by me this 25th day of August, 2025.


Robert Listenberg, Mayor

Building Commissioner Dennis Manuwal Jr. asked for an additional appropriation to be able to award the bid that was approved by the Board of Public Works and Safety to demolish The Pointe Apartments. He stated he currently had just over \$19,000 in his unsafe building fund so he would like to ask for the additional to be able to award that.

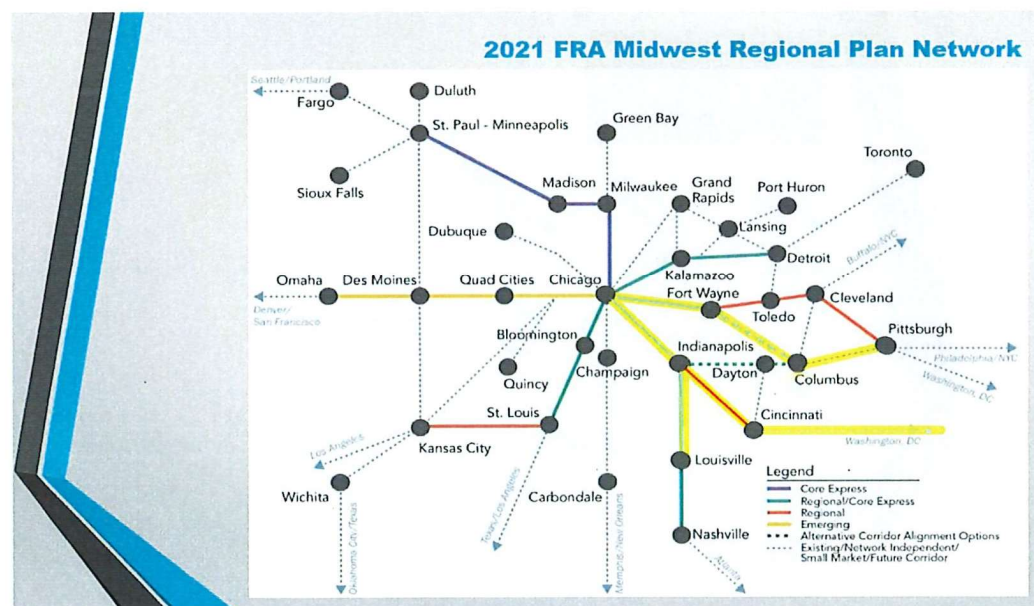
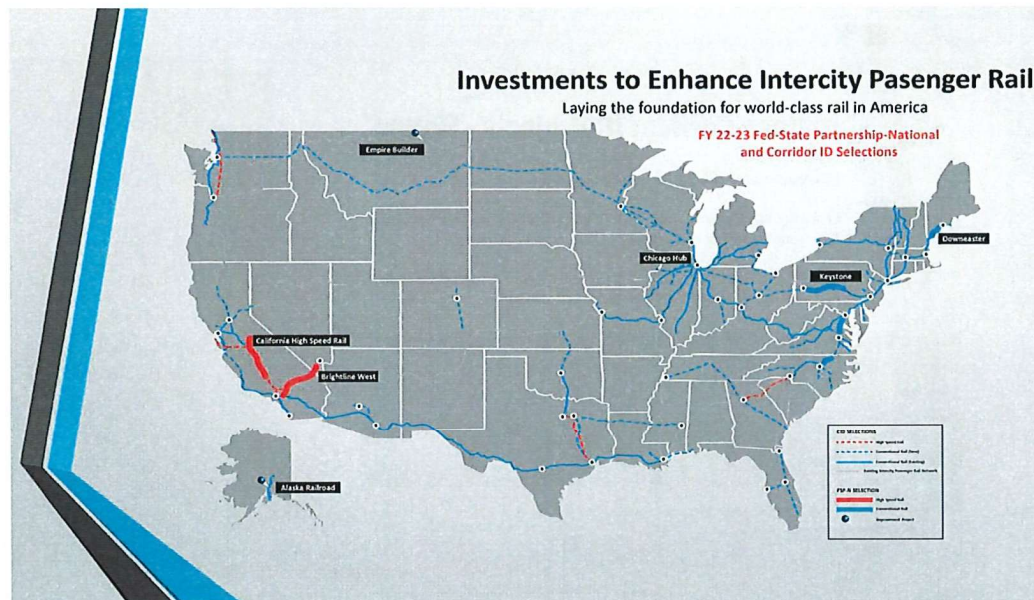
Mayor Listenberg asked if they should consider 222 Shalley Drive when they were doing an additional appropriation.

Houin replied that the only thing they had to approve that night was to ask the Clerk-Treasurer to move forward in preparing an additional appropriations resolution. He stated it would require a public hearing so those details could be worked out with the Clerk-Treasurer for when it does come for final approval that it was adequate.

Council members Ecker and Morrow moved and seconded to approve the request as presented. The motion carried.

Airport Manager Bill Sheley stated the following announced projects had received congressional approval and would be awarded a grant once all statutory and administrative requirements had been finalized. He stated it was a Fiscal Year (FY) 2025 grant announcement that the City of Plymouth would be receiving \$360,000 for snow removal equipment for the Airport. He stated the money should be arriving in October.

Jack Daniel of Northern Indiana Passenger Rail Association (NIPRA) provided a presentation for NIPRA as seen below:

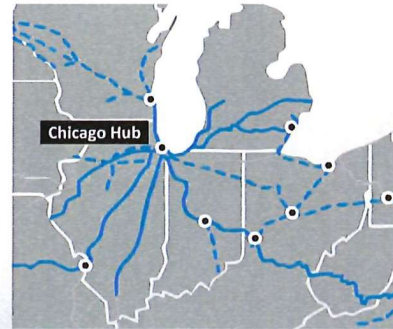


FRA'S Corridor ID & Development

Program Studies

Federal Railroad Administration (FRA) Corridor ID Study Categories

- New Conventional Rail (79 to 125 MPH) (34 studies)
 - Midwest Connect (City of Fort Wayne contracted with HNTB)
 - Indianapolis – Louisville Corridor Reinstatement (KIPDA contracted with AECOM)
- Existing Routes with Extensions (79 to 125 MPH) (13 studies)
 - Wolverine Corridor Extension to Windsor, ON (MDOT)
- Existing Routes (15 studies)
 - Pere Marquette & Blue Water Improvements (MDOT)
 - Daily Cardinal Service (Amtrak)
 - Indianapolis – Chicago Corridor Improvements (INDOT contracted with WSP USA Inc)



Indiana Corridor ID Projects - Status

INDIANAPOLIS to CHICAGO: Expanded service. Sponsored by INDOT.

CHICAGO, FORT WAYNE, COLUMBUS, and PITTSBURGH: New service. Sponsored by City of Fort Wayne.

INDIANAPOLIS to LOUISVILLE: New service. Sponsored by Kentuckiana Regional Planning and Development Agency (KIPDA).

CHICAGO, INDIANAPOLIS, CINCINNATI and WASHINGTON D.C.: Expanded Service. Sponsored by Amtrak.

545
Miles

5
Stations

14.7
Miles



Indiana Passenger Rail Alliance

MIDWEST CONNECT

CORRIDOR IDENTIFICATION & DEVELOPMENT PROGRAM

December
2023

April/May
2025

Begin Step 2
2025

Corridor ID

WE ARE
HERE

Step 1

Develop the scope, schedule, and cost estimate for preparing a Service Development Plan.

Step 2

Prepare the Service Development Plan.

Step 3

Complete preliminary engineering and NEPA activities.

Final Design

Construction

Operation

CURRENT PHASE

FUTURE PHASES

Indiana Corridor ID Projects

WHAT: Develop world-class passenger rail service that connects Fort Wayne and northern Indiana to Chicago, Pittsburgh and eventually the east coast.

WHY: Great passenger rail service will connect Midwest cities and grow regional economies; improve safety of Indiana highways and rail corridors; provide convenient access to hundreds of universities, dozens of professional sports teams and countless museums, theaters and cultural attractions.

HOW: The Federal Railroad Administration's (FRA) Corridor Identification and Development program is a three-step planning process funded by the bipartisan Infrastructure and Jobs Act. Indiana has four passenger rail corridors in the program and can expand what it means to be the Crossroad of America.

- Step 1 is fully funded by the FRA and will deliver a scope of work, schedule and budget for the work associated with Step 2 – a Service Development Plan
- Step 2 can begin in 2025 with Federal funds covering 90% of the budget

FUNDING REQUEST: Establish a \$5 million fund for the express and limited purpose of supporting Indiana's Corridor Identification and Development projects.



545

5

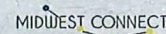
14.7%

Indiana Passenger Rail

In addition to Midwest Connect, two Indiana projects in the Corridor ID program will connect Chicago to Indianapolis and Louisville. Amtrak is also planning expanded service on the Cardinal Line that connects Cincinnati to Chicago through Indianapolis. Indiana's passenger rail future is connected to Midwest passenger rail planning.



Indiana Passenger Rail Alliance



Connected Cities Are Growing Cities

	2020*	2023*	Total Counties – 23
Allen	385,410	394,545	
Bartholomew	82,208	84,003	
Clark	121,093	125,467	
Fayette	23,398	23,362	
Hancock	79,840	86,166	
Hendricks	174,788	186,387	
Jackson	46,428	46,460	
Jasper	32,918	33,535	
Johnson	161,765	167,819	
Kosciusko	80,240	80,364	
Lake	498,700	500,598	
LaPorte	112,417	111,706	
Marion	977,203	968,460	
Marshall	46,095	46,352	
Montgomery	37,936	38,573	
Porter	173,215	175,335	
Rush	16,752	16,847	
Scott	24,384	24,657	
Starke	23,371	23,206	
Tippecanoe	186,251	188,792	
Union	7,087	6,973	
White	24,688	24,917	
Whitely	34,191	34,742	
			2020 County Est. Pop.
			3,350,378
			2020 Indiana Est. Pop.
			6,785,528
			Percent
			49.38%
			2023 County Est. Pop.
			3,389,266
			2023 Indiana Est. Pop.
			6,862,199
			Percent
			49.39%

*Estimated Populations



Partner with Indiana Mayors & Lawmakers

In 2024 IPRA/NIPRA partnered with Amtrak to visit Mayors and Statehouse Lawmakers to ensure:

1. They know about the Corridor ID Program
 2. Plan appropriately for "Phase 2" (Service Development Plans (SDPs) (90% Federal/10% Local)
- Most visits were with Amtrak Government Affairs Senior Managers

Visits in Indiana to Date

Mayors: Rensselaer, Lafayette, West Lafayette, Crawfordsville, Columbus, Fort Wayne, Warsaw, Plymouth, Valparaiso, & Gary

Lawmakers: Liz Brown, Justin Busch, Travis Holdman, Tyler Johnson, Rodney Pol, Andy Zay, Dave Abbott, Dave Heine, Chris Judy, Matt Lehman, Bob Morris, Ben Smaltz, Craig Snow, Jeff Thompson, Tony Isa

MPO's: Tippecanoe County, NIRPC, MACOG, NIRCC

Indianapolis Department of Metropolitan Development (DMD)

Kentuckiana Regional Planning & Development Agency (KIPDA)

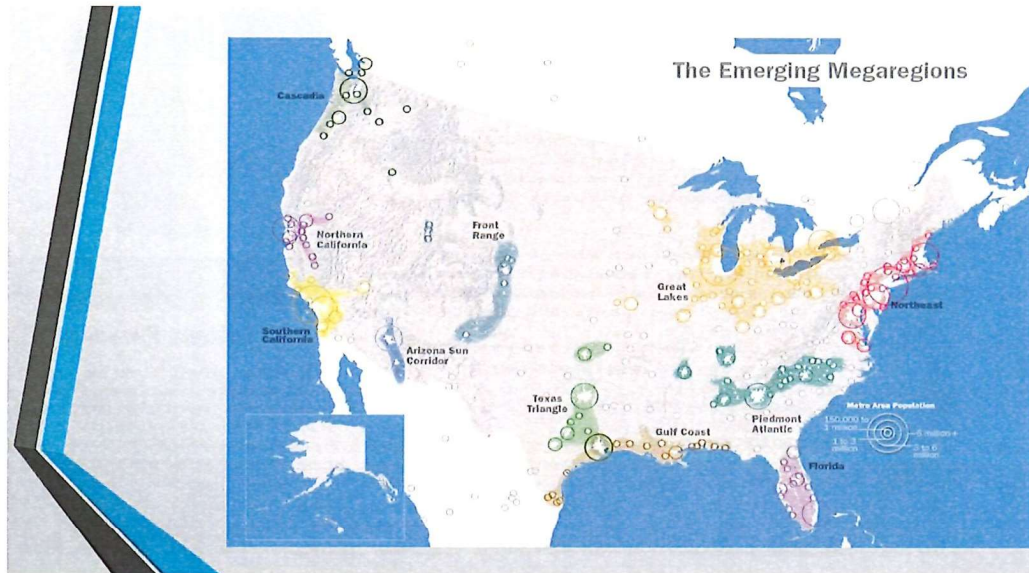
Indiana Chamber of Commerce

Chambers of Commerce: Indianapolis, Greater Fort Wayne Inc., Kosciusko, Valparaiso, & Gary

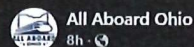
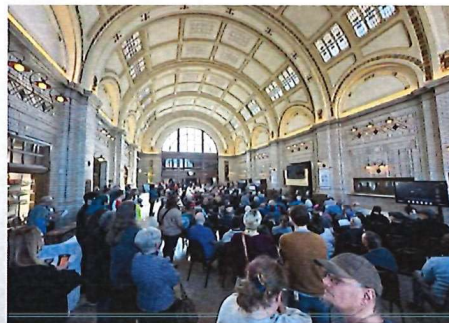
Tourism: Indianapolis, Columbus, Louisville, Fort Wayne



Indiana Passenger Rail Alliance



PUBLIC SUPPORT: 2024 Rally for Rail



Ohio's Chamber of Commerce got passenger rail advocates excited this week. They testified to the Ohio House Transportation Committee and made it clear that continuing work on the passenger rail studies currently underway in Ohio was important.

Also present was All Aboard Ohio's chair Mitch Radakovich. You can read his testimony and watch both testimonies here: <https://www.allaboarδοhio.org/.../testimony-to-the-ohio...>

ALL ABOARD
OHIO

February 2025

THE OHIO CHAMBER OF COMMERCE VOICED SUPPORT FOR PASSENGER RAIL

That's a big deal; here's why rail advocates like us are so excited.



ALL ABOARD
OHIO

February 2025

THE OHIO CHAMBER MENTIONED RAIL NINE TIMES IN THEIR TESTIMONY

The Ohio Chamber of Commerce represents more than 8000 companies. In their testimony on February 12th to the Ohio House Transportation Committee they showed that businesses care about transportation and passenger rail.



ALL ABOARD
OHIO

February 2025

THE OHIO CHAMBER OF COMMERCE SPECIFICALLY SUPPORTS CONTINUING THE CORRIDOR ID RAIL STUDY

"We also encourage funding of step two... The step two study is needed to evaluate the use of passenger rail to meet Ohio's future, transportation needs."



Indiana Economic Case:

Develop world-class passenger rail service that connects Fort Wayne and northern Indiana to Chicago, Pittsburgh and eventually the east coast.

1. Connected communities are growing communities
2. Commuter Distance to Chicago/Fort Wayne
3. Relieving congestion on US 30 is stifling economic growth
4. Improving transportation options
 1. Avoiding automobile expenses (purchase/ownership/insurance/license/parking/fuel/etc.)
 2. Improving Quality of Life for talent attraction/retention for corporate employers
5. Transit Oriented Development (TOD)
 1. Increase development and property values
6. Expanding the geographic reach of economic opportunities within communities
7. Expanding the geographic reach of employees/employers
8. Expanding the reach of potential students for community colleges
9. Job creation: Initial capital investments and ongoing maintenance and operations
10. Safe and reliable travel options in hazardous weather conditions

WHY: Great passenger rail service will connect Midwest cities and grow regional economies; improve safety of Indiana highways and rail corridors; provide convenient access to hundreds of universities, dozens of professional sports teams and countless museums, theaters and cultural attractions.

Indiana Passenger Rail

In addition to Midwest Connect, two Indiana projects in the Corridor ID program will connect Chicago to Indianapolis and Louisville. Amtrak is also planning expanded service on the Cardinal Line that connects Cincinnati to Chicago through Indianapolis. Indiana's passenger rail future is connected to Midwest passenger rail planning.

645 5 14.7%

NORTHERN INDIANA PASSENGER RAIL

Indiana Passenger Rail Alliance

MIDWEST CONNECT

Daniel stated they would graciously love this council and city consider something in the order of \$25,000/annually as a pledge. He explained if project could not move forward then the pledge would be void but that would be a wonderful foundational piece to help this project move forward. He stated they were expecting to have a commitment from the City of Fort Wayne later that month, also with the Allen County Commissioners, and corporations that they cannot reveal yet. He stated they would be unveiling those as soon as they were able. He stated they need to demonstrate to the Federal Rail Administration (FRA) that they achieved their \$450,000 goal by the fourth quarter of this year and then they would be ready to start Step 2 of the process after the first of the year.

Starr asked how they decided upon what cities would become stops.

Daniel replied that it would be a part of the service development plan study and in the six years he had been working with NIPRA and on their board, Plymouth had always been a supporter. He stated they raised money, asked for money, provided gifts, and over that period they had raised over \$600,000 for economic studies and things of that nature. He stated Plymouth had always expressed interest and been a part of the dialogue and discussion. He stated it was the FRA that looked at the service development plan and data to see where it would make sense to have stops. He stated there were some communities that had opted out and never been a part of the discussion, with Columbia City being one of those.

Mayor Listenberger believed with Plymouth being at the crossroads of US 30 and US 31 that communities to the south of here like Argos, Rochester, Peru, etc. that this would be an easy destination for them to get to a train station.

Daniel stated there was the Norfolk Southern Line that goes through Waterloo just thirty minutes north of Fort Wayne and up to South Bend and up to Chicago. He stated this did not replace that line but rather enhanced our options. He believed this was an attractive line because the freight traffic on this line was minimal because the Norfolk line runs almost 100 freights per day.

Morrow asked if this new line would be a dual line.

Daniel replied that it would be if the service development plan held as it was. He stated the good news was that they knew the right-of-way was there.

Morrow asked if this would be high-speed rail.

Daniel replied that it was one factor considered in the study and as much as he would like to talk about high-speed rail opportunity that at this point it was premature.

Morrow asked if there was enough data for him to know at this time. Daniel disagreed.

Morrow asked if NIPRA had a seat at the table when identifying these stops. Daniel disagreed.

Morrow asked how many stops were speculated between Fort Wayne and Chicago.

Daniel replied that they had discussed Gary, Valparaiso, Plymouth, and Warsaw.

Culp asked how long the \$25,000/annually would go.

Daniel replied that it would be for three years, and it encompasses Step Two. He stated that NIPRA and the City of Fort Wayne were going to continue to work with the State Legislators and he asked the City to also help enforce those discussions too. He stated the price of this will all go up significantly from here. He stated as the price continues to increase, the State would have to assume a proper role as it was not something that municipalities or nonprofits could accomplish alone. He stated highways are built in a similar way all the time as the extension of I-69 south was a 80/20 federal grant and it was structured similarly.

Mayor Listenberger stated they were in the middle of their budget, and this would be for 2026 so it would not require additional appropriation. He stated this could be included in the 2026 budget if they wished to do this.

Daniel stated that NIPRA was an organization in the City of Fort Wayne that had swung and missed many opportunities but the Corridor ID Program with the FRA was designed perfectly for this type of project. He stated they had been told verbally by the FRA that the funding for Step 2 was secure and in place. He stated Step 3 started in three years for most of these corridors and by that time they would be in a different administration.

Morrow stated he would love to see a stop here and the rail coming through connecting Northern Indiana to Chicago.

Starr stated she did remember when it did stop here and there was passenger trains.

Daniel stated it was November of 1990 when the last Amtrak train went through Fort Wayne.

Morrow felt that they needed to support this project and that they needed to be part of the plan and solution for this.

Culp agreed with Morrow that the City needs to be proactive on this.

Council members Ecker and Morrow moved and seconded to pledge \$25,000 annually for three years as presented. The motion passed by roll call vote.

Councilman in Favor: Culp, Ecker, Krathwohl, Milner, Morrow and Starr

Councilman Opposed: N/A

Councilman Absent: Longanecker

Bob Sturtevant of Plymouth Aquatics gave an update on the Plymouth Aquatic Center.

Viki Brown of Dustin's Place handed out a flyer for their Grand Opening Ceremony and Ribbon Cutting as seen below:



Brown stated she wished to provide an update as the City of Plymouth was a huge partner in the creation of their new space over at Lifeplex. She explained that two weeks from today, they would be moving into the new facility. She stated they thought they would be celebrating Thanksgiving there but would be there on September 8th to get moved in so they were way ahead of schedule, and they would be moving in completely paid off and debt free in that space. She stated they were able to raise 100% of the funds needed to cover the entire space and furnishings. She thanked everyone for helping to make that possible and they had a group that night with 88 people. She stated it continued to grow and once they started opening their daytime groups, Saturday groups, and overnight camps that the numbers would increase even more.

City Attorney Houin updated the board on ONE Marshall County. He stated they heard from the Workforce Development Committee primarily focused by Marshall County Economic Development Center (MCEDC) and Lifelong Learning Network (LLN) and the numbers for both the High School Career & Technical Education (CTE) and Adult Education Programs continue to grow

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at tremendous rates with more programs being added. He stated it was a key factor in developing workforce to attract business to the area. He stated they should have a finalized strategic plan to share with the community in October.

City Attorney Houin stated there would be more information on the Comprehensive Plan Committees at the following meeting.

Council members Starr and Ecker moved and seconded to accept the following communications:

- Minutes of the Board of Public Works and Safety meeting of August 11, 2025
- August 25, 2025 Check Register
- July 2025 Clerk-Treasurer Financial Reports
- 2025 Q2 Council Report – Baker Tilly
- August 12, 2025 Technical Review Committee Minutes
- July 8, 2025 Board of Aviation Commissioners Minutes
- July 15, 2025 Redevelopment Commission Minutes

The motion carried.

There being no further business to come before the Council, Council members Milner and Ecker moved and seconded to adjourn. Mayor Listenberger declared the meeting adjourned at 8:02 p.m.


Lynn M. Gorski
Clerk-Treasurer

APPROVED

Robert Listenberger, Mayor