Michigan Avenue Corridor Improvement Authority

Regular Board Meeting

Friday, June 14th, 2019 – 9:00 AM
LEAP Office | 1000 S Washington Avenue, Suite #201 Lansing, Michigan 48910

AGENDA

1. Welcome and Call to Order
2. Approval of MACIA Regular Meeting Minutes (April 2019) – Action
3. MACIA Development and TIF Plan
4. Financing and Staffing
5. Subcommittee
   a. Engagement Strategy
6. Timeline for submission of Development and TIF Plan
7. Other Business
8. Public Comment
9. Adjournment
Lum welcomed everyone and called the MACIA Board of Directors meeting to order at 3:34 p.m. The meeting initiated with the introduction of the board members and guests.

Update on Bylaws and Taxable Value
Mughal confirmed the bylaws are complete, there is no further action required. Mughal shared the 2019 taxable value was around $22M, which represented an increase of about $1M from 2017.

Impact on the New Legislation – Gregory Venker, Assistant City Attorney
Venker provided an overview of the legislation. He guided that he is not the attorney that represents the MACIA board. He notified that as a result of the legislation, there are annual reporting requirements. The annual report needs to cover the preceding fiscal year; six months after close of the fiscal year. This means the annual report should cover the June 2018 through July 2019. The report for 2019 will be due at the end of 2019. Since the board does not have any active TIF capture, there is not much that will be required for the first annual report. Essentially what could be captured and can capture are now the same. The annual report is to be sent to the department of treasury. This report will probably be the equivalent of a summary that says “we have nothing” since there is no TIF plan this year. It is expected that treasury will provide a form to use for reporting. As the TIF plan is developed it is advisable that an accountant is used.

Other highlights of Public Act 57 of 2018 include the role of legislators – the legislation allows legislators to make inquiries of the TIF entities that will have to be answered. It is a method that allows the state to know what is being captured and being spent. There are posting requirements connected with the board’s meetings. Notices can be cared for by allowing them to be placed online, and the city’s website meets this requirement. There are informational meetings that will be required, that need to occur twice a year. They need to be identified as such on the agenda. The only TIF plans that have protection from the opt out provision are those that involve a “qualified development
area”. For Lansing’s purposes, this only includes development areas that include: a “transit-oriented development,” defined as infrastructure improvements within ½ mile of a transit station, or a “transit-oriented facility,” defined as a transit station that promotes ridership. Whether something is “transit-oriented development” or a “transit-oriented facility” is a determination that must be made by the CIA and agreed upon by Council. The examples of such a facility are the downtown CATA station in Lansing, and the train station in East Lansing on Trowbridge. Other bus transfer stations would also probably qualify; bus stops are probably a tougher sell, unless the improvements the TIF is supposed to finance include making those stops more usable for general riders. Venker will share his PowerPoint.

TIF and Development Plan

Prior to the next meeting, it is recommended that the plan is reviewed. The next meeting will be a total focus of the plan and may include Andy Kilpatrick and Andrew Brieschke or Brad Funkhouser from CATA. Additional possible guests that were discussed included Laurie Balmer from the Community Foundation and Rex L. LeMore or John Melcher from MSU CED. The intent is to make sure that everyone is reviewing the plan with fresh eyes and fresh ideas.

Lum recommended to reach out to Cristina Benton of Anderson Economic Group for the vacant position in MACIA board. Gillespie offered to reach out to Andy Kilpatrick’s office and Mughal recommended to reach out to CATA and Council Member Washington to see if they would be able to join the next board meeting.

Nelson shared that the Capital Area Community Foundation took a big interest in the avenue in the past, since they are about two and half blocks off the avenue. Nelson expressed to have a meeting with Laurie Balmer to feel her out about grant funding. There was some discussion about hiring a part time facilitator to help in the grant application process. This person could also perform additional grant raising. It was also shared that MSU holds quarterly discussions with CATA to talk about making Michigan Avenue multi modal transit. The MACIA board suggested to let Andy Kilpatrick know that the board is interested in being involved in and supportive of what to do on the avenue. The board is interested in providing support, going forward.

Meeting Schedule for 2019

There was discussion surrounding making a change to the meeting schedule to gain more momentum in getting actions completed. There was discussion about adding a May meeting, but there was not a common date that would have a quorum of members. This discussion will continue at the next board meeting in June. The June 14th meeting has been changed to 9:00 a.m. instead of 3:30 p.m.

Other Business & Public Comment None.

Adjournment There being no further business, Lum declared the MACIA meeting adjourned at 4:55 p.m.

Jonathan Lum, Chair
Michigan Avenue Corridor Improvement Authority
Michigan Avenue Corridor Improvement Authority
Development and Tax Increment Financing Plan

Revised: June 2019

Submitted by: Lansing Economic Area Partnership (LEAP) & Michigan Avenue Corridor Improvement Authority
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Section I: INTRODUCTION

General Overview

As per the State of Michigan’s Corridor Improvement Authority Act, Act 57 of 2018 (formerly known as Act 280 of the Michigan Public Acts of 2005), allowing cities, villages, and townships to create an authority to:

“correct and prevent deterioration in business districts; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans and development areas in the districts; to promote the economic growth of the districts; to create a board; to prescribe the powers and duties of the board; to authorize the levy and collection of taxes; to authorize the issuance of bonds and other evidences of indebtedness; to authorize the use of tax increment financing; to prescribe powers and duties of certain state officials; to provide for rule promulgation; and to provide for enforcement of the act.”

With the adoption of PA 57 of 2018, many local governments have utilized a Corridor Improvement Authority (CIA) to stimulate economic revitalization of business districts in transition within their community. A CIA is created to establish a development plan for a previously established Corridor Improvement District (CID). This plan outlines improvements to public or private properties that will prevent further deterioration of the district and encourage new investment. These specific plans may be funded by tax increment financing, private or corporate donations, and other grants.

The CIA is able to make strategic investments to the district by using tax increment financing. Through tax increment financing, a portion of the increase in the tax base resulting from the economic growth and development to facilities, structures or improvements within a development area is reinvested in the corridor and used for infrastructure improvements and facilities enhancement, thereby reinvigorating the development area and facilitating economic growth and development. The justification for capturing the taxes is that no new investment would have been made within the district without the establishment of the CID; therefore no taxes are lost by the interested taxing jurisdictions for projects not brought to fruition, and, physical improvements that are made along the designated corridor have a direct benefit to the surrounding properties and their potential taxable value.

Powers of the Authority

Detailed powers of the Corridor Improvement Authority board are listed below per 125.4611 section 611 of PA 57:

(a) Prepare an analysis of economic changes taking place in the development area.

(b) Study and analyze the impact of metropolitan growth upon the development area.
(c) Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the board, aids in the economic growth of the development area.

(d) Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier free design requirements of the state construction code promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531.

(e) Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality, designed to halt the deterioration of property values in the development area and to promote the economic growth of the development area, and take steps as may be necessary to persuade property owners to implement the plans to the fullest extent possible.

(f) Implement any plan of development in the development area necessary to achieve the purposes of this act in accordance with the powers of the authority granted by this act.

(g) Make and enter into contracts necessary or incidental to the exercise of its powers and the performance of its duties.

(h) On terms and conditions and in a manner and for consideration the authority considers proper or for no consideration, acquire by purchase or otherwise, or own, convey, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or personal, or rights or interests in the property, that the authority determines is reasonably necessary to achieve the purposes of this act, and to grant or acquire licenses, easements, and options.

(i) Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances to those buildings, within the development area for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.

(j) Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control or any part of the facility, building, or property, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the authority.

(k) Lease, in whole or in part, any facility, building, or property under its control.

(l) Accept grants and donations of property, labor, or other things of value from a public or private source.

(m) Acquire and construct public facilities.

(n) Conduct market research and public relations campaigns, develop, coordinate, and conduct retail and institutional promotions, and sponsor special events and related activities.
(o) Contract for broadband service and wireless technology service in a development area.

(2) Notwithstanding any other provision of this act, in a qualified development area the board may, in addition to the powers enumerated in subsection (1), do 1 or more of the following:

(a) Perform any necessary or desirable site improvements to the land, including, but not limited to, installation of temporary or permanent utilities, temporary or permanent roads and driveways, silt fences, perimeter construction fences, curbs and gutters, sidewalks, pavement markings, water systems, gas distribution lines, concrete, including, but not limited to, building pads, storm drainage systems, sanitary sewer systems, parking lot paving and light fixtures, electrical service, communications systems, including broadband and high-speed internet, site signage, and excavation, backfill, grading of site, landscaping and irrigation, within the development area for the use, in whole or in part, of any public or private person or business entity, or a combination of these.

(b) Incur expenses and expend funds to pay or reimburse a public or private person for costs associated with any of the improvements described in subdivision (a).

(c) Make and enter into financing arrangements with a public or private person for the purposes of implementing the board's powers described in this section, including, but not limited to, lease purchase agreements, land contracts, installment sales agreements, sale leaseback agreements, and loan agreements.

History of Michigan Avenue Corridor

The City of Lansing grew from the decision to relocate the state capital from Detroit in 1847, further from British controlled Canada. Lansing was chosen after legislators were unable to decide among existing cities such as Ann Arbor, Marshall and Jackson. The city quickly grew as settlers moved to the new capital, with new settlements growing along the banks of the Grand River.

Lansing would undergo steady growth following the completion of the current capitol building in 1878 and the extension of railroads through the city. Deliberate decisions were made to grow the city around the new capitol building, and terminate important streets, including Michigan Avenue on the new capitol dome.

At the turn of the century, Lansing grew to become an industrial powerhouse. Following the founding of the Olds Motor Vehicle Company, the City became a major center for automobile manufacturing.

Meanwhile, a few miles away, East Lansing grew around what was originally the Agricultural College of the State of Michigan, which eventually became Michigan State University. The university was the first land-grant institution in the United States, and served as a model for other land-grant colleges around the country. The MSU campus was established on the banks of the Red Cedar River and connected to East Lansing across Grand River Avenue. During the early
part of the 20th century an electric streetcar ran along Michigan Avenue and Grand River Avenue, connecting East Lansing and MSU to downtown Lansing and the capitol.

Within a short time, the streetcar line was upgraded to an interurban line that connected Lansing and East Lansing with nearby towns, eventually reaching all the way to Owosso. After the rise of organized motordom and the state highway system, the line began to lose business, eventually discontinuing service in 1929. Over the past few decades, both Lansing and East Lansing have made significant efforts to diversify economically. New investments in walkable infill development can be seen in several places along the corridor, particularly close to downtown Lansing and across from the MSU campus. With the planned investment of Bus Rapid Transit on the corridor, this trend is expected to continue.

As nearby residential areas grew more densely populated, small business owners occupied newly built commercial buildings. Most of these business owners lived in the surrounding neighborhoods, and their patrons were neighbors, too. The rapid growth of the Michigan Avenue commercial corridor was mostly driven by nearby residential demand for groceries, meats, baked goods, and personal care services.

Present Conditions

Lansing today continues to be characterized by its historic neighborhoods and eclectic mix of small businesses. Downtown Lansing and the popular Stadium District are offering many new, attractive urban buildings that are displaying local investment in the neighborhood. Although some investment has happened, the corridor is still incomplete in segments. There are areas where pedestrians face hostile environments, the result of streets that lack pedestrian amenities like coherent sidewalks and street trees. The corridor is often wide, high-speed, and with buildings that do not address the street. These problematic features create unwatched, uninteresting, even seemingly dangerous areas.

The medical campus of Sparrow Hospital is a major employer and an important amenity in the region. The hospital operates the only dedicated pediatric emergency room and the largest adult emergency room in the region. Despite the hospital’s great attributes, the pedestrian experience along Michigan Avenue near these properties is not healthy, as the buildings are set back far from the street with large asphalt parking lots in front.

Some of the commercial areas are considered an eyesore by the community. Even though several buildings are constructed close to the sidewalk, in many instances they are only one or two stories and have architecture that is haphazard, generic and often built of inexpensive materials. Frequently these are commercial-style additions as new fronts to wood frame homes. The pedestrian realm is substandard, hindering comfortable pedestrian movement in the commercial areas. Sidewalks are discontinuous and interrupted by numerous curb cuts, and pedestrians often have little protection from sun, rain, and speeding traffic.

Single-family homes are located both directly north and south of the corridor. These neighborhoods offer a variety of home sizes to cater to a wider range of family types and income
levels. Although quaint, these neighborhoods are often majority tenant-occupied, and many are in need of investment from property owners.

Background and Plan Need

The Lansing City Council adopted Resolution Number 2009-278 declaring its intent to create and provide for the operation of the Michigan Avenue Corridor Improvement Authority on July 27, 2009. Following a formal public hearing on August 24, 2009, the Lansing City Council adopted Resolution Number 2009-417 on November 2, 2009, which established the Corridor Improvement Authority and designated the associated Development Area. In the resolution establishing the Authority, it was determined that a CIA was necessary to:

a) Correct and prevent deterioration in business districts
b) Redevelop the City’s commercial corridors
c) Promote economic growth

In 2011, the Lansing City Council appointed 5 members to the Authority.

In 2017, members of the authority adopted Bylaws and a resolution declaring its approval of the Michigan Avenue Corridor Improvement Authority Development and Tax-Increment Finance Plan.

In 2018, the Lansing City Council appointed two new members to the MACIA board and reappointed four members. The board had its Annual Meeting in January 2019 where the elections were conducted, and bylaws were adopted by the board. In April 2019, the bylaws were adopted and approved by the City Council. In June 2019, the board reviewed and revised the Development and TIF Plan involving the Capital Area Transit Association (CATA), Public Service Department of the City of Lansing, Jody Washington from Lansing City Council and Michigan State University Community Economic Development.

PLAN DEVELOPMENT PROCESS

In March of 2008, community, business, and municipal leaders from the City of Lansing, Lansing Charter Township, and the City of East Lansing formed an exploratory committee to consider the unique opportunity presented by the recent passage of the Corridor Improvement Act to revitalize the Michigan Avenue corridor from the Pere Marquette railroad crossing in Lansing down to Michigan’s intersection with Grand River Avenue in East Lansing. The committee solicited stakeholder input through a series of surveys and three public work sessions, and took a bus tour of the entire corridor with stakeholders to better understand on-the-ground conditions.

Through this committee, and with significant support from the planning staff of all three municipalities, a Michigan Avenue Corridor Conceptual Development Plan was created. In order to provide context for further refinement and implementation, the committee wished to emphasize that an ideal plan would be driven by a bold vision, shaped by open processes,
possessing a holistic perspective, and all while maintaining a sensitivity to scale at various nodes and sections of the corridor.

This was, of course, not the start of planning efforts around Michigan Avenue. The City of Lansing’s Department of Planning and Development brought on Deardorff Design Resources Inc. to put together the East Michigan Avenue Revitalization Study in 1994. There have been other similar studies over the years, and the aforementioned conceptual development plan gained insight from the findings and recommendations of those past plans.

In 2009, the momentum continued, as Michigan State University created a student research team to create a complete streets and transit-oriented development study entitled, “Transforming the Michigan Avenue Corridor.” This complete street classification and analysis furthered the conversation about the corridor’s needs and made the case for the development of a joint Corridor Improvement Authority via the three municipalities.

Also, in 2009, the Capital Area Transportation Authority (CATA) engaged a similar group of stakeholders and the public at large in beginning a study of the possibility of major transportation improvements along the urban core of Michigan Avenue and Grand River Avenue. This corridor transportation study followed the Federal Transit Administration’s process called an Alternatives Analysis, and from it, CATA’s Board of Directors adopted bus rapid transit (BRT) as the local preferred alternative.

From late spring to the end of 2009, the City of Lansing, Lansing Township, and City of East Lansing each established a Michigan Avenue Corridor Improvement Authority, with the intent to implement a joint Development and Tax Increment Financing (TIF) Plan. All three municipalities also equipped their newly formed CIAs with a board made up of local business or property owners, residents, and other key stakeholders.

After a slight lull in the conversation, the Mid-Michigan Program for Greater Sustainability, a program funded by the U.S. Department of Housing and Urban Development (HUD), Michigan State Housing Development Authority (MSHDA) and local partners, picked up the effort with a renewed vigor. Administered by Tri-County Regional Planning Commission, this program brought thousands of people to the table to talk about the Michigan Avenue and Grand River Avenue corridor as the main street and economic backbone of the Lansing area. This extensive community engagement effort began in 2013 and included two 8-day charrettes, which brought residents, property owners, stakeholders and technical experts, municipal staff, public officials, and the planning team together to provide their ideas and recommendations.

The result of this massive public engagement was a visually friendly 150 page document entitled, “The Capitol Corridor: A Regional Vision for Michigan Avenue / Grand River Avenue,” which, in 2014, was made available online with hard copy books circulated through the stakeholder group as well. Concurrent with that process, the Lansing Economic Area Partnership (LEAP) began re-engage the CIA stakeholders on the topic of implementing a joint CIA Development and TIF Plan. Based on the stagnation that was witnessed in recent years, LEAP and the City of Lansing’s CIA Board decided to push ahead with a Development and TIF Plan that, while being confined to the limits of the City of Lansing’s jurisdiction along the
corridor, learns from the many past studies referenced above, and looks to engage Lansing Township and East Lansing in continued conversation as the plan’s objectives begin to be implemented with new tax capture revenue.

The Under the Bridge project is an example of the regional efforts and collaboration taking place along Michigan Avenue. The art and lighting project, scheduled to be completed in Spring 2017, was organized by the Michigan Avenue Corridor Improvement Authorities of Lansing, Lansing Township and East Lansing. The crowdfunding campaign raised over $100,000 from private donors and contributions from the State and local governments to fund the project at the US-127 overpass where it intersects with Michigan Avenue. The bridge sits at a pivotal point between the cities of Lansing and East Lansing and will be transformed into a vibrant gateway.

It is important to make the most of the current focus on revitalization along the corridor by implementing the efforts proposed in this plan. Efforts will promote neighborhood aligned growth and help unite the miles-long Michigan Avenue corridor with investments in infrastructure and improvements that reflect its importance to the region and the diversity of the communities that rely on it.
Section II: DEVELOPMENT PLAN

Benefits of Corridor Improvement District and Authority

The Michigan Avenue Corridor Improvement Authority recognizes the benefits to the district and to the City of Lansing. This Development Plan is a formal document to outline the priorities and goals of the Authority. The Corridor Improvement District (CID) Proposal and request to create a Corridor Improvement Authority states that a CID:

(a) Utilizes TIF to complete improvement projects according to the approved TIF plan while leveraging other dollars such as earned income and private, state, federal and philanthropic monies for district improvements

(b) Generates a clear plan to improve the district, implemented by an empowered neighborhood stakeholder-government partner framework – a proven national method for success

(c) Creates access to additional programs and incentives to businesses such as special approval of liquor licenses within city development districts

(d) Establishes a cohesive district which fosters business investment from existing entrepreneurs and attracts complementary new business growth

(e) Encourages job creation, which produces more jobs for neighborhood residents and generates additional income tax revenue

(f) Encourages surrounding property improvements, increasing values of neighboring properties thus generating more property tax revenue

(g) Promotes greater interest in mixed-use development, broadening business location and residential housing options and increasing the tax base

(h) Brings more people into the district to shop for goods and services, thus generating more repeat customers for neighborhood businesses and increasing sales tax revenue

(i) Stimulates new commercial development in a neighborhood where additional private sector investment opportunity exists

(j) Improves the climate of community and economic development for residents and businesses alike

(k) Contributes to a healthy neighborhood which has the potential to decrease crime or the perception of crime, and increase public safety

(l) Creates an improved commercial core and public space that is appealing to neighborhood residents encouraging “pride in place” and visitor attraction
(m) Retains and empowers residents who can access jobs, goods and services in a walkable or transit oriented neighborhood

(n) Creates an outreach and coordination mechanism at the neighborhood level for City financed projects

(o) Creates a public-private partnership with the City that enhances community neighborhood input to improve the district

Legal Basis of the Plan

This Development and Tax Increment Financing Plan is prepared pursuant to requirements of Sections 125.4618 and 125.4621 of the Tax Increment Financing Act, Public Act 57 of 2018, as amended.

It addresses the geographic area of the Corridor Improvement District as established by the Lansing City Council. A descriptive map, resolutions establishing the CID and forming the CIA and Ordinance, including the legal description describing the CID are contained in the appendices.

Development Plan Requirements

This section of the Development Plan provides specific information required in Section 125.4621 of the Tax Increment Financing Act. It consists of information requested in subsections 2(a) through 2(r):

(a) *The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.*

The CIA boundary is the same boundary established by the Lansing City Council Resolution Number 2009-279 adopted on July 27, 2009, with the proposed area encompassing 500 feet north and 500 feet south of the centerline of Michigan Avenue, and from the eastern edge of the Pere Marquette Rail Line in the City of Lansing to the west to the Lansing City limit to the east. A copy of the boundary map is contained in the Appendices.

(b) *The location and extent of existing streets and other public facilities within the development area, designating the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses, and including a legal description of the development area.*
The CIA boundary is the same boundary established by the Lansing City Council Resolution Number 2009-278 adopted on July 27, 2009. More detailed information about the parcel area, including parcel numbers and classes, property addresses, and legal descriptions is in the Appendices.

**(c) A description of existing improvements in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion.**

A description of specific improvement projects that are contemplated within the development area is contained in the project schedule and budget at the end of this section. The cost and time estimates included in the project schedule and budget are estimates only and may be revised by the Authority board without amending this Plan.

**(d) The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the development area and an estimate of the time required for completion.**

A description, including cost estimate and schedule of implementation, for each improvement project that will be completed within the area is contained in the project schedule and budget at the end of this section. The cost and time estimates included in the project schedule and budget are estimates only and may be revised by the Authority board without amending this Plan.

**(e) A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.**

A description, including cost estimate and implementation schedule for each specific improvement project that will be completed within the area is contained in the project schedule and budget at the end of this section. The time estimates included in the project schedule are estimates only and may be revised by the Authority board without amending this Plan.

**(f) A description of any parts of the development area to be left as open space and the use contemplated for the space.**

The Corridor Improvement Authority recognizes the value of open space and green space in an urban landscape and will look to incorporate green elements and maintain or beautify existing open space, when it has natural or community-oriented merit. The planned Red Cedar redevelopment is a prime example of this, in that the open space of the public park will be heavily invested in so as to connect to East Lansing and Michigan State University’s campus.

Other public areas, such as medians and park land, will also be targeted for green infrastructure and non-motorized transit-oriented investments, among other things, as density grows through infill and other urban redevelopment projects.
Opportunities for activation of open space within the corridor will be considered on a case-by-case basis, with the CIA poised to provide input and support based on aforementioned corridor plans and the projects to be financed by this Development & TIF Plan.

*(g) A description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.*

A description, including real estate contemplated for acquisition and/or disposition (including cost estimates, terms and schedule for implementation) for each specific improvement contemplated within the development area is contained in the project schedule and budget at the end of this section. There is no known or identified property or real estate as of the adoption of this Plan that is necessary to complete the streetscape improvements set forth in this Plan. However, the CIA may wish to sell, donate, exchange, or lease property in the future. The Authority board reserves the right to sell, donate, exchange or lease property in the future to the extent determined necessary by the Authority board without further amendment to this Plan.

*(h) A description of desired zoning changes and changes in streets, street levels, intersections, traffic flow modifications, or utilities.*

Zoning changes, street layout adjustments, street level modifications, intersection and utilities changes are not contemplated at this time; except as may be proposed in the project schedule and budget at the end of this section. Design Lansing and form-based code, which is being implemented, will lead zoning discussions in the future. The Board will make recommendations during City planning processes and advocate for zoning that lends itself to the dense commercial development that is a priority of the CIA.

*(i) An estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing.*

A description, including cost estimate for individual projects and method of financing is contained in the project schedule and budget at the end of this section. The total cost of completing all activities, projects and improvements proposed by the Authority Development Plan and to be undertaken and financed by the Authority is estimated to be $1,652,300* over the 15-year course of this plan and is inclusive of administrative expenses and contingencies. A breakdown of the estimated cost and estimated schedule for completion for each of those activities and projects is set forth in the project schedule and budget at the end of this section.

The scope of the items and improvements and the projected schedule for completion for those items and improvements described in this Plan are estimates only and may be revised from time to time by the Authority board without amending this Plan; provided, however, that such items and improvements must be completed within the term of this Plan, unless the term is amended in accordance with Act 57. Further, estimated costs for
any items or improvements may be increased or decreased by the Authority board without amending this Plan based upon then-current preconstruction or pre-bid estimates of cost, as well as revised estimates of cost resulting from the receipt of bids. All operating and planning expenditures of the Authority and the City, as well as all advances extended by or indebtedness incurred by the City or other parties for improvements identified above that have been completed, are in progress, or yet to be completed, are expected to be repaid from tax increment revenues. The costs of the Plan are also anticipated to be paid from tax increment revenues as received.

The Authority expects to finance these activities from any one or more of the following sources:

- Future tax increment revenues
- Interest on investments
- Donations received by the Authority
- Proceeds from State, Federal and Other Grants
- Proceeds from any property building or facility that may be owned, leased, licensed, operated or sold by the Authority
- Special assessments as may be approved by the City Council
- Fees, memberships, sponsorships
- Public and private foundation grants

The proceeds to be received from tax increment revenues in the CID plus the availability of funds from other authorized sources will be sufficient to finance all activities and improvements to be carried out under this Plan.

(j) Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner and for whose benefit the project is being undertaken if that information is available to the authority.

The planned developments are designed to benefit all businesses, property owners, and residents of the corridor. Information concerning the names of specific persons for whom benefits may accrue are unknown at this time, as the persons/entities directly involved in final development plans and projects have yet to be identified.

(k) The procedures for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion, if there is no express or implied agreement between the authority and persons, natural or corporate, that all or a portion of the development will be leased, sold, or conveyed in any manner to those persons.

The CIA Board has no publicly announced commitments for the acquisition or sale of property as it has no property under supervisory responsibility of the CIA at this time. The CIA in conjunction with the City may discuss policies to explore acquisition of tax reverted property should properties within the CIA District become available for acquisition by the City through tax reversion procedures.
It is not a priority of the CIA to acquire private property unless it advances a public improvement project or is necessary for economic development purposes. Any property acquired or held by the CIA, to be sold, leased, or otherwise conveyed to private development interests shall be sold, leased, or otherwise conveyed in accordance with local municipal policy, terms, and conditions to be established by the CIA, and state law, if applicable. At the time of the adoption of this plan, no private parties have been identified to whom land for redevelopment will be sold, leased, or otherwise conveyed; however, the CIA may convey such property to presently undetermined private parties for redevelopment for appropriate uses.

(l) Estimates of the number of persons residing in the development area and the number of families and individuals to be displaced. If occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those units in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.

Based on 2010 Census data, the estimated population of the City of Lansing's Michigan Avenue commercial corridor district is 6,455 people. No relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.

(m) A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area.

No relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.

(n) Provision for the costs of relocating persons displaced by the development and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the standards and provisions of the uniform relocation assistance and real property acquisition policies act of 1970, Public Law 91-646, 84 Stat. 1894.

No relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.

(o) A plan for compliance with 1972 PA 227, MCL 213.321 to 213.332.

No relocation of families or individuals is anticipated within the scope of the proposed Development Plan or Tax Increment Financing Plan.
(p) The requirement that amendments to an approved development plan or tax increment plan must be submitted by the authority to the governing body for approval or rejection.

In accordance with the Act 57, the Authority reserves the right to amend this Plan as necessary to add new improvement projects, extend the duration of the Plan, or for other lawful purposes. Any amendments to the Plan shall be approved by the Authority and the City Council in accordance with the requirements of Act 57. The Authority maintains its ability to administratively prioritize and utilize funds for projects fitting the goals outlined in this plan without formal amendment to this plan.

(q) A schedule to periodically evaluate the effectiveness of the development plan.

An annual report shall be submitted to each entity for which taxes are captured addressing use of CIA funds during the past budget year, status of implementation of the program of work set forth in the Development Plan and proposed CIA activities for the ensuing year. Any changes from this Development Plan will be addressed and changed by action of the City Council as part of this annual review of CIA activities. Amendments to the Development Plan and Tax Increment Financing Plan would be completed in compliance with notification and public hearing procedures of Section 22 prior to action of the City Council.

(r) Other material that the authority, local public agency, or governing body considers pertinent.

This Development Plan contemplates the use of tax increment financing. The Authority will comply with the City Council's Policy on Corridor Improvement Authorities and Districts, as amended.

Exemption of Inflationary Valuation Increase from TIF Capture

Pursuant to Section 618 (1), the CIA may exclude from the tax increment financing plan captured growth in property value resulting solely from inflation.

Other Exemptions or Tax Sharing

Pursuant to Section 618 (3) and this Plan, the CIA may enter into agreements with the taxing jurisdictions levying ad valorem property taxes that would otherwise be subject to capture to exempt these taxes from capture, in whole or in part. The CIA, by the terms of this Development and Tax Increment Financing Plan states that there are to be no exemptions from TIF capture.
Development and TIF Plan Schedule and Budget

The duration of this plan is a 15-year period. The following pages include tables where specific projects that address CIA goals are described, budgeted, and scheduled. The schedule begins in 2019 and ends in the year 2034 (15 years). Projects have been listed based on estimated time of completion.

Intent to Update and Extend Duration or Terminate Plan

On or before the year 2034, the authority will consider action to update and extend the duration of the Development and Tax Increment Financing Plan or make recommendations to terminate the plans and rescind City Resolution #2009-417, which created the authority and designated its Development Area. Rescission of the resolution would dissolve the authority and eliminate the accompanying tax increment financing district; provided, however, that in accordance with Act 57, the authority shall not be dissolved if there is outstanding indebtedness of the authority.

Reimbursement of Excess Tax Capture

If CIA revenues exceed the anticipated needs of all projects listed in the development plan and budget, excess revenue shall be reverted proportionately to the respective taxing bodies (Section 619.2).

Project Descriptions

Information was gathered through a variety of initiatives regarding what the Michigan Avenue CIA would undertake. The bulk of proposed investments are directly tied to the findings and recommendations of either the Michigan Avenue Corridor Conceptual Development Plan developed in 2008 or the Complete Streets Study done in 2009. These projects have been broken up into three goals summarized by the mission statement of the CIA:

"The Michigan Avenue Corridor Improvement Authority shall provide economic resources to improve and maintain public infrastructure, correct and prevent deterioration, and promote neighborhood aligned economic growth".

These three goals have been occurring in different capacities. It is the intention of this plan to outline what the CIA aims to directly implement and which activities it will provide support toward existing efforts. While the CIA does not intend to fund major infrastructure projects, funds will be prioritized around accentuating and enhancing new and existing infrastructure, in line with the City of Lansing’s Capital Improvement Plan and conceptually focused on enabling multi-modal transit, complete streets and creating sense of place. See Appendices for a matrix of specific projects along with their cost and anticipated timing within the plan.
Public Infrastructure: Many of the plans, especially “Transforming the Michigan Avenue Corridor: a complete streets and transit-oriented development study” and CATA’s ongoing transportation studies, call for extensive and dynamic improvement in infrastructure to support motorists, bus riders, bikers and pedestrians alike. The Michigan Avenue Corridor Improvement Authority recognizes the importance of functioning infrastructure and complete streets to serve both the businesses and residents along the Michigan Avenue Corridor. It is the intention of the CIA to support the efforts of the Capital Area Transportation Authority (CATA), the city of Lansing and the Tri-County Regional Planning Commission that are already underway for the Bus Rapid Transit capital improvement upgrades through facilitation of public involvement. The CIA will be a platform to offer design input based off of previous community visioning work that was part of the aforementioned planning processes, some of which are ongoing.

The CIA proposes to directly support infrastructure upgrades that improve the attractiveness of the corridor and provide for a cohesive, multi-modal user experience. This entails the installation of benches, trashcans, landscaping, pedestrian lighting, median treatments, bicycle racks, public art, banners, way finding signage and other needed Placemaking elements. The CIA will work with the City of Lansing to identify maintenance and upkeep solutions. The CIA seeks to empower residents in taking ownership of their community by developing guidelines for temporary Placemaking installations that would or would not impede of the public right of way and facilitate communication between the city and residents.

The CIA will consider Public Infrastructure projects that improve the quality of life and business friendliness of the corridor while leveraging the partnerships and assets within the community.

Correct and Prevent Deterioration: Reversing Deterioration along the corridor will lead to the necessary outcomes of increased property values, increased private investment, an improved user experience, as well as an increase in community pride. Lansing is a certified Redevelopment Ready Community (RRC). Redevelopment Ready Communities® (RRC) is a certification program supporting community revitalization and the attraction and retention of businesses, entrepreneurs and talent throughout Michigan. The CIA acknowledges the benefit of cohesive planning, visioning and marketing identified in the RRC Best Practices and proposes to correct and prevent deterioration through leading the following proactive activities.

CIA staff will inventory current properties, engage with current property owners and assist with marketing available properties, when appropriate. The CIA will work with the Lansing Economic Area Partnership (LEAP) to identify and pursue city, state and federal incentives and any other applicable grant programs that align with the goals of the Corridor Improvement Authority. The CIA proposes to offer incentives, if funding is available, to assist with building improvements. For example, a façade grant program is planned to help businesses along the corridor address the costs associated with preserving and/or restoring aging building façades. To protect existing corridor assets, CIA proposes to support and strengthen commercial code compliance and coordinate with the City of Lansing and community-based organizations on events to clean and beautify the corridor.
Promote Neighborhood Aligned Economic Growth: The CIA will act as organizational lead, in partnership with the City of Lansing and Lansing Economic Area Partnership, on community engagement for the redevelopment of the corridor. The CIA understands the importance of a strong foundation set in partnerships and shared vision. The CIA will adopt a public participation plan that will facilitate frequent stakeholder input. For the health of existing and new businesses, the CIA will develop a marketing and branding plan for the corridor. The CIA will work in conjunction with the Small Business Development Center (SBDC), Lansing Economic Area Partnership (LEAP) and the Lansing Regional Chamber (LRC) in supporting new and existing businesses through one on one consultation, referral to resources and hosting business to business events. This may include connection to the existing incubator network, or the establishment of new incubators/accelerators, if needed. The CIA will work closely with community-based organizations and organized neighborhood groups on community engagement and planning for projects on corridor, including development of strategies for transition between commercial and residential.

In 2012, the Michigan Office of Urban and Metropolitan Initiatives commissioned U3 Ventures to conduct the Michigan Anchor Institution Opportunity Analysis of eight cities across Michigan, including Lansing. The resulting report documents the impact of Michigan State University, Lansing Community College, and Sparrow Health System on the Lansing region and Michigan Avenue Corridor. The CIA will continue the work of the Anchor Initiative by developing a strategy to engage business, non-profit and governmental agencies that offer historic and future employment, influence and the ability to change, and benefit from, the corridor.

The CIA, although not establishing a joint district at this time, will potentially continue to work in conjunction with Lansing Charter Township and the City of East Lansing to work towards a shared vision for the entirety of corridor.

The following tables summarize the various projects and activities proposed, including an estimated cost and completion date for each. As noted previously, the costs and completion dates are estimates only and are subject to change without further amendment to this Plan. These dates and estimates may vary because of private investment decisions, financing opportunities, market shifts or other factors.
### Table 1: Projects Anticipated in Public Infrastructure

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeframe</th>
<th>Total Cost</th>
<th>Expected Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop and install wayfinding signage</td>
<td>Short</td>
<td>$ 30,000</td>
<td>1-2 years</td>
</tr>
<tr>
<td>Install bicycle racks and related equipment</td>
<td>Short</td>
<td>$ 33,000</td>
<td>1-2 years</td>
</tr>
<tr>
<td>Plan, develop and install banners</td>
<td>Short</td>
<td>$ 50,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Install pedestrian infrastructure (benches, trash cans, etc.)</td>
<td>Medium</td>
<td>$ 75,000</td>
<td>5-10 years</td>
</tr>
<tr>
<td>Install pedestrian-oriented lighting</td>
<td>Medium - Long</td>
<td>$ 200,000</td>
<td>8-15 years</td>
</tr>
<tr>
<td>Install public art (sculptures, murals, etc.)</td>
<td>Medium - Long</td>
<td>$ 80,000</td>
<td>8-15 years</td>
</tr>
<tr>
<td>Install and maintain public flowerbeds and landscaping</td>
<td>Short</td>
<td>$ 100,000</td>
<td>8-15 years</td>
</tr>
<tr>
<td>Placemaking projects (e.g. community-initiated initiatives, events and improvements)</td>
<td>Short, Medium or Long</td>
<td>$ 50,000</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

### Table 2: Projects Anticipated in Correction & Prevention of Deterioration

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeframe</th>
<th>Total Cost</th>
<th>Expected Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organize efforts to clean and beautify corridor</td>
<td>Short</td>
<td>$ 15,000</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Create property inventory, prioritize redevelopment and marketing properties</td>
<td>Short</td>
<td>$ 45,000</td>
<td>5-10 years</td>
</tr>
<tr>
<td>Organize community events that highlight positive corridor news</td>
<td>Short - Med</td>
<td>$ 20,000</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Award program to encourage good business behavior</td>
<td>Short - Med</td>
<td>$ 15,000</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Façade grant program (Matching Grant)</td>
<td>Medium - Long</td>
<td>$ 200,000</td>
<td>10-15 years</td>
</tr>
</tbody>
</table>
Table 3: Projects Anticipated in Promotion of Neighborhood-Aligned Economic Growth

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeframe</th>
<th>Total Cost</th>
<th>Expected Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Host community input sessions around development projects</td>
<td>Medium</td>
<td>$ 30,000</td>
<td>5-10 years</td>
</tr>
<tr>
<td>Create a marketing and branding plan for corridor</td>
<td>Short - Med</td>
<td>$ 50,000</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Sponsorship of corridor-focused projects and non-profit activities</td>
<td>Long</td>
<td>$ 100,000</td>
<td>10-15 years</td>
</tr>
</tbody>
</table>

OTHER SOURCES OF FINANCING

As noted in Section 621.2 (i), the CIA expects to finance these activities from one or more of the following sources:

- Future tax increment revenues
- State, Federal or Other grants
- Special assessments as may be approved by the City of Lansing
- Interest on investments
- Donations received by the CIA
- Fees, sponsorships and memberships
- Public and private foundation grants
- Proceeds from any property, building or facility owned, leased or sold by the CIA
- Moneys obtained through development agreements with property owners benefiting from adjacent open space and other public improvements
- Moneys obtained from other sources approved by the City of Lansing

The revenue to be received from tax increment financing in this Development Area plus the availability of funds from other authorized sources will be sufficient to finance the activities and improvements to be carried out under this plan.
Section III: TAX INCREMENT FINANCING PLAN FOR DEVELOPMENT DISTRICT

This tax increment financing plan is established to make possible the financing of all or a portion of the costs associated with the activities and projects contained in the previous Development Plan for the Michigan Avenue Corridor Improvement District.

Tax Increment Financing Plan

Tax increment financing is a funding technique that utilizes increases in taxes on real and personal property within a specific development area to secure and pay the cost of public improvements or bonds issued by a municipality or Corridor Improvement Authority to finance the costs of an approved development plan, to pay the Authority’s costs of operation, and to finance portions of an approved development plan which do not involve the issuance of bonds.

The Corridor Improvement Authority Act requires the CIA to address three legislative requirements in the Tax Increment Financing Plan. These provide information about funds anticipated to be received by the CIA and its impact upon taxing jurisdictions. These requirements are found in Section 618(1) of the Act and states that “if the authority determines that it is necessary for the achievement of the purposes of this act, the authority shall prepare and submit a tax increment financing plan to the governing body of the municipality. The plan shall include a development plan as provided in section 621...”

Specifically, the Tax Increment Financing Plan must include, pursuant to Section 618(1) of the Act:

1. A detailed explanation of the tax increment procedure,
2. The maximum amount of bonded indebtedness to be incurred, and
3. The duration of the program.

1. Detailed explanation of the Tax Increment Financing Procedure

The Corridor Improvement Authority Act, Act 57 of 2018, as amended, authorizes tax increment financing (TIF). TIF makes it possible for a district to essentially capture tax revenues that are derived from the increase in value of property, which has benefitted from development projects within said district. The revenue is used to finance further development within the district. The Michigan Avenue CIA has determined that, in order to finance the previous Development Plan, a tax increment financing plan must be adopted.

The theory of utilizing TIF is that tax revenue will increase within a district where development is taking place. That increase in development will generate an increase in the tax revenues within that district. Therefore, it is appropriate to use this increase in tax revenue to reinvest into the district to encourage continued development.

The tax increment financing procedure as outlined in Act 57 of 2018 requires the adoption by the City, by resolution, of a Development Plan and a Tax Increment Financing Plan. Following the
adoption of that resolution, the city and county treasurers are required by law to transmit to the CIA that portion of the tax levy of all taxing bodies paid each year on the “Captured Assessed Value of all real and personal property located in the Development Area.” The tax amounts to be transmitted are hereinafter referred to as “Tax Increment Revenue”.

The “Captured Assessed Value” is defined by the Act as “the amount in any 1 year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes ... exceeds the initial assessed value...” The “initial assessed value” is defined by the Act as the “assessed value, as equalized, of all the taxable property within the boundaries of the Development Area at the time the resolution establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the resolution is adopted...”

It is the goal of the CIA to use the captured assessed value in the development district for the number of years necessary to complete the projects outlined in the Development Plan.

The CIA shall submit a report on the tax increment financing account showing the revenue received and the amount and purpose of expenditures from the account. Reports will also be required showing the initial assessed value of the development district and the amount of captured assessed value retained by the CIA. The report shall be submitted to the Lansing City Council and contain such additional information as the City Council deems necessary.

An opportunity will be made available to the County Board of Commissioners and other taxing jurisdictions to meet with the City Council to discuss the fiscal and economic implications of the proposed financing and development plans.

Approval of the tax increment financing plan must be obtained following the notice, hearing and disclosure provisions of Section 622 of the Act. If the development plan is a part of the tax increment financing plan, only one hearing and approval procedure is required for the two plans together. The tax increment financing plan may be modified by the City Council upon notice and after public hearings. The governing body may abolish the tax increment financing plan when it finds that the purpose for which it was established is accomplished.

2. The maximum amount of bonded indebtedness to be incurred

The Michigan Avenue corridor is the main connector of MSU campus and the State Capitol complex.

The CIA does not anticipate bonding based on currently identified projects. However, the CIA maintains the authority to bond to support future development projects. Below is the current financial position of the Authority.
Description of Current Financial Position

Current Assets: The Michigan Avenue Corridor Improvement Authority fund balance at the time of preparation of this analysis is $0.00. The Lansing Economic Area Partnership (LEAP) has contributed to the organizational costs of the CIA, as well as the preparation of this Development and Tax Increment Financing Plan.

Anticipated Revenue: The CIA district contains 191 individual commercial properties. The 2019 taxable value of all properties is $22,287,249. This is the initial assessed value to which all future assessments will be compared to determine the tax capture for the district. A detailed projection table for the 15-year period is included in the Appendices.

Expenses: The CIA will be responsible for all expenses for each project listed in the Development Plan using TIF funding. Other sources of funding may be leveraged from time to time in addition to the TIF.

3. Duration of The CIA And Tax Increment Financing District

The initial duration of the CIA’s TIF district is 15 years. This Tax Increment Financing Plan establishes a budget for a 15-year period. This is reflected in the previous Development Plan’s projects estimated completion dates, shown in Tables 1 through 4.

4. Estimated Impact Of The Tax Increment Financing Plan

Adoption of this Tax Increment Financing Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development District for purposes of the Development Plan. As soon as adequate increments have been generated to pay for the development projects, excess tax increment will be returned to the taxing jurisdictions.

Appendix H, provided by ______________, demonstrates the current millage levied by each jurisdiction, the anticipated growth in assessed value and the resulting tax increment revenues to be generated during the life of the Plan, and the estimated fiscal and economic implications on taxing jurisdictions resulting from the implementation of the Plan and capture of millage by the Authority.

The Authority proposes to strengthen the Development District and arrest the current stagnation and deterioration in property values. This is to be accomplished by using the additional tax revenues generated in the Development District to make public improvements and induce private redevelopment.

Several tax bodies currently receive property tax revenue from the property within the Development District. They will continue to receive tax revenues on the initial assessed value of this property throughout the duration of the Plan. When this plan is terminated, these taxing jurisdictions will receive property tax revenues from all taxable property located within the
Development District, including new development and appreciation in value stimulated by the development projects and inflation.

5. Use of Tax Increment Revenue

Tax increment revenues transmitted to the Authority shall be deposited in a separate fund of the Authority (the “Project Fund”) and used as they accrue annually in the following manner, and with the following order of priority:

1. To pay the administrative, auditing, legal and operating costs of the Authority and the City pertaining to the Plan and the Development District, including planning and promotion to the extent provided in the annual budget of the Authority.
2. To repay amounts advanced by the City for project costs, including costs for preliminary plans, projects, fees, and for other professional services.
3. To pay, or to set aside in a reserve account for the purpose of paying when feasible, the cost of undertaking, completing and reimbursing the City for any public improvements as set forth in the Plan, to the extent those costs are not financed from other sources (the “Project Reserve Fund”).
4. To pay the cost of any additional improvements to the Plan that are determined necessary by the Authority and approved by the City Council in accordance with the Act.

In accordance with Act 57, and to the extent that the Authority and City deem it necessary and in the best interest of the Authority, the Development District, and the City and its resident and property owners, the Authority may enter into tax sharing arrangements with affected taxing jurisdictions to share all or a portion of tax increment revenues on such terms as the Authority and the City Council determine to be most equitable for the Authority, the Development District and the City.
RESOLUTION SETTING A PUBLIC HEARING REGARDING THE INTENT TO CREATE
THE MICHIGAN AVENUE CORRIDOR IMPROVEMENT AUTHORITY

WHEREAS, the City of Lansing, in conjunction with the City of East Lansing and Charter Township of Lansing has prepared and forwarded a resolution of intent to create the Michigan Avenue Corridor Improvement Authority (the Authority) in accordance with the provisions of the Michigan Corridor Improvement Authority, Public Act 280 of 2005, as amended (the Act);

WHEREAS, the Michigan Avenue Corridor Improvement Authority Development Area, as defined in the Act (the “Proposed Development Area”), is comprised of eligible property within an area along Michigan Avenue bounded by an area of all commercial property, as defined by PA 206 of 1893, found within 500 feet north and 500 feet south of the centerline of Michigan Avenue, and from the eastern edge of the Pere Marquette Rail Line in the City of Lansing to the west to the Lansing City limit to the east, and specifically identified in Exhibit A;

WHEREAS, the District meets all of the requirements of section 5 of Public Act 280 of 2005, including:

1. The Proposed Development Area is adjacent to a road classified as an arterial or collector according to the Federal Highway Administration Manual “Highway Functional Classification – Concepts, Criteria and Procedures;” and

2. The Proposed Development Area contains at least ten (10) contiguous parcels or at least five (5) contiguous acres; and

3. More that half of the existing ground floor square footage in the Proposed Development Area is classified as commercial real property under Section 34e of the General Property Tax Act, Act 206 of 1893, as amended (MCL 211.34e); and

4. Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire Proposed Development Area for the immediately proceeding thirty (30) years.

5. The Proposed Development Area is presently served by municipal water and sewer; and

Approved for placement on City Council Agenda

__________________________
Brigham Smith, City Attorney
Date: _____________________
6. The Proposed Development Area is zoned to allow for mixed use that includes high density residential use and;

WHEREAS, in accordance with Act 280 the City would further agree to the following with respect to the Proposed Development Area:

1. To expedite the local permitting and inspection process in the Proposed Development Area; and

2. To modify its master plan to provide for walkable non-motorized interconnections, including sidewalks and streetscapes throughout the Proposed Development Area and;

WHEREAS, this resolution of intent to create the Authority that shall be issued to the governing boards of each municipality not less than 60 days prior to the adoption of the authority and its Corridor Improvement Plan,

WHEREAS, the Act requires that before creation of the Authority the Lansing City Council hold a public hearing in order to provide an opportunity for those living in and around the boundaries of the Authority, the City Assessor, a representative of the affected taxing units, the residents, and other taxpayers of the City of Lansing general public appear and be heard regarding the creation of the Authority.

NOW, THEREFORE, BE IT RESOLVED that Council determines that it is necessary for the best interests of the City and the public to redevelop its commercial corridors and to promote economic growth; and

BE IT FURTHER RESOLVED that the City Council hereby declares its intent to work together with the City of East Lansing and the Charter Township of Lansing to create and provide for the operation of a corridor improvement authority as enabled by and pursuant to Act 280; and

BE IT FURTHER RESOLVED that Council hereby designates the boundaries of the Development Area as comprising parcels of real property identified in Exhibit A; and

BE IT FURTHER RESOLVED that the authority will be known as the “Michigan Avenue Corridor Improvement Authority.”

Approved for placement on City Council Agenda

________________________________________
Brigham Smith, City Attorney

Date: __________________________
BE IT FINALLY RESOLVED that a public hearing be held in the City Council Chambers of the City of Lansing, 10th Floor, Lansing City Hall, Lansing, Michigan, on the ______ day of ________, 2009 at 7:00 p.m. for the purpose of receiving public comment on the establishment of the Michigan Avenue Corridor Improvement Authority as set forth in Public Act 280 of 2005 and that the Clerk shall publish once in a publication of general circulation within the community a notice of the scheduled public hearing and that the notice appear not less than 20 or more than 40 days prior to the date of the hearing. The clerk shall also mail, or cause to be mailed, not less than twenty (20) days before the public hearing, a notice of public hearing to taxpayers of record in the Proposed Development Area, to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the authority is established and a tax increment financing plan is approved, and to the State Tax Commission. Notice of the hearing shall be posted in at least 20 conspicuous and public places in the proposed development area not less than 20 days before the hearing.

Approved for placement on City Council Agenda

______________________________
Brigham Smith, City Attorney

Date: ________________
City of Lansing
Notice of Public Hearing

The Lansing City Council will hold a public hearing on Monday, _____________, 2009 at 7:00 p.m. in the City Council Chambers, 10th Floor, Lansing City Hall, Lansing, MI, for the purpose stated below:

To afford an opportunity for all residents, taxpayers of the City of Lansing, other interested persons and ad valorem taxing units to appear and be heard on the establishment of a Michigan Avenue Corridor Improvement Authority (the “Authority”), pursuant to and in accordance with the provisions of the Michigan Corridor Improvement Authority Act, Public Act 280 of 2005, with a district described as eligible property within an area along Michigan Avenue bounded by an area 500 feet north and south of the centerline of Michigan Avenue, and from the eastern edge of the Pere Marquette Rail Line in the City of Lansing to the west to the Lansing City limit to the east (the “Proposed Development Area”).

Creation of this Authority will enable the creation of a development plan within the Proposed Development Area. Further information regarding this issue may be obtained from Mr. Brian D. Anderson, Economic Development Corporation of the City of Lansing, 401 S. Washington Square, Suite 100, Lansing, MI 48933, (517) 483-4140.

____________________
Chris Swope
City Clerk

Approved for placement on City Council Agenda

____________________
Brigham Smith, City Attorney

Date: ______________
### CITY OF LANSING

**ADOPTED RESOLUTION**

**RESOLUTION #2009-418**

**BY THE COMMITTEE ON DEVELOPMENT AND PLANNING**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANSING**

**Establishing Saginaw Street Corridor Improvement Authority and Designation of Development Area**

WHEREAS, the City of Lansing (the City), is authorized by the provisions of MCL 125.2871, et seq., Act 280, Acts of Michigan, 2005, as amended (Act 280), to create a corridor improvement authority; and

WHEREAS, the City Council held a public hearing on August 24, 2009 pursuant to Act 280 in connection with the establishment of a corridor improvement authority and the designation of the proposed development area; and

WHEREAS, at least 60 days have passed since the public hearing; and

WHEREAS, the City Council intends to proceed with the establishment of a corridor improvement authority.

**THEREFORE, BE IT RESOLVED THAT:**

1. **Termination of Necessity, Purpose.** The City Council hereby determines that it is necessary for the interests of the public to create a public body corporate which shall operate to correct and prevent obstruction in business districts, to redevelop the City’s commercial corridors and promote economic growth, pursuant to Act 280 of the Public Acts of Michigan, 2005, MCL 125.2871, et seq., as amended.

2. **Definitions.** The terms used in this resolution shall have the same meaning as given to them in Act 280 hereinafter in this section provided unless the context clearly indicates to the contrary. As used in this resolution:

   a. "Corridor Improvement Authority" means the Michigan Avenue Corridor Improvement Authority (also known as "MACIA") created by this resolution.

3. **Annexation.** Upon completion of its purposes, the Authority may be dissolved by resolution of the City Council.

4. **Election of Authority.** There is hereby created pursuant to Act 280 a Corridor Improvement Authority for the City. The Authority shall be a public body corporate and shall be known and exercised its powers under the Saginaw Street Corridor Improvement Authority. The Authority may adopt a seal, may sue and be sued in any court of this State and shall possess all of the powers necessary to carry out the purposes of its Incorporation as provided by this resolution and Act 280. The enumeration of a power of this resolution or in Act 280 shall not be construed as a limitation upon the general powers of the Authority.

5. **Election of Authority.** The Authority shall be under the supervision and control of the Board. The Board shall consist of the Mayor or his designee, and seven additional members. Members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be appointed by the Mayor, subject to approval by the City Council.

6. **Description of Development Area.** The Development Area shall consist of the territory in the City described as Section 3 of the Mayr and his or her assignees, and seven additional members. Members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be appointed by the Mayor, subject to approval by the City Council.

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9. **Description of Development Area.** The Development Area shall consist of the territory in the City described as Section 3 of the Mayr and his or her assignees, and seven additional members. Members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be appointed by the Mayor, subject to approval by the City Council.

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I, CHRIS SWOPE, CITY CLERK of the City of Lansing, Michigan, do hereby certify that I have compared the annexed copy of Resolution #2009-417, which established the Michigan Avenue Corridor Improvement Authority and Designation of the Development Area, which was adopted November 2, 2009, with the original now on file in my office, and that it is a correct copy thereof, and of the whole of such original.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the City of Lansing this 15th day of June 2017.

CHRIS SWOPE, City Clerk
RESOLUTION #2009-417
BY THE COMMITTEE ON DEVELOPMENT AND PLANNING
RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANSING

Resolution Establishing Michigan Avenue Corridor Improvement Authority
And Designation of the Development Area

WHEREAS, the City of Lansing (the City), is authorized by the provisions of MCL 125.2871, et seq., Act 280, Public Acts of Michigan, 2005, as amended (Act 280), to create a corridor improvement authority; and

WHEREAS, the City Council held a public hearing on August 24, 2009 pursuant to Act 280 in connection with the establishment of a corridor improvement authority and the designation of the proposed development area; and

WHEREAS, at least 60 days have passed since the public hearing; and

WHEREAS, the City Council intends to proceed with the establishment of a corridor improvement authority;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. Determination of Necessity: Purpose. The City Council hereby determines that it is necessary for the best interests of the public to create a public body corporate which shall operate to correct and prevent deterioration in business districts, to redevelop the City's commercial corridors and promote economic growth, pursuant to Act 280 of the Public Acts of Michigan, 2005, MCL 125.2871, et seq., as amended.

2. Definitions. The terms used in this resolution shall have the same meaning as given to them in Act 280 or as hereinafter in this section provided unless the context clearly indicates to the contrary. As used in this resolution:

"Authority" means the Michigan Avenue Corridor Improvement Authority (also known as "MACIA") created by this resolution.


"Board" or "Board of Directors" means the Board of Directors of the Authority, the governing body of the Authority.

"Chief Executive Officer" means the Mayor of the City of Lansing.

"City" means the City of Lansing, Ingham and Eaton Counties, Michigan.

"City Council" means the City Council of the City of Lansing.

"Development Area" means the development area designated by this resolution, as now
existing or hereafter amended, and within which the Authority shall exercise its powers.

3. Creation of Authority. There is hereby created pursuant to Act 280 a Corridor Improvement Authority for the City. The Authority shall be a public body corporate and shall be known and exercise its powers under title of the MICHIGAN AVENUE CORRIDOR IMPROVEMENT AUTHORITY. The Authority may adopt a seal, may sue and be sued in any court of this State and shall possess all of the powers necessary to carry out the purposes of its incorporation as provided by this resolution and Act 280. The enumeration of a power in this resolution or in Act 280 shall not be construed as a limitation upon the general powers of the Authority.

4. Termination. Upon completion of its purposes, the Authority may be dissolved by resolution of the City Council. The property and assets of the Authority, after dissolution and satisfaction of its obligations, shall revert to the City.

5. Description of Development Area. The Development Area shall consist of the territory in the City described in Exhibit A to this resolution, attached hereto and made a part hereof, subject to such changes as may hereinafter be made pursuant to this resolution and Act 280.

6. Board of Directors. The Authority shall be under the supervision and control of the Board. The Board shall consist of the Mayor or his or her assignee, and seven additional members. Members shall be appointed by the Mayor, subject to approval by the City Council. Not less than a majority of the members shall be persons having an ownership or business interest in property located in the Development Area. Not less than 1 of the members shall be a resident of the Development Area, or of an area within 1/2 mile of any part of the Development Area. Members shall be appointed to serve for a term of four years, except that of the members first appointed, an equal number, as near as is practicable, shall be appointed for terms of 1 year, 2 years, 3 years, and 4 years. A member shall hold office until the member's successor is appointed. An appointment to fill a vacancy shall be made by the Mayor for the unexpired term only. Members of the Board shall serve without compensation, but shall be reimbursed for actual and necessary expenses. The Chairperson of the Board shall be elected by the Board. The Board shall adopt bylaws governing its procedures subject to the approval of the City Council.

7. Powers of Authority. Except as specifically otherwise provided in this resolution, the Authority shall have all powers provided by law subject to the limitations imposed by law and herein.

8. Fiscal Year: Adoption of Budget. The fiscal year of the Authority shall begin on July 1st of each year and end on June 30th, or such other fiscal year as may hereafter be adopted by the City Council. The Board shall prepare annually a budget and shall submit it to the City Council for approval in the manner and at the time, and which budget shall contain the information, required of municipal departments. The Board shall not finally adopt a budget for any fiscal year until the budget has been approved by the City Council. The Authority shall submit financial reports to the City Council at the same time and on the same basis as departments of the City are required to submit reports. The Authority shall be audited annually by the same independent auditors auditing the City
and copies of the audit report shall be filed with the City Council.

9. **Section Headings: Severability.** Section headings are provided for convenience only and are not intended to be part of this resolution. If any portion of this resolution shall be held to be unlawful, the remaining portions shall remain in full force and effect.

10. **Publication, Recording and Filing.** This resolution shall be published once after its adoption in full in a newspaper of general circulation in the City of Lansing, and the City Clerk shall file a certified copy of the resolution with the Michigan Secretary of State promptly after its adoption.
### City of Lansing Michigan Avenue Corridor Improvement Authority - 2019 TIF Project Budget

<table>
<thead>
<tr>
<th>Category</th>
<th>Action</th>
<th>Timeframe for Implementation</th>
<th>Continuing</th>
<th>Total Cost</th>
<th>Specific Geography</th>
<th>Expected Completion</th>
<th>Responsible Parties/Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Infrastructure</td>
<td>Develop and install wayfinding signage</td>
<td>Short</td>
<td>NO</td>
<td>$30,000</td>
<td>YES, TBD</td>
<td>1-2 years</td>
<td>CIA Staff &amp; Board, GLCCVB, City of Lansing</td>
</tr>
<tr>
<td>Install bicycle racks and related equipment</td>
<td>Short</td>
<td>YES</td>
<td>$33,000</td>
<td>YES, TBD</td>
<td>1-2 years</td>
<td>CIA Staff &amp; Board, City of Lansing</td>
<td></td>
</tr>
<tr>
<td>Plan, develop and install banners</td>
<td>Short</td>
<td>YES</td>
<td>$50,000</td>
<td>YES, TBD</td>
<td>2-5 years</td>
<td>CIA Staff &amp; Board, City of Lansing</td>
<td></td>
</tr>
<tr>
<td>Install pedestrian infrastructure (bench, trash cans, etc.)</td>
<td>Medium</td>
<td>NO</td>
<td>$75,000</td>
<td>Corridor-wide</td>
<td>5-10 years</td>
<td>CIA Staff &amp; Board, City of Lansing</td>
<td></td>
</tr>
<tr>
<td>Install pedestrian-oriented lighting</td>
<td>Medium - Long</td>
<td>NO</td>
<td>$200,000</td>
<td>YES, TBD</td>
<td>8-15 years</td>
<td>CIA Staff &amp; Board, Board of Water &amp; Light, City of Lansing</td>
<td></td>
</tr>
<tr>
<td>Install public art (monuments, murals, etc.)</td>
<td>Medium - Long</td>
<td>NO</td>
<td>$80,000</td>
<td>YES, TBD</td>
<td>8-15 years</td>
<td>CIA Staff &amp; Board</td>
<td></td>
</tr>
<tr>
<td>Install and maintain public flowerbeds and landscaping</td>
<td>Short</td>
<td>YES</td>
<td>$100,000</td>
<td>YES, TBD</td>
<td>8-15 years</td>
<td>CIA Staff &amp; Board, City of Lansing, Community Partners</td>
<td></td>
</tr>
<tr>
<td>Placemaking projects (eg. community-initiated initiatives, events and improvements)</td>
<td>Short, Medium or Long</td>
<td>YES</td>
<td>$50,000</td>
<td>Corridor-wide</td>
<td>Ongoing</td>
<td>CIA Staff &amp; Board</td>
<td></td>
</tr>
<tr>
<td>Administrative Expenses</td>
<td>N/A</td>
<td>YES</td>
<td>$155,000</td>
<td>N/A</td>
<td>Ongoing</td>
<td>CIA Staff</td>
<td></td>
</tr>
<tr>
<td><strong>Contingency (10%)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$ 61,800</strong></td>
<td></td>
</tr>
<tr>
<td>Correct and Prevent Deterioration</td>
<td>Organize efforts to clean and beautify corridor</td>
<td>Short</td>
<td>YES</td>
<td>$15,000</td>
<td>Corridor-wide</td>
<td>Ongoing</td>
<td>CIA Staff, Community Partners</td>
</tr>
<tr>
<td>Create property inventory, prioritize redevelopment and marketing properties</td>
<td>Short</td>
<td>NO</td>
<td>$45,000</td>
<td>Corridor-wide</td>
<td>5-10 years</td>
<td>CIA Staff, LEAP Staff, CIA Board</td>
<td></td>
</tr>
<tr>
<td>Organize community events that highlight positive corridor news</td>
<td>Short - Med</td>
<td>YES</td>
<td>$20,000</td>
<td>Corridor-wide</td>
<td>Ongoing</td>
<td>CIA Staff &amp; Board</td>
<td></td>
</tr>
<tr>
<td>Award program to encourage good business behavior</td>
<td>Short - Med</td>
<td>YES</td>
<td>$15,000</td>
<td>Corridor-wide</td>
<td>Ongoing</td>
<td>CIA Staff &amp; Board</td>
<td></td>
</tr>
<tr>
<td>Façade grant program (Matching Grant)</td>
<td>Medium - Long</td>
<td>NO</td>
<td>$200,000</td>
<td>Corridor-wide</td>
<td>10-15 years</td>
<td>CIA staff, City of Lansing, MIDOT, Tri-County Regional Planning Commission</td>
<td></td>
</tr>
<tr>
<td>Administrative Expenses</td>
<td>N/A</td>
<td>YES</td>
<td>$245,000</td>
<td>N/A</td>
<td>Ongoing</td>
<td>CIA Staff</td>
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<tr>
<td><strong>Contingency (10%)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$ 22,950</strong></td>
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</table>

### Promote Neighborhood-Aligned Economic Growth

<table>
<thead>
<tr>
<th>Action</th>
<th>Timeframe for Implementation</th>
<th>Continuing</th>
<th>Total Cost</th>
<th>Specific Geography</th>
<th>Expected Completion</th>
<th>Responsible Parties/Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Host community input sessions around development projects</td>
<td>Medium</td>
<td>YES</td>
<td>$30,000</td>
<td>YES, TBD</td>
<td>5-10 years</td>
<td>CIA Staff &amp; Board</td>
</tr>
<tr>
<td>Create a marketing and branding plan for corridor</td>
<td>Short - Med</td>
<td>NO</td>
<td>$50,000</td>
<td>Corridor-wide</td>
<td>2-5 years</td>
<td>CIA, community stakeholders, public and private economic development partners, consultant</td>
</tr>
<tr>
<td>Sponsorship of corridor-themed projects and non-profit activities</td>
<td>Long</td>
<td>YES</td>
<td>$100,000</td>
<td>Corridor-wide</td>
<td>10-15 years</td>
<td>CIA Staff &amp; Board</td>
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<tr>
<td>Administrative Expenses</td>
<td>N/A</td>
<td>YES</td>
<td>$80,000</td>
<td>N/A</td>
<td>Ongoing</td>
<td>CIA Staff</td>
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<tr>
<td><strong>Contingency (10%)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$ 8,000</strong></td>
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### Project Expenditures

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Administrative</td>
<td>$400,000</td>
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<tr>
<td>Contingency</td>
<td>$100,300</td>
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<td>Total</td>
<td>$1,501,300</td>
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### Expenses by Term

<table>
<thead>
<tr>
<th>Term</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Short (by 2020)</td>
<td>$243,000</td>
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<tr>
<td>Medium (by 2029)</td>
<td>$390,000</td>
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<tr>
<td>Long (by 2034)</td>
<td>$430,000</td>
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<tr>
<td>Total</td>
<td>$1,003,000</td>
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</table>

### Grand Total (Proposed Budget)

<table>
<thead>
<tr>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,652,300</td>
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