

**REGULAR MEETING OF THE CITY COUNCIL
OF THE CITY OF LANSING, MICHIGAN**

**TONY BENAVIDES LANSING CITY COUNCIL CHAMBERS
LANSING CITY HALL, 10th FLOOR
124 W. MICHIGAN AVENUE**

AGENDA FOR FEBRUARY 12, 2024 AT 7:00 PM



TO THE HON. MAYOR AND MEMBERS OF THE CITY COUNCIL:

The following items were listed on the agenda in the City Clerk's Office in accordance with Section 3-103(2) of the City Charter and will be ready for your consideration at the regular meeting of the City Council at the Tony Benavides Lansing City Council Chambers, 10th Floor, City Hall.

Roll Call

Meditation And Pledge Of Allegiance

Approval Of Printed Council Proceedings

1. January 8 and January 22, 2024

Consideration Of Late Items (Suspension of Council Rule #9 is needed to allow consideration of late items. Late items will be considered as part of the regular portion of the meeting to which they relate.)

Tabled Items

Special Ceremonies And Presentations

2. Tribute; in recognition of 2024 Pastors Salute (PEND-3586)
3. Tribute; in recognition of Michigan Bulletin's 30th Anniversary (PEND-3587)
4. Brownfield Plan #77 Amendment No. 1; 500 Block Redevelopment Project for 501 S. Capitol Ave., 110 W Hillsdale St., and 520 S. Washington Ave. (PEND-3567)

Comments By Council Members And City Clerk

Community Event Announcements (Time, place, purpose, or definition of event – 1 minute limit)

Speaker Registration For Public Comment On Legislative Matters

Mayor's Comments

Show Cause Hearings

Public Comment On Legislative Matters (Legislative matters consist of the following items on the agenda: public hearings, resolutions, ordinances for introduction, and ordinances for passage. The public may comment for up to three minutes. Speakers must sign up on BLUE form.)

Scheduled Public Hearings

Council Consideration Of Legislative Matters

Referral Of Public Hearings

Consent Agenda

5. Tribute; in recognition of 2024 Pastors Salute (PEND-3586)
6. Tribute; in recognition of Michigan Bulletin's 30th Anniversary (PEND-3587)
7. Workers Compensation Settlement; Claim #WC 2062876-01143 (PEND-3564)
8. Workers Compensation Settlement; Claim #WC 2876-21-0002849 (PEND-3569)
9. Charter Commission; meeting location and per diem rate (PEND-3571)
10. Establishment of Neighborhood Enterprise Zone District; #25 Wheel District (PEND-3534)
11. Setting a Public Hearing on Brownfield Plan #77 Amendment No. 1; 500 Block Redevelopment Project for 501 S. Capitol Ave., 110 W Hillsdale St., and 520 S. Washington Ave. (PEND-3567)
12. Noise Special Permit; Leavitt and Starck Excavating, Inc. to conduct work as part of the CSO 015 South Project (PEND-3511)
13. Community Funding; R.E. Olds Transportation Museum for their Car Capital Auto Show (PEND-3579)

Resolutions For Action

14. Budget Amendment; Fiscal Year 2023-2024 Second Quarter (PEND-3558)
15. Claim Disposition; Claim #1988, Cora Kelly for \$493.40 in board up fees at 3634 Karen St. (PEND-3540)
16. Claim Disposition; Claim 2018, Heather and Jeff Wilde/ Sand Solutions LLC for \$1,375 in trash fees at 1213 W. Ottawa St (PEND-3570)
17. Grant Acceptance; Revitalization and Placemaking (RAP) Grant Amendment 1 (PEND-3566)
18. Call for Lasting Ceasefire in Gaza and Israel, and the safe return of all innocent hostages and detainees (PEND-3585)

Reports From Council Committees

Ordinances For Introduction And Setting Of Public Hearings

Ordinances For Passage

19. Z-10-2023, Rezoning 512 E. Miller Road from "R-3" Suburban Detached Residential to "S-C" Suburban Commercial (PEND-3532)

Speaker Registration For Public Comment On City Government Related Matters

Reports Of City Officers, Boards, And Commissions; Communications And Petitions; And Other City Related Matters (Motion that all items be considered as being read in full and that the proper referrals be made by the President)

Item(s) from the City Clerk re:

- 20. Minutes of Boards and Commissions placed on file in the Clerk's Office
- 21. Polling Places; temporary relocation of multiple precincts for the May Special Election (PEND-3595)
- 22. General Fund Status Report; Fiscal Year 2023-2024, Second Quarter

Item(s) from the Mayor re:

- 23. Grant Acceptance; National League of Cities (NLC) Cities Addressing Fines & Fees Equitably Initiative (CAFFE) Faculty Advisor Grant for the Office of Financial Empowerment (PEND-3573)
- 24. Grant Acceptance; Michigan State Housing Development Authority (MSHDA) Housing Development Fund Grant for Transformational Housing (PEND-3588)
- 25. Grant Acceptance; Michigan Economic Development Corporation Transformational Muni Infrastructure for new City Campus (PEND-3589)
- 26. Noise Special Permit; Hoffman Bros. Inc. to allow for Combined Sewer Overflow 016/017 Phase 2 Project (PEND-3575)
- 27. Setting a Public Hearing on Noise Special Permit; Hoffman Bros. Inc. to allow for Combined Sewer Overflow 016/017 Phase 2 Project (PEND-3574)
- 28. Noise Special Permit; Michigan Department of Transportation request to allow for work activities to take place on I-496/US-127 (PEND-3584)
- 29. Setting a Public Hearing on a Noise Special Permit; Michigan Department of Transportation request to allow for work activities to take place on I-496/US-127 (PEND-3583)
- 30. Orders to Make Safe or Demolish to the owners of 1519 Linval St. (PEND-3576)
- 31. Setting a Show Cause Hearing on Orders to Make Safe or Demolish to the owners of 1519 Linval St. (PEND-3577)
- 32. Acceptance of Transportation Asset Management Plan (PEND-3582)
- 33. Appointment; Nikki Thompson Frazier as a Business Representative member of the Downtown Lansing Inc. Board for a term to expire June 30, 2027 (PEND-3565)
- 34. Appointment; Stephanie Palagyi as an At-Large member of the Arts and Culture Commission for a term to expire June 30, 2025 (PEND-3581)
- 35. Appointment; Kristina Schmidgall as a member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2027 (PEND-3591)
- 36. Reappointment; Stephen Young as an At-Large member of the Elected Officers Compensation Commission for a term to expire October 1, 2030 (PEND-3580)

37. Liquor License; New Class C Development District or Area Liquor License, a request from Macotta Club, LLC at 300 S. Washington Square (PEND-3590)
38. Adding Chapter 887, Property Tax Exemption and Payment in Lieu of Taxes (PILOT) for Workforce Housing Projects (PEND-3592)
39. Setting a Public Hearing on Adding Chapter 887, Property Tax Exemption and Payment in Lieu of Taxes (PILOT) for Workforce Housing Projects (PEND-3593)

Communications and Petitions

40. Communication from multiple organizations in support of accepting the Capital Region Improvement Support Package funds from the State of Michigan
41. Claim Appeal; Claim #2017, Gridiron Marketing Group LLC for \$900 in red tag fees at 831 N. Chestnut St. (PEND-3578)
42. Notice from the Michigan Liquor Control Commission; Darlington & Bartram Inc. request for transfer all stock interest by dropping Anne D Kressler and Peter B Kressler as stockholder; and as a result, new stockholder Jeffrey L Oade will hold 10,000 shares at 1208-1210 S Washington Ave. (RID # RQ-2401-00270)
43. Notice from the Michigan Liquor Control Commission; City of Lansing & DBH Lansing, LLC request for transfer ownership 2023 Class C & SDM license issued under MCL 436.1533(5)(A), non-transferable with Sunday Sales Permit (PM), Entertainment Permit, Participation Permit (Professional Sports Catering, LLC), Direct Connection (1), Specific Purpose Permit (food, athletic activities) and 19 Bars by dropping Take Me Out Too L.L.C. and adding DBH Lansing, LLC as co-licensee with City of Lansing; new Catering Permit at 505 E Michigan Ave. (RID # 2305-06462)
44. Notice from the Michigan Liquor Control Commission; LM Bros. #4, Inc. request for transfer location (governmental unit) under MCL 436.1531(18) of 2023 escrowed 2023 SDD & SDM license with Sunday Sales Permit (AM/PM), SDM- Mixed Spirit Drink at 7045 S Cedar St, Suite 3, 4 & 5 (RID # 2402-01093)
45. Notice from the Michigan Liquor Control Commission; Quality Dairy Company request for transfer location escrowed 2023 SDD license only with Sunday Sales permit (PM) for the SDD license – Spirits, to be held with existing SDM license; Transfer Governmental Unit under MCL 436.1531(18) f at 2600 S Cedar St.(RID # RQ-2401-00520)

Motion Of Excused Absence

Remarks By Council Members

Remarks By The Mayor Or Executive Assistant

Public Comment On City Government Related Matters (City government related matters are issues or topics relevant to the operation or governance of the city. The

public may comment for up to three minutes. Speakers must sign up on YELLOW form.)

Adjournment

A handwritten signature in black ink that reads "Chris Swope". The signature is written in a cursive, flowing style.

CHRIS SWOPE, CITY CLERK

Persons with disabilities who need an accommodation to fully participate in this meeting should contact the City Clerk's Office at (517) 483-4131 (TTY 711). 24 hour notice may be needed for certain accommodations. An attempt will be made to grant all reasonable accommodation request.

LANSING CITY COUNCIL MEETING

DATE & TIME: 2/12/2024 7:00 PM

Starting Time 7:09

REGULAR MEETING: X

SPECIAL MEETING:

ATTENDANCE

COUNCIL MEMBER	PRESENT	ABSENT	ARRIVED
BROWN	☒	☐	_____
CARTER	☒	☐	_____
GARZA	☒	☐	_____
HUSSAIN	☒	☐	_____
JACKSON	☐	☒	_____
KOST	☒	☐	_____
PEHLIVANOGLU	☒	☐	_____
SPADAFORE	☒	☐	_____

MEDITATION IN MEMORY OF:

TC - Angela Lois Trice
AH - Lois Tanner
JB - Frank Washington
AS - Frank Washington
MSU shooting

PLEDGE LED BY: _____

Adjournment Time _____

CHRIS SWOPE
LANSING CITY CLERK



**Official Proceedings of the City Council
City of Lansing
January 8, 2024**

Tony Benavides Lansing City Council Chambers
Lansing, Michigan

The City Council of the City of Lansing met in regular session and was called to order at 7:02 p.m. by President Garza

PRESENT: Council Members Carter, Garza, Hussain, Jackson, Kost, Pehlivanoglu, Spadafore

ABSENT: Council Member Brown (arrived at 7:03 P.M.)

A quorum was present.

The Council observed a moment of Meditation followed by the Pledge of Allegiance led by President Garza.

Special Ceremonies

Tribute; in recognition of Greater Lansing Area Holiday Commission Martin Luther King Jr. Celebration

Resolution #2024-002

By Council Members Brown, Carter Garza, Hussain, Jackson, Kost, Pehlivanoglu, Spadafore
Resolved by the City Council of the City of Lansing

WHEREAS the Dr. Martin Luther King Jr. Commission of Mid-Michigan will host its 39th Annual Dr. Martin Luther King Jr. Day of Celebration on January 15, 2024, with the theme "*The measure of a country's greatness is its ability to retain compassion in times of crisis*"; and

WHEREAS, this year's Keynote Speaker is prominent Civil Rights Advocate, Author, and Speaker Ruth Bridges; and

WHEREAS, Ms. Bridges gained widespread recognition for her remarkable feat as a fearless six-year-old, making history on November 14, 1960 being escorted by U.S. Marshals into the all-white William Frantz Elementary School in New Orleans, Louisiana; and

WHEREAS, this historical moment has since been captured in the Norman Rockwell painting, "*The Problem We All Live With*", as well as the 1998 Disney production *Ruby Bridges*, and *The Story of Ruby Bridges* by Robert Coles; and

WHEREAS, Ms. Bridges also established the Ruby Bridges Foundation to provide leadership training program that inspire youth and community leaders to embrace and value the richness of diversity.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council celebrates the Dr. Martin Luther King Jr. Commission of Mid-Michigan for continued dedication and service to our youth and residents of the City of Lansing and wish them the best of luck on this uplifting celebration.

BE IT RESOLVED, that the City of Lansing commemorates the efforts of Dr. Martin Luther King Jr. and encourages all residents of the City of Lansing to share in Dr. King's dream and work toward justice, good will, and brotherhood for all people.

By Council Member Brown

Motion Carried

Council Member Brown recognized the members of the Martin Luther King Jr. Holiday Commission who spoke in support of the tribute and about the luncheon.

Comments by Council Members and the City Clerk

Council Member Kost asked for City Council to remember Ahmed Shaker, owner of Falafel Time, who recently passed away, and his family during this difficult time.

Vice President Hussain spoke about upcoming community meetings for South Washington Action Group, the Third Ward Constituent Meeting and Rejuvenating South Lansing.

City Clerk Swope provided an update on the Presidential Primary Election and reminder of the filing deadline to be on the City Charter Commission Special Election ballot.

Community Event Announcements

Loretta Stanaway spoke about Friends of Lansing Historic Cemeteries event titled *Tombstone Preservation, Restoration, and Symbolology*.

Kyle Richard spoke about upcoming Martin Luther King Jr. Holiday event hosted by Human Relations and Community Services Department.

An event representative spoke about "Place for Us" Coalition meeting, "Rent is too Damn High" meeting and "For our Future Lansing Housing" Crisis meeting.

Speaker Registration for Public Comment on Legislative Matters

City Clerk Swope announced that the public comment registration form(s) for those intending to address Council on legislative matters will be collected and that only those persons who have fully completed the form(s) will be permitted to speak.

Mayor's Comments

Mayor Schor congratulated the new Council President Garza, Vice-President Hussain, two new Council Members Pehlivanoglu and Carter and the Old Newsboys fundraising efforts. He also shared details about upcoming budget presentation, business facade grant program, neighborhood and organization grant writing workshop, and resolutions introduced tonight for grants from the State of Michigan.

Public Comment on Legislative Matters

Legislative Matters included the following public hearings:

Establishment of Neighborhood Enterprise Zone District; #25 Wheel District (PEND-3534)

Z-10-2023, Rezoning 512 E. Miller Road from "R-3" Suburban Detached Residential to "S-C" Suburban Commercial (PEND-3532)

Council Member Brown gave an overview of the public hearings.

Harry Hepler and Kris Klein gave a presentation about the Neighborhood Enterprise Zone District; #25 Wheel District.

Public Comment on Legislative Matters:

Jody Washington spoke in support of Establishment of Neighborhood Enterprise Zone District; #25 Wheel District.

Legislative Matters

Referral of Public Hearings

Establishment of Neighborhood Enterprise Zone District; #25 Wheel District
Referred to the Committee on Development and Planning

Z-10-2023, Rezoning 512 E. Miller Road from "R-3" Suburban Detached Residential to "S-C" Suburban Commercial
Referred to the Committee on Development and Planning

Consent Agenda

By Council Member Hussain

To approve items 4 and 6 through 10 on the Consent Agenda.

President Garza asked that items 4 be removed from the Consent Agenda.

The question being approval of items 6 through 10 on the Consent Agenda.

Motion Carried

Resolution #2024-003

By Council Members Brown, Carter Garza, Hussain, Jackson, Kost, Pehlivanoglu, Spadafore
Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing, through the Human Relations and Community Services Department, will be hosting the 44th Annual Memorial Observance of Dr. Martin Luther King, Jr. on January 11, 2024; *"It Starts with Me: Shifting the Cultural Climate Through the Study and Practice of Knowing Nonviolence"*; and

WHEREAS, this day should be a day of participation, wherein all citizens contribute something positive to their community in keeping with Dr. King's lifelong work toward peace, justice, and equality; and

WHEREAS, Dr. Martin Luther King Jr Day honors the life and contributions of America's greatest champion of racial justice and equality, the leader who not only dreamed of a color-blind society but who also led a movement that achieved historic reforms to help make it a reality; and

WHEREAS, Dr. Martin Luther King Jr. is regarded as America's pre-eminent advocate of non-violence and one of the greatest nonviolent leaders in history by using the power of words and acts of nonviolence to advocate for freedom; and

WHEREAS, Dr. King campaigned for unprecedented civil rights legislation, and was also the driving force behind the "March for Jobs" in 1963, also known as "March on Washington" where his famous "I Have a Dream" speech secured his status as a leader and led to inspire the nation to act on civil rights; and

WHEREAS, in April, 2022 Lansing City Council officially created The Diversity, Equity & Inclusion (DEI) Advisory Board. This Advisory Board develops an ongoing diversity and inclusion plan, performance measures and best practices; and

WHEREAS, the DEI Advisory Board advises and encourages initiatives and activities to learn, listen and lead the community component of Racial Justice and Equity Plan. The Board will drive policies and practices in the Lansing Community that eradicate racism and create an inclusive, fair, and equitable environment where all people have access to economic opportunities, education, housing, and social resources.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council commends the Human Relations and Community Services Department on their 44th Annual Memorial Observance of Dr. Martin Luther King being held on January 11, 2024 and encourages all residents of the City of Lansing to share in Dr. King's dream and work toward justice, good will, and brotherhood for all people.

Adopted as part of the Consent Agenda

Resolution #2024-004

By the Committee of the Whole

Resolved by the City Council of the City of Lansing

WHEREAS, as appointed by Michigan Municipal Risk Management Authority (MMRMA), the City Attorney has requested and recommends the appointment of T. Joseph Seward of Seward Henderson, PLLC, as special outside legal counsel to represent City employee Matthew Simon in connection with the matter of Fitzpatrick v. City of Lansing, et al., Case no. 23-cv-01125, pending before the United States District Court for the Western District of Michigan.

THEREFORE, BE IT RESOLVED that T. Joseph Seward of Seward Henderson, PLLC, is hereby approved as legal counsel to represent the City in the matter of Fitzpatrick v. City of Lansing, et al., Case no. 23-cv-01125, pending before the United States District Court for the Western District of Michigan.

Adopted as part of the Consent Agenda

Resolution #2024-005

By the Committee of the Whole

Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing and Teamsters Local 243, Clerical, Technical, Professional Unit have negotiated a wage increase for 2024, pursuant to wage reopener language contained in the existing collective bargaining agreement (the "agreement") for the period covering February 1, 2022 through January 31, 2025, which is summarized in the agreement approved by the parties; and

WHEREAS, the Union membership ratified this agreement on December 20, 2023; and

WHEREAS, the Mayor recommends the agreement be approved;

NOW, THEREFORE BE IT RESOLVED, that the City Council hereby ratifies the agreement of the parties for the 2024 wage increases between the City of Lansing and the Teamsters Local 243, Clerical, Technical, Professional Unit.

Adopted as part of the Consent Agenda

Resolution #2024-006

By the Committee of the Whole

Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing and Teamsters Local 243, Supervisory Unit have negotiated a wage increase for 2024, pursuant to wage reopener language contained in the existing collective bargaining agreement (the "agreement") for the period covering February 1, 2022 through January 31, 2025, which is summarized in the agreement approved by the parties; and

WHEREAS, the Union membership ratified this agreement on December 20, 2023; and

WHEREAS, the Mayor recommends the agreement be approved;

NOW, THEREFORE BE IT RESOLVED, that the City Council hereby ratifies the agreement of the parties for the 2024 wage increases between the City of Lansing and the Teamsters Local 243, Supervisory Unit.

Adopted as part of the Consent Agenda

Resolution #2024-007

By the Committee of the Whole
Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing and the Teamsters Local 214 Supervisory and Non-Supervisory Units have negotiated a collective bargaining agreement (the "CBA") for the period covering January 1, 2024 through December 31, 2024, which is summarized in the Tentative Agreement Document approved by the parties ("Tentative Agreement"), and which contains the changes to the prior CBA; and

WHEREAS, the Union membership ratified this agreement on January 3, 2024; and

WHEREAS, the Mayor recommends the CBA, as summarized in the Tentative Agreement, be approved;

NOW, THEREFORE BE IT RESOLVED, that the City Council hereby ratifies the Tentative Agreement of the parties for the CBA between the City of Lansing and the Union, Teamsters Local 214 Supervisory and Non-Supervisory Units for the period covering January 1, 2024 through December 31, 2024.

Adopted as part of the Consent Agenda

Resolutions

Resolution #2024-008

BY THE COMMITTEE OF THE WHOLE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Mayor recommends the appointment of Heath Lowry as an At-Large member of the Board of Zoning Appeals for a term to expire June 30, 2026; and

WHEREAS, the Mayor's Office has confirmed with this resolution, that they have vetted the applicant based on the original application and believes the applicant meets the qualifications as required by the City Charter; and

WHEREAS, the Committee of the Whole met on January 8, 2024 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Heath Lowry as an At-Large member of the Board of Zoning Appeals for a term to expire June 30, 2026.

By Council Member Hussain

Motion Carried

City Clerk Swope administered the Oath of Office to Heath Lowry as a member of the Board of Zoning Appeals.

Resolution #2024-009

By Council Member Garza
Resolved by the City Council of the City of Lansing

WHEREAS, Rule 16 of the City of Lansing Council Rules ("Council Rules") provides that "[t]he standing committees' functions shall be reviewed by the Council President and shall be adopted by resolution of Council during January of each year;" and

WHEREAS, the Council President has reviewed the standing committees and their functions and recommends they all be continued and readopted;

NOW, THEREFORE, BE IT RESOLVED that the Council hereby readopts and continues all the Rule 16 standing committees and their functions as contained in the Council Rules.

By Council President Garza

Motion Carried

President Garza made the following appointments and read them into the record.

Committee of the Whole

Council President Garza- Chair, Vice-President Hussain – Vice Chair

Committee on Development and Planning

Vice-President Hussain- Chair, Council Member Brown – Vice-Chair, Council President Garza - Member

Committee on Ways and Means

Council Member Spadafore- Chair, Council Member Carter-Vice-Chair, Council Member Brown - Member

Committee on City Operations

Council Member Jackson – Chair, Council Member Hussain- Vice Chair, Council Member Kost- Member

Committee on Equity Diversity and Inclusion

Council Member Jackson – Chair, Council Member Pehlivanoglu-Vice-Chair, Council Member Carter- Member

Committee on Public Safety

Council Member Kost- Chair, Council Member Pehlivanoglu- Vice-Chair, Council Member Spadafore

Committee on Personnel

Vice-President Hussain – Chair, President Garza- Vice-Chair, Council Member Spadafore- Member, Council Member Jackson – Member

2024 Council Member Board and Commission Assignments

Capital Area Michigan Works Admin. Board: Council Members Brown, Jackson, Pehlivanoglu

Capital Region Airport Authority: Council Member Spadafore

City of Lansing & Charter Township of Lansing Liaison Commission: Council Member Carter

Community Corrections Advisory Board: Council Member Jackson

Downtown Lansing, Inc.: Council Member Brown

Employee Retirement: Council Member Garza

Police & Fire Retirement: Council Member Garza

Greater Lansing Convention & Visitors Bureau (liaison): Council Member Pehlivanoglu

Lansing Entertainment & Public Facilities Authority: Council Member Kost

Planning Board: (2) Council Members Brown, Hussain

Tri-County on Aging Consortium Board: (2) Council Members Kost, Spadafore

Tri-County Regional Planning Commission: Council Members Brown, Hussain, Pehlivanoglu. City Clerk Swope

Resolution #2024-010

By the Committee of the Whole

Resolved by the City Council of the City of Lansing

WHEREAS, pursuant to the authority vested in the Ingham County Treasurer as foreclosing governmental unit under MCL 211.78g(8)(a) the Treasurer has created a Payment Reduction Program to reduce payments of delinquent taxes due from persons who have received a poverty exemption from taxes under MCL 211.7u; and

WHEREAS, the Ingham County Treasurer has elected to use only one of three possible methods to reduce payments, as described in MCL 211.78g(8)(a)(iii), that being to cancel all of the interest, penalties, and fees required to be paid under this act; and

WHEREAS, all the costs of such a cancellation will be borne by Ingham County and not by any city, township, village, or other taxing authority; and

WHEREAS, parcels within the City of Lansing will, pursuant to MCL 211.78g(10)(b)(ii), only be eligible for this program with the participation of the City of Lansing through approval of this resolution; and

WHEREAS, any change in the terms of the Payment Reduction Program will take effect only after approval of an additional resolution;

NOW, THEREFORE BE IT RESOLVED, that the Lansing City Council, acting pursuant to MCL 211.78g(10)(b)(ii) elects to participate in the Payment Reduction Program for delinquent taxes adopted by the Ingham County Treasurer as described in this resolution; and

BE IT FINALLY RESOLVED, that, as provided by MCL 211.78g(10)(b) the City of Lansing Treasurer is authorized to provide the Ingham County Treasurer with written notice of the City of Lansing's participation in the Payment Reduction Program.

By Council Member Hussain

Motion Carried

Resolution #2024-011

By the Committee of the Whole

Resolved by the City Council of the City of Lansing

WHEREAS, the Committee on Ways and Means, Resolution #2023-047, recommended and Lansing City Council authorized the submission of a grant application to the Michigan Natural Resources Trust Fund (MNRTF); and

WHEREAS, the Parks & Recreation Department of the City of Lansing received funding from the Michigan Natural Resources Trust Fund (MNRTF); and

WHEREAS, the funding will be used for two (2) projects, the Sycamore Creek Cavanaugh Road and Waverly Road acquisitions, within the parks system within the City of Lansing as follows;

Land acquisition of 1624 E. Cavanaugh	\$300,000
Land Acquisition of Parcel 23-50-80-01-282-004	\$500,000

And

WHEREAS, the Parks and Recreation Department is requesting acceptance of the Michigan Natural Resources Trust Fund (MNRTF) funds; and

WHEREAS, the City of Lansing recognizes the importance of the continued development of these and other enhancements and has committed to implementing a maintenance plan/program over the design life of the facilities and has budgeted specific monies to ensure the continued maintenance of the enhancements; and

WHEREAS, the Administration and the City Council recognize the importance and need for safe recreation and non-motorized transportation facilities;

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council, hereby, approves acceptance of the Michigan Natural Resources Trust Fund (MNRTF) funds TF23-0032 and TF23-0043.

BE IT FINALLY RESOLVED, the Administration is authorized to receive the funds, create the necessary accounts, and make necessary transfers for their administration in accordance with the requirements of the grantor.

By Council Member Hussain

Motion Carried

Speaker Registration for Public Comment on City Government Related Matters

City Clerk Swope announced that the public comment registration form(s) for those intending to address Council on City government matters will be collected and that only those persons who have fully completed the form(s) will be permitted to speak.

Reports From City Officers, Boards, and Commissions; Communications and Petitions; and Other City Related Matters

By Vice President Hussain that all items be considered as being read in full and that President Garza make the appropriate referrals

Motion Carried

- Reports from City Officers, Boards and Commissions:

Item(s) from the City Clerk re:

Lansing City Comprehensive Financial Report (CAFR) 2022 – 2023

Referred to the Committee of the Whole/Internal Auditor

Independent Auditor's Report on Internal Control over Financial Reporting

Referred to the Committee of the Whole/Internal Auditor

Lansing Building Authority Financial Report 2022 - 2023

Referred to the Committee of the Whole/Internal Auditor

Lansing Brownfield Redevelopment Authority Financial Report 2022 - 2023

Referred to the Committee of the Whole/Internal Auditor

Tax Increment Finance Authority Financial Report 2022 - 2023

Referred to the Committee of the Whole/Internal Auditor

Tri-County Metro Narcotics Squad Financial Report 2022 - 2023

Referred to the Committee of the Whole/Internal Auditor

Lansing Entertainment and Public Facilities Authority Financial Report 2022-2023

Referred to the Committee of the Whole/Internal Auditor

Item(s) from the Mayor re:

Collective Bargaining Agreement; Teamsters Local 214 Supervisory and Non-Supervisory Units for the period covering January 1, 2024, to December 31, 2024

Referred to the Committee of the Whole/Internal Auditor

Sole Source Purchase; Police Department requests Flock Group as the vendor for License Plate Recognition Cameras

Referred to the Committee of the Whole/Internal Auditor

Budget Amendment; Fiscal Year 2023-2024 Second Quarter

Referred to the Committee of the Whole/Internal Auditor

Grant Acceptance; Transformational Affordable Housing Projects

Referred to the Committee of the Whole/Internal Auditor

Grant Acceptance; Transformational Municipal Infrastructure

Referred to the Committee of the Whole/Internal Auditor

ACT-1-2024; Purchase Agreement, Masonic Temple, 217 S. Capitol Ave.
Referred to the Committee of the Whole/Internal Auditor

Public Comment on City Government Related Matters

Norma Bauer spoke on various City matters.

Luna Brown spoke on various City matters.

Stan Shuck spoke on various City matters.

Loretta Stanaway spoke on various City matters.

David Ellis spoke on various City matters.

Sydney Moyer spoke in support of the resolution for a permanent ceasefire in Gaza.

Mercuri Rose spoke in support of the resolution for a permanent ceasefire in Gaza.

Mikayla Youngman spoke in support of the resolution for a permanent ceasefire in Gaza.

Jayar Brenner spoke in support of the resolution for a permanent ceasefire in Gaza.

David Sutherland spoke in support of the resolution for a permanent ceasefire in Gaza.

Anna Martinex-Hume spoke in support of the resolution for a permanent ceasefire in Gaza.

Kyle Richard spoke in support of the resolution for a permanent ceasefire in Gaza.

Emily Walkowski spoke in support of the resolution for a permanent ceasefire in Gaza.

Ambrose Nolan spoke in support of the resolution for a permanent ceasefire in Gaza.

Peter Fowler spoke in support of the resolution for a permanent ceasefire in Gaza.

Jennifer Krzanowski spoke in support of the resolution for a permanent ceasefire in Gaza.

Kelsey Brianne spoke on various City matters.

Kimani Hamilton-Wray spoke in support of the resolution for a permanent ceasefire in Gaza.

Amanda Castillo spoke on various City matters.

Sara spoke on various City matters.

Adjourned Time 8:41 P.M.

Chris Swope, City Clerk



**Official Proceedings of the City Council
City of Lansing
January 22, 2024**

Tony Benavides Lansing City Council Chambers
Lansing, Michigan

The City Council of the City of Lansing met in regular session and was called to order at 7:00 p.m. by President Garza

PRESENT: Council Members Brown, Carter, Garza, Hussain, Jackson, Kost, Pehlivanoglu, Spadafore

ABSENT: None

A quorum was present.

The Council observed a moment of Meditation followed by the Pledge of Allegiance led by President Garza.

Approval of Printed Council Proceedings

By Vice President Hussain

To approve the printed Council Proceedings of January 3, 2024

Motion Carried

Comments by Council Members and the City Clerk

Council Member Jackson spoke about his 4th Ward Constituent Contact Meeting and provided information regarding the upcoming Equity Diversity, and Inclusion Committee meeting.

Council Member Brown spoke about the Martin Luther King Jr. Holiday Luncheon.

Vice President Hussain spoke about the upcoming 3rd Ward Constituent Meeting, Rejuvenating South Lansing meeting, and the next City Council meeting.

City Clerk Swope provided an update on the Presidential Primary Election and reminder of the filing deadline to be on the City Charter Commission Special Election ballot.

Community Event Announcements

Norma Bauer of Nation Outside spoke about upcoming meetings.

Speaker Registration for Public Comment on Legislative Matters

City Clerk Swope announced that the public comment registration form(s) for those intending to address Council on legislative matters will be collected and that only those persons who have fully completed the form(s) will be permitted to speak.

Mayor's Comments

Mayor Schor spoke about grants that were submitted from the Lansing Fire Department, the Human Relations and Community Services Department, and the Mayor's office. He spoke about the completion of the Sunset Market façade program, thanked those who implemented the Code Blue Emergency Response Plan to open temporary warming centers due to the low temperature, and then gave various highlights from the City's Annual Report. He also responded to President Garza's concerns.

Public Comment on Legislative Matters

Public Comment on Legislative Matters:

Norma Bauer spoke about various Legislative matters.

Consent Agenda

By Council Member Hussain

To approve all items on the Consent Agenda.

Motion Carried

Resolution #2024-012

By the Committee of the Whole

Resolved by the City Council of the City of Lansing

WHEREAS, pursuant to the Lansing City Charter and Chapter 280 of the Lansing Code of Ordinances, the Council shall designate in advance the first meeting of the Elected Officers Compensation Commission in even-numbered years; and

WHEREAS, Chapter 280 of the Lansing Code of Ordinances requires the first meeting of the Elected Officers Compensation Commission to be prior to February 21, 2024 and that the commission meet on no more than 15 session days; and

WHEREAS, Chapter 280 of the Lansing Code of Ordinances requires the Elected Officers Compensation Commission to make its determination within forty-five days after its first meeting.

NOW, THEREFORE, BE IT RESOLVED the Lansing City Council hereby calls upon the Elected Officers Compensation Commission to meet and conduct its business in 2024 and designates their first meeting as Tuesday, February 6, 2024 at noon in the City Council Conference Room on the 10th floor of City Hall as the first meeting of the Commission.

BE IT FURTHER RESOLVED the City Council Office Manager shall serve as the recording secretary to the Commission unless the Commission determines otherwise.

BE IT FINALLY RESOLVED the City Clerk shall notify the members of the Commission in writing concerning the designated date, time, and place of the first meeting at least seven calendar days in advance thereof.

Adopted as part of the Consent Agenda

Resolution #2024-013

By the Committee of the Whole

Resolved by the City Council of the City of Lansing

WHEREAS, on November 30, 2023, City Council adopted Resolution 2023-270 to establish the Lansing City Council meeting dates for 2024; and

WHEREAS, March 25, 2024, is a scheduled City Council and Committee of the Whole meeting on Resolution 2023-270; and

WHEREAS, Council President Garza is proposing to move the March 25, 2024, meetings to Monday, March 18, 2024.

THEREFORE BE IT RESOLVED, the Lansing City Council amends Resolution 2023-270, moving the previously scheduled March 25, 2024, City Council and Committee of the Whole meetings to March 18, 2024.

Adopted as part of the Consent Agenda

Speaker Registration for Public Comment on City Government Related Matters

City Clerk Swope announced that the public comment registration form(s) for those intending to address Council on City government matters will be collected and that only those persons who have fully completed the form(s) will be permitted to speak.

Reports From City Officers, Boards, and Commissions; Communications and Petitions; and Other City Related Matters

By Vice President Hussain that all items be considered as being read in full and that President Garza make the appropriate referrals

Motion Carried

• Reports from City Officers, Boards and Commissions:

Item(s) from the City Clerk re:

Minutes of Boards and Commissions placed on file in the Clerk's Office

Placed on File

Charter Commission; meeting location and per diem rate

Referred to the Committee of the Whole

Item(s) from the Mayor re:

Orders to Make Safe or Demolish to the owners of 1326 N. Jension Ave.

Referred to the Committee on Public Safety

Setting a Show Cause Hearing on Orders to Make Safe or Demolish to the owners of 1326 N. Jenson Ave.
Referred to the Committee on Public Safety

Brownfield Plan #77 Amendment No. 1; 500 Block Redevelopment Project for 501 S. Capitol Ave., 110 W Hillsdale St., and 520 S. Washington Ave.
Referred to the Committee on Development and Planning

Setting a Public Hearing on Brownfield Plan #77 Amendment No. 1; 500 Block Redevelopment Project for 501 S. Capitol Ave., 110 W Hillsdale St., and 520 S. Washington Ave
Referred to the Committee on Development and Planning

Grant Acceptance; Revitalization and Placemaking (RAP) Grant Amendment 1
Referred to the Committee on Ways and Means and to the Internal Auditor

Workers Compensation Settlement; Claim #WC 2062876-01143
Referred to the Committee on Ways and Means and to the Internal Auditor

Workers Compensation Settlement; Claim #WC 2876-21-0002849
Referred to the Committee on Ways and Means and to the Internal Auditor

City of Lansing 2023 Annual Report
Referred to the Committee of the Whole

Sole Source Purchase; Public Service Department requests Kennedy Industries Inc as the vendor for Flygt Vertical Dry Pit Sewage Pump
Referred to the Committee on Ways and Means and to the Internal Auditor

Sole Source Purchase; Finance Department requests Plante and Moran as the vendor for Federal E-Filing and Print/Mail Services
Referred to the Committee on Ways and Means and to the Internal Auditor

- Communications and Petitions, and Other City Related Matters:

Notice from the Michigan Liquor Control Commission; Vice Convenience LLC request for Transfer Ownership 2023 SDD & SDM License with Sunday Sales Permit (AM/PM), SDD and Sunday Sales Permit (PM), SDM- Mixed Spirit Drink; new Beer & Wine Tasting Permit at 1826 S Cedar St. (RID # 2401-00033)
Referred to the Committee on City Operations

Claim Appeal; Claim 2018, Heather and Jeff Wilde/ Sand Solutions LLC for \$1,375 in trash fees at 1213 W. Ottawa St
Referred to the Committee on City Operations

Public Comment on City Government Related Matters

Charla Burnett spoke in support of the ceasefire resolution.

Laura Schmidt spoke in support of the ceasefire resolution.

Grayson spoke about their concerns regarding the Michigan Avenue Redevelopment.

Nathan Hallman spoke on various City matters.

Luna Brown spoke about issues regarding the Letts Warming Center.

Thomas Hands spoke on various City matters.

Norma Bauer spoke on various City matters.

Dakota Cranfill spoke in support of the ceasefire resolution.

Nina Blum spoke in support of the ceasefire resolution.

Amanda Castillo spoke in support of the ceasefire resolution.

Kyle Richard spoke in support of the ceasefire resolution.

Nik Finch spoke in support of the ceasefire resolution.

Hannah Erwin spoke in support of the ceasefire resolution.

Charles Tidwell spoke on various City matters.

Vivian Breslin spoke in support of the ceasefire resolution.

David Ellis spoke about pedestrian safety concerns.

Greta Kruse Finch spoke in support of the ceasefire resolution.

Emily Walkowski spoke in support of the ceasefire resolution.

August spoke in support of the ceasefire resolution.

Amberose Nolan spoke in support of the ceasefire resolution.

W. Walker spoke on various City matters.

Max Voorheis spoke on various City matters.

Victoria Baker spoke in support of the ceasefire resolution.

Adjourned Time 8:21 P.M.

Chris Swope, City Clerk

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Legislative matters consist of the following items on the agenda: **public hearings, resolutions, ordinances for introduction, and ordinances for passage.** The public may comment for up to three minutes*.

Agenda Item Number(s) or Description(s) #9 Charter Comm.
Name (print) Nicklasz, Willard E-Mail (optional) nizard@qgongil.com
Address (street, city, zip) 411 W. Willard Ave. 48910 Lansing, MI
Company or organization represented, etc. (if applicable) De Centralize Lansing
Signature Nicklasz, Willard

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Thank you for your involvement and interest in our City,
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Agenda Item Number(s) or Description(s) 19.

Name (print) Brent LaVanway E-Mail (optional) _____

Address (street, city, zip) Boss Engineering 3121 E-Grand River Howell, MI

Company or organization represented, etc. (if applicable) Boss Engineering

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) Pend -35 85

Name (print) La. Kinnais E-Mail (optional) _____

Address (street, city, zip) 3140 E Michigan Ave. 48912

Company or organization represented, etc. (if applicable) _____

Signature [Signature]

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Agenda Item Number(s) or Description(s) 18

Name (print) Londetta Stanaway E-Mail (optional) _____

Address (street, city, zip) 546 Armstrong

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) PEND 3585 Resolution for Action
- Cease-fire

Name (print) Amberose Nolan E-Mail (optional) _____

Address (street, city, zip) 319 N Sycamore, Lansing MI

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) #18 Cease Fire

Name (print) Chelsea Roberts E-Mail (optional) _____

Address (street, city, zip) 319 Carey St Lansing MI 48915

Company or organization represented, etc. (if applicable) _____

Signature Chelsea Roberts

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Agenda Item Number(s) or Description(s) Resolution on Ceasefire in Gaza
Name (print) Ronald Pedersen E-Mail (optional) ripedersen@sbglobal.net
Address (street, city, zip) 418 Lathrop St. Lansing, MI.
Company or organization represented, etc. (if applicable) _____
Signature Ronald J. Pedersen

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Agenda Item Number(s) or Description(s) #18

Name (print) Sally Burns E-Mail (optional) sallyburns.mi@gmail.com

Address (street, city, zip) 124 N. Magnolia 48912

Company or organization represented, etc. (if applicable) CP

Signature Sally Burns

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Agenda Item Number(s) or Description(s) #18: Lansing Area Peace Center in Gaza/Israel

Name (print) John Masterson E-Mail (optional) _____

Address (street, city, zip) 6200 Cropper Rd

Company or organization represented, etc. (if applicable) citizen & member of the

Signature _____ Lansing Area Peace Center

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Agenda Item Number(s) or Description(s) Ceasefire Resolution

Name (print) Victoria Baker E-Mail (optional) _____

Address (street, city, zip) 502 Emily Ave Lansing MI

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Public Comment on Legislative Matters Registration

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Agenda Item Number(s) or Description(s) 18

Name (print) ANNA MARTINEZ HUMES E-Mail (optional) ANNAMARTINEZ HUMES@GMAIL.COM

Address (street, city, zip) 2035 ROBINSON ROAD LANSING, MI 48912

Company or organization represented, etc. (if applicable) _____

Signature [Signature]

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Agenda Item Number(s) or Description(s) Rezone #18

Name (print) Peter Fowler E-Mail (optional) fowlerpe@msu.edu

Address (street, city, zip) 1915 Highland St. Lansing MI

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

- Public speakers will be called by the City Clerk. When the City Clerk recognizes you, please proceed to the speaker's podium and speak directly and clearly into the microphone. Do not touch the microphone.
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Agenda Item Number(s) or Description(s) Ceasefire

Name (print) Anna Fisher E-Mail (optional) _____

Address (street, city, zip) 2237 Sunnyside

Company or organization represented, etc. (if applicable) _____

Signature Anna Fisher

- Public speakers will be called by the City Clerk. When the City Clerk recognizes you, please proceed to the speaker's podium and speak directly and clearly into the microphone. Do not touch the microphone.
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Agenda Item Number(s) or Description(s) 18

Name (print) Emily Walkowski E-Mail (optional) _____

Address (street, city, zip) 1014 Sparrow ave

Company or organization represented, etc. (if applicable) _____

Signature [Signature]

- Public speakers will be called by the City Clerk. When the City Clerk recognizes you, please proceed to the speaker's podium and speak directly and clearly into the microphone. Do not touch the microphone.
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Agenda Item Number(s) or Description(s) 18

Name (print) Charles Tidwell E-Mail (optional) _____

Address (street, city, zip) 1841 Beal Ave

Company or organization represented, etc. (if applicable) _____

Signature [Signature]

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Agenda Item Number(s) or Description(s) 18

Name (print) Hannah Erwin E-Mail (optional) _____

Address (street, city, zip) 1841 Beal Ave Lansing 48910

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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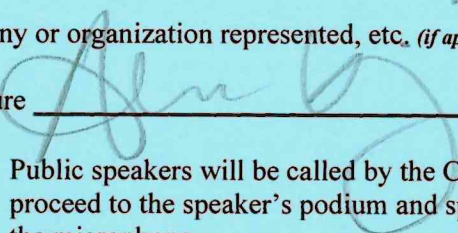
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Agenda Item Number(s) or Description(s) 18

Name (print) Amanda Koenig E-Mail (optional) _____

Address (street, city, zip) 122 S Hayford Ave Lansing, MI 48912

Company or organization represented, etc. (if applicable) _____

Signature 

- Public speakers will be called by the City Clerk. When the City Clerk recognizes you, please proceed to the speaker's podium and speak directly and clearly into the microphone. Do not touch the microphone.
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Agenda Item Number(s) or Description(s) 18

Name (print) NIK FINCH E-Mail (optional) _____

Address (street, city, zip) 138 Allen St 48912

Company or organization represented, etc. (if applicable) _____

Signature Nik Finch

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Agenda Item Number(s) or Description(s) Cergepine resolution

Name (print) Dakota Crumell E-Mail (optional) _____

Address (street, city, zip) 804 Fred St.

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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David

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Public Comment on City Government Matters Registration

*The City of Lansing welcomes and encourages public comment relating to City Government Related Matters. In order to facilitate public input, you **MUST** complete this card and submit it to the City Clerk or City Clerk Staff prior the close of registration as announced by the City Clerk.*

Each member of the public who has registered to speak will have up to a total of three minutes to address Council on City Government Related Matters that concern them. A **City Government Related Matter** is an issue or topic relevant to the operation or governance of the City.*

Topic(s) to be addressed Police Not Filing Report of Following up Because I'm HOMELESS

Name (print) David Kasraw E-Mail (optional) _____

Address (street, city, zip) HOMELESS

Company or organization represented, etc. (if applicable) _____

Signature David Kasraw

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Agenda Item Number(s) or Description(s) 18

Name (print) Sydney Perttunen E-Mail (optional) _____

Address (street, city, zip) 187 Cascade Blvd, Lansing, MI, 48912

Company or organization represented, etc. (if applicable) _____

Signature [Signature]

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Agenda Item Number(s) or Description(s) Resolution 18

Name (print) Corina Klein E-Mail (optional) scorinas3@yahoo.com

Address (street, city, zip) 1715 Lenore Lansing MI 48910

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) Ceasefire resolution

Name (print) Leah Fitch E-Mail (optional) _____

Address (street, city, zip) 1413 Eureka St Lansing MI 48912

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) cease fire resolution

Name (print) Mercari Rose E-Mail (optional) _____

Address (street, city, zip) 1409 Indiana Ave 48906

Company or organization represented, etc. (if applicable) _____

Signature [Signature]

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Agenda Item Number(s) or Description(s) Cease Fire Resolution

Name (print) Jessica Saba E-Mail (optional) _____

Address (street, city, zip) 534 Cherry St. Lansing 48933

Company or organization represented, etc. (if applicable) _____

Signature [Signature]

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Agenda Item Number(s) or Description(s) Ceasefire Resolution
Name (print) Tarek AlZoughbi E-Mail (optional) tzalzoughbi@gmail.com
Address (street, city, zip) 534 Cherry St., Lansing, MI
Company or organization represented, etc. (if applicable) _____
Signature Tarek AlZoughbi

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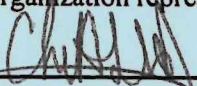
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Agenda Item Number(s) or Description(s) Ceasefire Resolution

Name (print) Chelsea Lloyd E-Mail (optional) _____

Address (street, city, zip) 1603 E Kalamazoo St Apt 304, Lansing, MI 48912

Company or organization represented, etc. (if applicable) _____

Signature 

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Agenda Item Number(s) or Description(s) #18 Gaza

Name (print) Theodore E-Mail (optional) ThereseKatanca@gmail.com

Address (street, city, zip) 1713 Stanley Court

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) 18

Name (print) Bell E-Mail (optional) _____

Address (street, city, zip) 48671 Glenview, Lansing MI 48912

Company or organization represented, etc. (if applicable) _____

Signature _____

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Agenda Item Number(s) or Description(s) 18-Gaza

Name (print) Andrew Bracken E-Mail (optional) _____

Address (street, city, zip) 2597 Abbot Rd Apt 3032 East Lansing, MI 48824

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) Cease Fire Resolution

Name (print) A Zama E-Mail (optional) _____

Address (street, city, zip) 735 East Shaw Lane 48825 East Lansing

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) 18

Name (print) Alejandro E-Mail (optional) alec.xavier.aviles@gmail.com

Address (street, city, zip) 4510 Wildflower way Lansing MI

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) PEND - 3585 Ceasefire for Gaza

Name (print) Grace LaFayette E-Mail (optional) _____

Address (street, city, zip) 919 E Shaw Ln East Lansing 48824

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) 18

Name (print) Martie Nettleton E-Mail (optional) _____

Address (street, city, zip) 408 Ann St Apt 6 East Lansing 48823

Company or organization represented, etc. (if applicable) _____

Signature mm

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Agenda Item Number(s) or Description(s) 18

Name (print) THASIN SARDAR E-Mail (optional) thasin@gmail.com

Address (street, city, zip) Marg4th Rd., E Lansing MI 48823

Company or organization represented, etc. (if applicable) Islamic Society of Greater Lansing

Signature [Signature]

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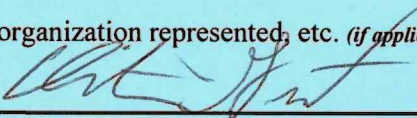
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Agenda Item Number(s) or Description(s) 18 G929

Name (print) Christian Grant E-Mail (optional) christiangrant124@gmail.com

Address (street, city, zip) 11145 W. Herbison Road, Eagle, MI, 48822

Company or organization represented, etc. (if applicable) _____

Signature 

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Agenda Item Number(s) or Description(s) #18 Ccosefire

Name (print) Hailey Sluteky E-Mail (optional) _____

Address (street, city, zip) 25911 Concord Rd, Huntington Woods, MI 48070

Company or organization represented, etc. (if applicable) _____

Signature Hailey Sluteky

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Agenda Item Number(s) or Description(s) 18

Name (print) Sara E-Mail (optional) _____

Address (street, city, zip) N/A

Company or organization represented, etc. (if applicable) N/A

Signature [Signature]

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Agenda Item Number(s) or Description(s) Cease fire

Name (print) Mona E. E-Mail (optional) _____

Address (street, city, zip) 5729 Ridge way Drive

Company or organization represented, etc. (if applicable) _____

Signature [Signature]

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Agenda Item Number(s) or Description(s) 18

Name (print) Alissa Hakim E-Mail (optional) _____

Address (street, city, zip) 926 Sever Dr

Company or organization represented, etc. (if applicable) _____

Signature Alissa Hakim

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Agenda Item Number(s) or Description(s) 18

Name (print) Bill Demeratz E-Mail (optional) 1

Address (street, city, zip) 11633 Territorial Rd MONTE MT

Company or organization represented, etc. (if applicable) _____

Signature Bill R Demeratz

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Agenda Item Number(s) or Description(s) #18

Name (print) Saba Saed E-Mail (optional) SAB

Address (street, city, zip) 2355 Club Meadow Dr Okemos MI 488

Company or organization represented, etc. (if applicable) MSU

Signature [Handwritten Signature]

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Agenda Item Number(s) or Description(s) Gaza Resolution

Name (print) Amy Bigman E-Mail (optional) _____

Address (street, city, zip) 2552 Koala Dr. FL MI 48823

Company or organization represented, etc. (if applicable) _____

Signature W. Bigman

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Agenda Item Number(s) or Description(s) Ceasfire resolution

Name (print) Hisham Qandeel E-Mail (optional) Dr-HishamQandeel@yahoo.com

Address (street, city, zip) 6016 Sleepy Hollow Ln

Company or organization represented, etc. (if applicable) _____

Signature Hisham

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Agenda Item Number(s) or Description(s) ceasefire resolution

Name (print) Bianca Alegon E-Mail (optional) _____

Address (street, city, zip) 23220 Tulare Ave Farmington Hills MI 48336

Company or organization represented, etc. (if applicable) n/a

Signature B. Alegon

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Agenda Item Number(s) or Description(s) Ceasefire resolution

Name (print) Amanda Castillo E-Mail (optional) _____

Address (street, city, zip) _____

Company or organization represented, etc. (if applicable) _____

Signature _____

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Saevn Kesto
6100 S Cedar Street
Lansing, Michigan 48911
February 10th, 2024

RE: Request to rezone 512 E Miller Road from Residential to Commercial

Esteemed Zoning Board Members,

I write to you today to respectfully advocate for the approval of a change in zoning of 512 E Miller Road to permit the construction of a gas station in our community. While I understand the concerns that may arise with such a proposal, I firmly believe that allowing this development will bring numerous benefits to our area.

First and foremost, a gas station will provide much-needed convenience for residents and commuters alike. In our fast-paced society, have access to fuel and the amenities today's gas stations offer is essential. Our community is served primarily by Speedway, a large corporate chain. Having a mom-and-pop station will allow for competition that will benefit the community through lower prices, more personalized products in-store and a locally owned alternative to a mega-chain with only profits in mind.

Additionally, the presence of a gas station can stimulate economic growth within our community. Not only will it create jobs during construction and operation, but the new business can be a catalyst in attracting other businesses to the area and spurring further development as other establishments often thrive near a gas station, leading to increased foot traffic and revenue for other local businesses. Furthermore, the transition from the convenience store currently operating to the refueling station will include expanded morning hours of operation and our partner, the El Oasis restaurant has committed to opening earlier as well, providing the community with more options for freshly prepared food for more hours of everyday.

We're aware and understand that there may be concerns about the environmental impact of a gas station and the potential for crime. However, advancements in technology and strict regulations have led to gas station facilities being safer than at any time in history. Coupled with our family's steadfast dedication to proper oversight, adherence to all laws, rules, and guidelines, I'm certain we can mitigate any potential harm and ensure that the gas station operates safely and in harmony with our neighbors and surroundings. In fact, studies have shown that there is a direct correlation between foot traffic and the safety of an area. More foot traffic means more eyes on the street – eyes that can reduce crime, and refueling stations see more foot traffic because they offer not only the convenience of a store but the ability to refuel. Our family is dedicated to providing a safe and secure environment for our patrons just as we do now and have done so for our 20+ years at Tony's and our other businesses in the greater Lansing area.

In conclusion, I urge the zoning board to consider the numerous benefits that a gas station can bring to our community. From increased convenience and economic growth to public safety, the advantages far outweigh any potential or perceived drawbacks. The parcel we're requesting be rezoned was previously zoned for commercial use and was only recently rezoned to residential. By approving this change in zoning, we can pave the way for a brighter future for our community and those who pass through. We have the Planning and Zoning Commissions support, and hope that you share our vision for the betterment of our community.

Unfortunately, I cannot make it to the city council meeting on Monday the 12th due to a family vacation that was planned prior to this being put on the agenda. If you have any comments, questions, or concerns please feel free to email at skkesto@gmail.com or call me at 248-444-0108.

Saevn Kesto
Owner/Operator, Tony's Party Store

Resolution #2024-014

By Council Members Brown, Carter Garza, Hussain, Jackson, Kost, Pehlivanoglu,
Spadafore

Resolved by the City Council of the City of Lansing

WHEREAS, today more than ever, our religious leaders play a critical role in keeping the community nurtured and motivated to take on everyday challenges and to celebrate the community's triumphs; and

WHEREAS, on Saturday, February 17, 2024, The Divine Connection celebrates their Annual Event, The Pastors Salute, not only celebrating spiritual leaders but also reinforcing the bonds that hold communities together; and

WHEREAS, The Pastors Salute, a tradition deeply cherished, serves as a testament to Divine Connection's commitment to recognizing and honoring over 200 exemplary pastors in Lansing and neighboring communities; and

WHEREAS, having made a positive impact on the community, the Pastors will receive letters from their members, and a plaque to publicly observe and applaud their contributions and showcase their good works in the community; and

WHEREAS, this year in 2024, the Kattie M. Wills Trailblazer Scholarship Award will be honoring graduating seniors. Kattie M. Wills was not only the church mother at Lansing Church of God in Christ for 55 years, but also a single mother who raised 5 children that became either a Nurse, Professor, Teacher, or Educator.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council, hereby, wish to recognize the 2024 Pastors Salute in honoring Lansing Pastors for their dedication to the community. We celebrate their triumphs as leaders, mentors, and motivators. Congratulations Pastors, we wish you continued success in your efforts.

Resolution #2024-015

By Council Members Brown, Carter Garza, Hussain, Jackson, Kost,
Pehlivanoglu, Spadafore

Resolved by the City Council of the City of Lansing

WHEREAS, The Michigan Bulletin has been providing an alternative news source to Lansing area residents for nearly three decades, and on February 12, 2024, they will celebrate their 30th anniversary; and

WHEREAS, The Michigan Bulletin officially opened its doors on February 12, 1994 as a minority newspaper focused on issues pertinent to the minority community. The publication has been able to communicate with and educate Lansing through its dedicated staff and supporters; and

WHEREAS, Marcus Jefferson, owner and general manager has been committed to preserving African American journalism and news photography. Its most notable accomplishment is working with young people through programs like the Young Publisher Club. Inspiring young people to major in or seek employment in the Journalism field.

NOW, THEREFORE, BE IT RESOLVED, that the City of Lansing City Council acknowledges the long-standing impact The Michigan Bulletin has had on providing the Lansing area a source for the minority issues and congratulates them on their 30th Anniversary.

Resolution #2024-016

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing is named as defendant in a workers' compensation action, WC 2062876-01143, involving alleged work related injuries/illnesses;

WHEREAS, it is proposed that the action be resolved by virtue of entering into a settlement agreement, in which, the City of Lansing would agree to pay Plaintiff the sum amount of EIGHTY THOUSAND THIRTY FOUR DOLLARS` (\$80,034.00) in exchange for a complete redemption and release of the City from any past, present, and future liability regarding any alleged injuries/illnesses whatsoever;

WHEREAS, the proposed settlement is recommended by the Mayor, the Human Resources Department, the City of Lansing's Fund Administrator, and the City Attorney;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council hereby approve payment amount of EIGHTY THOUSAND THIRTY FOUR DOLLARS (\$80,034.00) pursuant to said proposed settlement agreement as a full and final settlement of said action.

BE IT FURTHER RESOLVED that any prior resolution inconsistent with this resolution is hereby null and void and of no further effect.

BE IT FINALLY RESOLVED that the Law Department is authorized to prepare and execute the requisite documents to complete settlement of the aforementioned lawsuit.

Resolution #2024-017

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing is named as defendant in a workers' compensation action, WC 2876-21-0002849, involving alleged work related injuries/illnesses;

WHEREAS, it is proposed that the action be resolved by virtue of entering into a settlement agreement, in which, the City of Lansing would agree to pay Plaintiff the sum of THIRTY THREE THOUSAND (\$33,000.00) in exchange for a complete redemption and release of the City from any past, present, and future liability regarding any alleged injuries/illnesses whatsoever;

WHEREAS, the proposed settlement is recommended by the Mayor, the Human Resources Department, the City of Lansing's Fund Administrator, and the City Attorney;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council hereby approve payment of THIRTY THREE THOUSAND (\$33,000.00) pursuant to said proposed settlement agreement as a full and final settlement of said action.

BE IT FINALLY RESOLVED that the Law Department is authorized to prepare and execute the requisite documents to complete settlement of the aforementioned lawsuit.

Resolution #2024-018

By the Committee of the Whole
Resolved by the City Council of the City of Lansing

WHEREAS, on December 12, 2022, the City Council resolved to place the question of the charter revision on the November 7, 2023 ballot; and

WHEREAS, the City Clerk determined that pursuant to State law, at the May 7, 2024 election the electorate should select nine Charter Commissioners; and

WHEREAS, State law requires that prior to the election of said commissioners the Council shall establish the first meeting place, the compensation of its members, and the money for the expenses of the Commission; and

WHEREAS, money for the expenses of the Commission is being budgeted through a Fiscal Year Ending 2024, Second Quarter Budget Amendment Resolution; and

WHEREAS, pursuant to State law, the first meeting of the Charter Commission shall be the second Tuesday after the election, May 21, 2024.

NOW, THEREFORE, BE IT RESOLVED the Lansing City Council hereby calls upon the Charter Commission to meet and conduct its business in the Tony Benavides City Council Chambers on the 10th floor of the David Hollister City Hall.

BE IT FURTHER RESOLVED that Charter Commissioners receive \$200 per diem to be paid for each regular Charter Commission meeting attended, but not to exceed ninety (90) such meetings.

BE IT FINALLY RESOLVED the City Clerk shall notify the members of the Commission in writing concerning the designated date, time, and place of the first meeting.

Resolution #2024-022

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

Resolution to Establish Neighborhood Enterprise Zone
#25 – Wheel District

WHEREAS, the City of Lansing continues to promote the effort to improve neighborhoods by encouraging the rehabilitation of existing housing, promoting home ownership and facilitating construction of new housing units in the City; and

WHEREAS, Public Act 147, 1992 of the State of Michigan, the Neighborhood Enterprise Zone Act, was enacted to encourage new housing construction and the rehabilitation of existing housing units and structures in older established cities in the State, including the City of Lansing, by allowing communities to grant tax abatement on specific residential properties located within districts which are designated by the community; and

WHEREAS, the City of Lansing is considered a Qualified Local Government Unit as defined in the Obsolete Property Rehabilitation Act (OPRA), 2000 PA 146; and

WHEREAS, as required by P.A. 147 of 1992, as amended, the City Assessor and each taxing unit were notified on November 30, 2023 of the City's intent to establish a new Neighborhood Enterprise Zone, and that written notice was received not less than 60 days before the passage of a resolution for designation of a Neighborhood Enterprise Zone; and

WHEREAS, as required by P.A. 147 of 1992, as amended, prior to acting on this request, a public hearing was held on the establishment of a new Neighborhood Enterprise Zone on January 8, 2024. The public hearing was held not later than 45 days after notification of the taxing units; and

WHEREAS, as required by P.A. 147 of 1992, as amended, the City Council has been furnished with the amount of the True Cash Value of the property located within the proposed Neighborhood Enterprise Zone has been calculated by the City Assessor at \$7,498,400.

NOW THEREFORE BE IT RESOLVED, pursuant to P.A. 147 of 1992, as amended, the City Council makes the following findings:

- 1) The City Council has previously adopted a housing inspection code ordinance which meets the requirements of P.A. 147 of 1992, as amended.
- 2) The proposed Neighborhood Enterprise Zone is consistent with the City's master plan, and the neighborhood preservation and economic development goals of the City.

- 3) The goals, objectives and policies prepared for the five-year U.S. Department of Housing and Urban Development Consolidated Plan as adopted by the City Council meet the intended goals, objectives and policy for the Neighborhood Enterprise Zones relative to the maintenance, preservation, improvement, and development of housing for all persons regardless of income level living within a Neighborhood Enterprise Zone.

BE IT FURTHER RESOLVED that the Lansing City Council approves the boundaries for the new Neighborhood Enterprise Zone as described below:

Wheel District – No. 25

Boundaries: An area bounded by East Saginaw Street to the south, the CSX Railroad to the west, East Oakland Avenue to the north and North Pennsylvania Avenue to the east, except the areas in the currently designated Neighborhood Enterprise Zones of “North Pennsylvania Corridor #5” and “Prudden Wheel Factory #9”

BE IT FURTHER RESOLVED that the Lansing City Council hereby establishes a Neighborhood Enterprise Zone with the intended purpose of promoting residential development, as listed by parcel number in “Attachment A” and as represented on the map as “Attachment B”.

BE IT FINALLY RESOLVED that the City Clerk shall forward a certified copy of this resolution to the Michigan State Tax Commission.

Resolution #2024-019

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

**RESOLUTION TO SET A PUBLIC HEARING FOR
BROWNFIELD PLAN #77 AMENDMENT NO. 1 – 500 BLOCK BROWNFIELD
REDEVELOPMENT PROJECT**

WHEREAS, the Lansing Brownfield Redevelopment Authority has prepared and forwarded an approved Brownfield Plan pursuant to and in accordance with the provisions of the Brownfield Redevelopment Financing Act, Public Act 381 of 1996, as amended, for property commonly referred to as 520 S. Washington Avenue, 501 S. Capitol Avenue, and 110 W. Hillsdale Street located in the City of Lansing; and

WHEREAS, prior to Council's action on this request, it is necessary to hold a public hearing on the Plan, to allow for any resident, taxpayer or ad valorem taxing unit the right to appear and be heard; and

WHEREAS, maps, plats, and a description of the brownfield plan are available for public inspection at the Lansing Economic Development Corporation, 401 S. Washington Square, Suite 101, Lansing, MI 48933, and that all aspects of the brownfield plan are open for discussion at the public hearing.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Lansing that a public hearing be held Monday, February 26, 2024, at 7:00 p.m. for the purpose of receiving public comment on Brownfield Plan #77 Amendment No. 1 – 500 Block Brownfield Redevelopment Project under the Brownfield Redevelopment Financing Act, for property more particularly described as:

520 S. WASHINGTON AVENUE, LANSING MI

Parcel A Legal Description: A parcel of land being part of Lots 1-4 and 9-12, Block 149, Original Plat of the City of Lansing, Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records, the boundary of said parcel described as: Commencing at the Northwest corner of said Block 149; thence S89°13'23"E along the North line of said Block 149 a distance of 161.50 feet to the point of beginning of this description; thence S89°13'23"E continuing along said North line 168.50 feet to the Northeast corner of said Block; thence S00°32'26"W along the East line of said Block 149 a distance of 263.50 feet to the Southeast corner of Lot 4 of said Block 149; thence N89°18'36"W along the South line of said Lot 4 a distance of 89.00 feet; thence N00°32'27"E 57.50 feet; thence N89°27'35"W 79.50 feet; thence N00°32'26"E 206.46 feet to the point of beginning; said parcel containing 0.91 acre, more or less; said parcel subject to all easements and restrictions, if any.

501 S. CAPITOL AVENUE, LANSING MI

Parcel B-1 Legal Description: A parcel of land being part of Lots 4 and 9-12, Block 149, Original Plat of the City of Lansing, Ingham County, Michigan, according to the recorded

plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records, the boundary of said parcel described as: Beginning at the Northwest corner of said Block 149; thence S89°13'23"E along the North line of said Block 149 a distance of 161.50 feet; thence S00°32'26"W 206.46 feet; thence S89°27'35"E 79.50 feet; thence S00°32'27"W 54.50 feet; thence N89°18'36"W 128.00 feet; thence N00°32'27"E 109.52 feet; thence N89°03'58"W 113.00 feet to the West line of said Block 149; thence N00°32'27"E along said West line 151.00 feet to the point of beginning; said parcel containing 0.78 acre, more or less; said parcel subject to all easements and restrictions, if any.

Parcel B-2 Legal Description: A parcel of land being part of Lots 5 & 6, Block 149, Original Plat of the City of Lansing, Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records, the boundary of said parcel described as: Commencing at the Northwest corner of said Block 149; thence S89°13'23"E along the North line of said Block 149 a distance of 330.00 feet to the Northeast corner of said Block 149; thence S00°32'26"W along the East line of said Block 149 a distance of 263.50 feet to the Northeast corner of Lot 5 of said Block 149 and the point of beginning of this description; thence S00°32'26"W continuing along said East line 131.75 feet to the Southeast corner of said Block 149; thence N89°21'13"W along the South line of said Block 149 a distance of 74.00 feet; thence N00°32'26"E 131.81 feet to the North line of said Lot 5; thence S89°18'36"E along said North line 74.00 feet to the point of beginning; said parcel containing 0.22 acre, more or less; said parcel subject to all easements and restrictions, if any.

110 W. HILLSDALE STREET, LANSING MI

Parcel C Legal Description: Part of Block 149, Original Plat of the City of Lansing, Ingham County, Michigan, according to the recorded plat thereof, as recorded in Liber 2 of Plats, Page 36, Ingham County Records, more particularly described as follows: Lots 7 & 8; also the South 3.00 feet of Lot 9; Also the West 113.00 feet of Lot 9; Also the South 47.00 feet of the West 113.00 feet of Lot 10; Also the South 3.00 feet of Lot 4 Except the East 89.00 feet thereof; Also Lots 5 & 6 Except the East 74.00 feet of said lots thereof.

and that the City Clerk cause notice of such hearing to be published in a publication of general circulation, no less than 10 days or more than 40 days prior to the date of the public hearing, and that the City Clerk also cause the legislative body of each taxing unit levying ad valorem taxes on this property, to be notified of Brownfield Plan #77 Amendment No. 1 – 500 Block Brownfield Redevelopment Project and the scheduled public hearing.

Resolution #2024-020

By the Committee City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, a public hearing was held on Monday, December 11, 2023, in consideration of the request by Leavitt and Starck Excavating, Inc., the construction contractor for the Combined Sewer Overflow (CSO) 015South Project, for issuance of a waiver of the noise ordinance on Saturdays from 8:00 AM to 4:30 PM for the periods March 2, 2024, through December 14, 2024; and

WHEREAS, timely completion of this project is specifically required by Administrative Consent Order #ACO-05153, entered Dec. 19, 2019; and

WHEREAS, the large amount of construction required for this project will encompass all of the 2024 construction season, all of the 2025 construction season and a portion of the 2026 construction season; and

WHEREAS, this project includes a significant amount of utility work and other improvements on the local neighborhood streets within the project area, generally bounded by Lapeer St. on the northside, Sycamore St. on the eastside, Ottawa St. on the southside, and Verlinden St. on the westside, and on major streets, Martin Luther King, Jr. Blvd., Shiawassee St., Ottawa St., and Jenison St.; and;

WHEREAS, the City of Lansing Public Service Department recommends that the contractor be granted the requested noise waiver in order to:

- reduce the amount of time local access for property owners is impacted;
- allow the contractor to have the ability to work some Saturdays when necessary for completion of important work activities; and
- keep the project on-schedule based on rain days.

NOW THEREFORE BE IT RESOLVED that the City Council grant a waiver of the noise ordinance to Leavitt and Starck Excavating, Inc., while the company is conducting work as part of the CSO 015South Project, as described above, on Saturdays from 8:00 AM to 4:30 PM for the period March 2, 2024, through December 14, 2024.

Resolution #2024-021

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, R.E. Olds Transportation Museum requested \$250 to defray costs for a special event permit associated with their event, "Car Capital Auto Show" to be held June 29, 2024; and

WHEREAS, the maximum total amount of Community Funding Account to be awarded to an organization in one fiscal year is \$500; and

WHEREAS, the Committee on City Operations met on February 7, 2024, reviewed the request, and approved \$250.

THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby approves an allocation from Community Funding Account to R.E. Olds Transportation Museum in the amount of \$250 to defray costs for a special event permit associated with their event "Car Capital Auto Show" to be held on June 29, 2024.

BE IT FURTHER RESOLVED that the Mayor and the Finance Department shall process this request by charging \$250 to the Council Community Promotion Account – 101.112101.741289.0.

BE IT RESOLVED that R.E. Olds Transportation Museum shall submit a written analysis of the event, including information regarding the number of attendees, a detailed account as to contributors, funds received, expended and residual funds to the Lansing City Council within 60 days after the event.

Resolution #2024-023

By the Committee of the Whole
Resolved by the City Council of the City of Lansing

WHEREAS, at any time during the fiscal year, the City Council may consider appropriations which modify the previously adopted annual appropriation to transfer an unencumbered balance in whole or in part from any account; provide for the expenditure of revenues in excess of those in the budget; or meet a public emergency affecting life, health, property, or the public peace; and

WHEREAS, the State of Michigan has appropriated funds within its FY 2023/2024 budget for which the City of Lansing is an eligible recipient; and

WHEREAS, funding for capital city services was appropriated for reimbursement and support of local infrastructure and municipal services that support the state capitol and adjacent state facilities; and

WHEREAS, funding for public infrastructure grants was appropriated for the purpose of rehabilitating a community pool; and

WHEREAS, funding for a swimming pool restoration project was appropriated to restore a public swimming pool listed on the National Register of Historic Places; and

WHEREAS, funding for sports infrastructure compliance was appropriated to support capital improvement costs related to affiliate compliance requirements of a professional baseball organization; and

WHEREAS, the Clerk's Office anticipates additional operating expenses through the remainder of the current fiscal year; and

WHEREAS, the Financial Empowerment Center is being reorganized and will now be operated directly by the City requiring a transfer from operating to personnel to support two new city employees; and

WHEREAS, Council had previously moved to increase personnel budgets within the original adopted budget for Fire, Police, and Public Service Departments which the Departments would like to utilize for advertising, recruitment, and training; and

WHEREAS, elections will be held to determine membership for a commission to consider a general revision of the Lansing City Charter, requiring additional expenses including funding for its operations anticipated to carry forward into successive fiscal years; and

WHEREAS, funds for certain capital projects were appropriated in the contingency of seeking additional funding for which appropriations are no longer required.

NOW, THEREFORE, BE IT RESOLVED that the following FY 2023/2024 budget amendment is approved.

BE IT FURTHER RESOLVED that the Lansing City Council hereby authorizes the Administration to accept any grants associated with the appropriations for capital city services, public infrastructure grants, swimming pool restoration project, and sports infrastructure compliance, subject to the terms of any accepted grant agreements.

BE IT FINALLY RESOLVED, the Administration is authorized to create appropriate accounts and to make the necessary operating transfers for the expenditure and control of the balance of the grant funds, carryforwards, and appropriations, and to execute any necessary agreements upon approval as to form by the City Attorney.

Appropriation	Description	Amount
General Fund	Use of (Contribution to) Fund Balance	-\$460,000
General Fund	State Revenues	1,000,000
Total General Fund Revenue Appropriation		<u>\$540,000</u>
City Clerk's Office	Operating	\$40,000
Neighborhood and Citizen Engagement	Personnel	150,000
Police	Operating	-150,000
Police	Personnel	-120,000
Police	Operating	120,000
Fire	Personnel	-120,000
Fire	Operating	120,000
Public Service	Personnel	-60,000
Public Service	Operating	60,000
City Supported Agencies	Operating (Charter Commission)	500,000
Total General Fund Expenditure Appropriation		<u>\$540,000</u>
Capital Improvement	Use of (Contribution to) Fund Balance	-\$1,400,000
Total Capital Improvement Revenue Appropriation		<u>-\$1,400,000</u>
Capital Improvement	Capital (Stadium)	-\$1,400,000
Total Capital Improvement Expenditure Appropriation		<u>-\$1,400,000</u>
State/Federal Grants	State Revenues	\$7,700,000
Total State/Federal Grants Revenue Appropriation		<u>\$7,700,000</u>
LEO-Sec. 1019(11)	Public Infrastructure Grants	1,200,000
DNR-Sec. 1208	Swimming Pool Restoration	5,000,000
LEO-Sec. 1022(1-5)	Sports Infrastructure Compliance	1,500,000
Total State/Federal Grants Expenditure Appropriation		<u>\$7,700,000</u>

Resolution #2024-024

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, Cora Kelly sought to eliminate a special assessment of \$493.40 for board up fees, on the property tax bill for 3634 Karen Street, (Tax ID #33-01-01-31-352-011); and

WHEREAS, upon filing a claim to the Committee on City Operations, the Committee met on February 7, 2024, and granted the claim in full in the amount of \$493.40.

THEREFORE, BE IT RESOLVED, the City Council, hereby grant the claim in full in the amount of \$493.40 for board up fees on the property tax bill for 3634 Karen Street (Tax ID #33-01-01-31-352-011).

BE IT FURTHER RESOLVED, that the City Attorney shall take the appropriate steps to process this claim.

Resolution #2024-025

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, Heather & Jeff Wilde sought to eliminate a special assessment of \$1,375 for trash fees, on the property tax bill for 1213 W. Ottawa Street, (Tax ID #33-01-01-17-260-341); and

WHEREAS, upon filing a claim to the Committee on City Operations, the Committee met on February 7, 2024, and denied the claim in the amount of \$1,375.

THEREFORE, BE IT RESOLVED, the City Council, hereby denied the claim in the amount of \$1,375 for trash fees on the property tax bill for 1213 W. Ottawa Street (Tax ID #33-01-01-17-260-341).

BE IT FURTHER RESOLVED, that the City Attorney shall take the appropriate steps to process this claim.

Resolution #2024-026

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, the Michigan Strategic Fund (the “MSF”), through its Revitalization and Placemaking Program (“RAP”) recently amended its Sub-Grant Grant Agreement with the City of Lansing to award an additional One Million Dollars from its original grant award to a total award amount not to exceed Seven Million Six Hundred Ninety-Four Thousand Three Hundred Seventy-Five Dollars (\$7,694,375), inclusive of the Administrative Amount, to be disbursed under the terms of the Grant Agreement.

WHEREAS, the purpose of this program is promoting health and safety and addressing impacts on businesses by investing in capital expenditure projects that result in neighborhood features, such as occupied buildings and active public places that promote health and safety through revitalization and repurposing of vacant, underutilized, blighted, or historic buildings and investment in place-based infrastructure.

WHEREAS, four sub-grant projects have been identified at this time which will utilize these funds for eligible expenditures under the program.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council hereby accepts the Revitalization and Placemaking Program Sub-Grant Grant Agreement (RAP), as amended, from the MSF for the eligible projects.

BE IT FINALLY RESOLVED, the Administration is authorized to create appropriate accounts and to make the necessary operating transfers for the expenditure and control of the balance of the grant funds, and to execute any necessary agreements upon approval as to form by the City Attorney.

Resolution #2024-027

By the Committee on Equity Diversity and Inclusion
Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing stands committed to the notion that all human life is precious in all communities and nations of the world regardless of national, ethnic, political, or religious affiliations; and

WHEREAS, the recent and ongoing armed violence has resulted in the tragic loss of life of thousands of Palestinians and Israelis; and

WHEREAS, the City of Lansing recognizes itself as a globally connected community, enriched by a racially, ethnically, and culturally diverse community that continually stands on the side of human rights, peace, and justice and has historically welcomed those fleeing violence and war; and

WHEREAS, Islamophobia, antisemitism, anti-Palestinian and anti-Israeli bigotry have risen considerably across the U.S. and the world, with direct impacts on our culturally diverse community in Lansing; and

WHEREAS, Gaza has the right to independence as the nation of Palestine, and Israel has the right to exist as a nation, and both nations should have all the rights and responsibilities of an independent nation, including the right to defend themselves and the responsibilities to ensure that their governments do not attack other nations without risking war; and

WHEREAS, the U.S. Government holds great diplomatic power that could save Palestinian and Israeli lives and the City of Lansing urges officials to prioritize the preservation of life.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Lansing, that the capital city of Lansing, Michigan joins the calls from the growing number of cities across the World, for an immediate and lasting ceasefire in Gaza and Israel, and the safe return of all innocent hostages and detainees.

BE IT FURTHER RESOLVED that the City of Lansing condemns all forms of discrimination, including Islamophobia, antisemitism, and anti-Palestinian and anti-Israeli bigotry.

BE IT FURTHER RESOLVED that upon passage a copy of this Resolution will be sent to the Office of U.S. President, the Office of the U.S. Representatives and Senators.

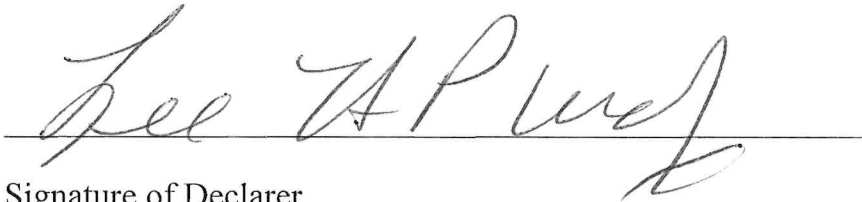
BE IT FINALLY RESOLVED that the City of Lansing expresses its immense sorrow over the loss of innocent lives and the suffering endured by civilians in Gaza, Israel, and the broader region and extends deepest sympathies to Lansing and Michigan residents who

have been directly impacted by the ongoing violence in any way, including the loss of loved ones.

AFFIDAVIT OF PUBLICATION

I, Lee Purdy, am a resident of Lansing, County of Ingham, State of Michigan, and do hereby certify, swear, or affirm, that I am competent to give the following declaration based on my personal knowledge, unless otherwise stated, and that the following facts are true and correct to the best of my knowledge: That the attached advertisement – **CP#24-401 City of Lansing Ordinance #2634** – Wednesday, February 21, 2024, and that City Pulse satisfies the requirements of 1963 PA 247 MCL 691.1051.b

WITNESS my signature this 21st day of February 2024

A handwritten signature in black ink, reading "Lee Purdy", written over a horizontal line.

Signature of Declarer

State of Michigan
County of Ingham

This instrument was acknowledged before me on February 21, 2024

By Lee Purdy

A handwritten signature in blue ink, reading "Berl Schwartz", written over a horizontal line.

Berl Schwartz, Notary Public

My commission expires January 24, 2025

Kalamazoo St., Lansing. 517-999-3911. allen-neighborhoodcenter.org/market.

ART/5 Exhibition - Artwork is on view during performances of "Maytag Virgin." To see the show, you must attend a performance. 2 p.m. 122 S. Putnam St., Williamston. williamstontheatre.org.

CharLit Adult Book Club - A monthly adult book club. 6:30 p.m. Charlotte Community Library, 226 S. Bostwick St., Charlotte. 517-543-

"Maytag Virgin" - 2 p.m. Williamston Theatre, 122 S. Putnam St., Williamston. 517-655-7469. williamstontheatre.org.

Mindfulness Meditation in the Thich Nhat Hanh tradition - All are welcome to join our weekly practice! 7-9 p.m. Van Hanh Temple, 3015 S. MLK Jr. Blvd., Lansing. lmmc.info.

See Events, Page 27

ORDINANCE # 2634

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, PROVIDING FOR THE REZONING OF A PARCEL OF REAL PROPERTY LOCATED IN THE CITY OF LANSING, MICHIGAN AND FOR THE REVISION OF THE DISTRICT MAPS ADOPTED BY SECTION 1246.02 OF THE CODE OF ORDINANCES.

The City of Lansing ordains:

Section 1. That the district maps adopted by and incorporated as Section 1246.02 of the Code of Ordinances of the City of Lansing, Michigan be amended to provide as follows:

To change the zoning classification of the property described as follows:

Case Number: Z-10-2023

Parcel Number's: 33-01-05-09-226-071

Addresses: 512 E. Miller Road

Legal Descriptions: Lot 32, Supervisors Plat No. 9, T3N R2W, from "R-3" Suburban Detached Residential to "S-C" Suburban Commercial

Section 2. All ordinances or parts of ordinances inconsistent with the provisions hereof are hereby repealed.

Section 3. This ordinance was duly adopted by the Lansing City Council on February 12, 2034, and a copy is available in the office of the Lansing City Clerk, 9th Floor, City Hall, 124 W. Michigan Avenue, Lansing, MI 48933.

Section 4. This ordinance shall take effect on the 30th day after enactment.

Chris Swope, Lansing City Clerk, MMC/MiPMC
www.lansingmi.gov/Clerk
www.facebook.com/LansingClerkSwope

CP#24-401

PASSAGE OF ORDINANCE

An Ordinance of the City of Lansing, Michigan, providing for the Rezoning of parcels of real property located in the City of Lansing, Michigan and for the revision of the district maps adopted by section 1242.02 of the Code of Ordinances.

Z-10-2023 512 E. Miller Road – Rezoning from “R-3” Suburban Detached Residential to “S-C” Suburban Commercial.

Is read a second time by its title. The Ordinance was reported from the Committee on Development & Planning and is on the order of immediate passage.

COUNCIL MEMBER	YEAS	NAYS
BROWN	☒	☐
CARTER	☒	☐
KOST	☒	☐
GARZA	☒	☐
HUSSAIN	☐	☒
JACKSON	☐	☐
PEHLIVANOGLU	☒	☐
SPADAFORE	☒	☐
	6	1
☒ ADOPTED	☐ FAILED	

Ordinance #2634

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, PROVIDING FOR THE REZONING OF A PARCEL OF REAL PROPERTY LOCATED IN THE CITY OF LANSING, MICHIGAN AND FOR THE REVISION OF THE DISTRICT MAPS ADOPTED BY SECTION 1242.02 OF THE CODE OF ORDINANCES.

The City of Lansing ordains:

Section 1. That the district maps adopted by and incorporated as Section 1242.02 of the Code of Ordinances of the City of Lansing, Michigan be amended to provide as follows:

To change the zoning classification of the property described as follows:

Case Number: Z-10-2023

Parcel Number's: 33-01-05-09-226-071

Addresses: 512 E. Miller Road

Legal Descriptions: Lot 32, Supervisors Plat No. 9, T3N R2W, from "R-3" Suburban Detached Residential to "S-C" Suburban Commercial

Section 2. All ordinances or parts of ordinances inconsistent with the provisions hereof are hereby repealed.

Section 3. This ordinance was duly adopted by the Lansing City Council on February 12, 2024, and a copy is available in the office of the Lansing City Clerk, 9th Floor, City Hall, 124 W. Michigan Avenue, Lansing, MI 48933.

Section 4. This ordinance shall take effect on the 30th day after enactment.

You will not be called to speak unless all required blanks on this form are completed.



Public Comment on City Government Matters Registration

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Topic(s) to be addressed misc

Name (print) Love A. Stanaway E-Mail (optional) /

Address (street, city, zip) 546 Armstrong

Company or organization represented, etc. (if applicable) _____

Signature J. Stanaway

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Thank you for your involvement and interest in our City,
Chris Swope, Lansing City Clerk, MiPMC / MMC

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Topic(s) to be addressed pollution

Name (print) Joe Salazar E-Mail (optional) _____

Address (street, city, zip) 631 W Barnes Ave Lansing 48906

Company or organization represented, etc. (if applicable) _____

Signature Joe Salazar

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Topic(s) to be addressed Michigan Ave project

Name (print) David Ellis E-Mail (optional) _____

Address (street, city, zip) 323 N Walnut St

Company or organization represented, etc. (if applicable) _____

Signature David Ellis

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Topic(s) to be addressed Traffic on Holmes Rd

Name (print) ETHAN SLEE E-Mail (optional) _____

Address (street, city, zip) 3415 S Catherine ST

Company or organization represented, etc. (if applicable) _____

Signature Ethan Slee

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Topic(s) to be addressed encampment eviction

Name (print) Mercuri Rose E-Mail (optional) _____

Address (street, city, zip) 1409 Indiana Ave 48906

Company or organization represented, etc. (if applicable) _____

Signature [Handwritten Signature]

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Topic(s) to be addressed Resolution

Name (print) Lady Washington E-Mail (optional) _____

Address (street, city, zip) Lansing

Company or organization represented, etc. (if applicable) _____

Signature _____

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Topic(s) to be addressed Coast Fire

Name (print) Nick Zande E-Mail (optional) nwzande@gmail.com

Address (street, city, zip) 11111 Willard Ave Lansing MI 48906

Company or organization represented, etc. (if applicable) Decentralize Lansing

Signature Nick Zande

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Chris Swope

Lansing City Clerk

February 9, 2024

Members of the Lansing City Council
10th Floor City Hall
Lansing, MI 48933

Dear Councilmembers:

The Minutes from the Meetings of the following Boards, Commissions, and Authorities of the City of Lansing were placed on file in the City Clerk's Office and are available for review in the City Clerk's Office and at the following website: [Agendas & Minutes | Lansing, MI - Official Website \(lansingmi.gov\)](https://www.lansingmi.gov/agendas-minutes)

BOARD NAME

DATE OF MEETING

Board of Water and Light	October 19, 2023
Board of Zoning Appeals	September 14, 2023
Diversity, Equity and Inclusion Board	January 9, 2024
Downtown Lansing Inc. Board	March 16, 2023 June 15, 2023
Demolition Board	October 26, 2023 December 7, 2023
Board of Ethics	December 12, 2023
Board of Public Service	December 14, 2023
Park Board	December 13, 2023
Planning Commission	November 8, 2023
Employees' Retirement System	December 19, 2023
Police and Fire Retirement System	December 19, 2023

Lansing City Clerk's Office
Ninth Floor, City Hall, 124 W. Michigan Ave., Lansing, MI 48933-1695
517-483-4131 □ 517-377-0068 FAX
www.lansingmi.gov/clerk □ city.clerk@lansingmi.gov

Tax Increment Financial Authority	January 12, 2024
Brownfield Redevelopment Authority	January 12, 2024
Economic Development Authority	January 12, 2024
Board of Police Commissioners	January 16, 2024
Lansing Gateway North Corridor Improvement Authority	October 17, 2023 December 19, 2023
Lansing Gateway North Corridor Improvement Authority	November 8, 2023 December 13, 2023

If my staff or I can provide further assistance or information relative to the filing of these minutes, please contact us at 483-4131.

Sincerely,



Chris Swope, MMC/MiPMC
Lansing City Clerk

Resolution 2024-###

By the Committee

Resolved by the City Council of the City of Lansing

WHEREAS, City Clerk Chris Swope received notice that all Lansing School District Schools will be unusable as a Polling Place for the May 7, 2024 City Special Charter Commission Election due to the disruption in classroom instruction and public unrestricted access to the building; and

WHEREAS, Post Oak School is the Polling Place for Ward 1, Precinct 3; and

WHEREAS, Lyons School is the Polling Place for Ward 2, Precinct 12; and

WHEREAS, Cavanaugh School at is the Polling Place for Ward 2, Precinct 13; and

WHEREAS, Forest View School at is the Polling Place for Ward 2, Precinct 17; and

WHEREAS, Gardner School at is the Polling Place for Ward 2, Precinct 18 and Ward 2 Precinct 20; and

WHEREAS, Mt. Hope School (Woodcreek building) is the Polling Place for Ward 3, Precinct 22; and

WHEREAS, Dwight Rich School is the Polling Place for Ward 3, Precinct 23 and Ward 3, Precinct 24;

WHEREAS, Cumberland School is the Polling Place for Ward 4, Precinct 39; and

WHEREAS, City Clerk Chris Swope recommends the following Polling Place relocations for the May 7, 2024 City Special Charter Commission Election:

- Ward 1, Precinct 3 be relocated to Grand River Head Start;
- Ward 2, Precinct 12 be relocated to Bethlehem Lutheran Church;
- Ward 2, Precinct 13, Ward 2, Precinct 17, Ward 2, Precinct 18 and Ward 2, Precinct 20 be relocated to Parker Memorial Baptist Church;
- Ward 3, Precinct 22 be relocated to the Alfreda Schmidt Southside Community Center;
- Ward 3, Precinct 23 and Ward 3, Precinct 24 be relocated to the Dr. Eva Evans Welcome Center; and
- Ward 4, Precinct 39 be relocated to Hope Ministries Church.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, relocates the following Polling Places for the May 7, 2024 City Special Charter Commission Election:

- Ward 1, Precinct 3 be relocated to Grand River Head Start;
- Ward 2, Precinct 12 be relocated to Bethlehem Lutheran Church;

- Ward 2, Precinct 13, Ward 2, Precinct 17, Ward 2, Precinct 18 and Ward 2, Precinct 20 be relocated to Parker Memorial Baptist Church;
- Ward 3, Precinct 22 be relocated to the Alfreda Schmidt Southside Community Center;
- Ward 3, Precinct 23 and Ward 3, Precinct 24 be relocated to the Dr. Eva Evans Welcome Center; and
- Ward 4, Precinct 39 be relocated to Hope Ministries Church.

BE IT FINALLY RESOLVED, that the City Clerk shall work to ensure proper signage, to assist relocated voters in finding their Polling Place.



Chris Swope
Lansing City Clerk

February 8, 2024

President and Council Members
10th Floor City Hall
Lansing, MI 48933

Dear President and Council Members:

My office has received and placed on file this document from the Finance Director:

[General Fund Status Report Fiscal Year July 2023 - June 2024 Second Quarter Report](#)

This document is available for review at the office of the City Clerk or at <http://www.lansingmi.gov/clerk> under the heading of Documents Placed on File.

Sincerely,

Chris Swope, MMC/MiPMC
Lansing City Clerk

Resolution #2024-###

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing was asked in June 2022 to provide assistance by allowing Office of Financial Empowerment Director Amber Paxton to serve as a “faculty advisor” to the National League of Cities (NLC) for the Cities Addressing Fines & Fees Equitably Initiative;

WHEREAS, on November 9, 2023 the City of Lansing received an MOU from NLC indicating that funding would be provided, and on January 15, 2024 City of Lansing received the same MOU signed by their Senior Executive and Director of Municipal Practice;

WHEREAS, the City of Lansing’s Office of Financial Empowerment, which is part of the Department of Neighborhoods & Citizen Engagement will be receiving \$10,000.00 in funding from National League of Cities for the purposes of offsetting the costs of staff time spent on the project, and any and all other expenses including unreimbursed travel costs related to the project;

WHEREAS, this funding was not the result of a competitive proposal process, but rather stems from Lansing being a selected participant in the prior cohort of CAFFE, and will be received upon approval by Council and signed agreement;

WHEREAS, the award for \$10,000.00 does not require a local match;

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council approves acceptance of the CAFFE Faculty Advisor funding in the total amount of \$10,000.00 for the period beginning January 23, 2023 and ending on June 30, 2024.

BE IT FINALLY RESOLVED, the Administration is authorized to create appropriate accounts and to make the necessary operating transfers for the expenditure and control of the balance of the grant funds.



LANSING CITY COUNCIL

GRANT INFORMATION FORM

(Required for all grant applications and acceptances)

REFERRAL DATE:

GRANT NAME: Cities Addressing Fines & Fees Equitably (CAFFE) Faculty Advisor

DEPARTMENT: Neighborhoods & Citizen Engagement (OFE)

CONTACT PERSON (INCLUDE EMAIL AND PHONE): Amber Paxton amber.paxton@lansingmi.gov

APPLICATION DATE: N/A

AWARD DATE: July 30, 2023

GRANT CYCLE: January 23, 2023 – June 30, 2024

Check One: ☐ Annual ☒ One-Time

FUND AMOUNT: \$10,000.00 (Breakdown below should total this amount)

GOODS & SERVICES \$

PERSONNEL \$

CONSTRUCTION \$

LAND \$

OTHER (Misc operating) \$ 10,000.00 to support Faculty Advisor participation

CITY MATCH (IF APPLICABLE): \$ N/A

GRANT PAYS FOR: Providing technical assistance, defraying travel and logistical costs to the CAFFE Initiative convening and/or site visits, and other activities that support National League of Cities and the CAFFE cohort cities.

FUND ALLOCATIONS (Please describe the purpose of the grant and allowable uses):

Cities Addressing Fines & Fees Equitably is a program of the National League of Cities (NLC). We received a grant of \$40,000 in 2019 for a two-year pilot where we focused our work on helping people with Driving While License Suspended Debt. NLC asked OFE Director Amber Paxton to serve as a Faculty Advisor to the 2023-2024 cohort. The \$10,000 grant is to offset any cost of time, travel and other expenses related to serving as faculty.

As noted on the MOU, Director Paxton was not aware there was a stipend until receiving the MOU on November 9, 2023. We asked them to sign first and send to us and received the signed version on January 15, 2024.

Resolution #2024-###

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, on July 31, 2023, the State of Michigan enacted 119 PA 2023 (the “Act”) appropriating funding to the Michigan Department of Labor and Economic Opportunity for “Enhancement Grants” intended to be allocated to the Michigan State Housing Development Authority (the “Authority”) to award and administer special grants to intended grantees; and,

WHEREAS, funds appropriated pursuant to the Act are to be used to support initiatives and expand opportunities for low- and moderately low-income housing, including but not limited to improving the Grantee’s ability to provide housing services, building capacity, initiate and coordinate housing development, and to provide gap funding for housing projects falling at 120% or less of the local region’s Average Median Income; and,

WHEREAS, the Authority has awarded this Enhancement Grant, LEG-2024-384-ENH, in an amount not to exceed Forty Million Dollars (\$40,000,000.00) for housing-related activities; and,

WHEREAS, these funds are to be used for the construction of new mixed use/income housing facilities in the downtown area as proposed by Paul Gentilozzi; and,

WHEREAS, the award does not require local matching funds and was awarded on a non-competitive basis; and,

WHEREAS the funds are to be used as part of a project anticipated to create more than 450 new mixed use/income housing facilities in the downtown area as proposed by Paul Gentilozzi, subject to the terms of the grant agreement;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council hereby accepts the Housing Development Fund Grant, subject to the terms of the grant agreement.

BE IT FINALLY RESOLVED, the Administration is authorized to create appropriate accounts and to make the necessary operating transfers for the expenditure and control of the balance of the grant funds, and to execute any necessary agreements upon approval as to form by the City Attorney.

HOUSING DEVELOPMENT FUND GRANT AGREEMENT ENHANCEMENT GRANT # LEG-2024-384-ENH

MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY
735 East Michigan Avenue, Lansing, Michigan 48912

THIS ENHANCEMENT GRANT AGREEMENT ("Agreement") made and entered into as of December 13, 2023, by and between City of Lansing, a local unit of government, whose address is 124 W Michigan Ave, Lansing Michigan 48933 (the "Grantee"), and the Michigan State Housing Development Authority, a public body corporate and politic of the State of Michigan, whose address is 735 East Michigan Avenue, Lansing, Michigan 48912 ("the Authority").

RECITALS

A. Enacted on July 31, 2023, 119 PA 2023 (the "Act") appropriated funding to the Michigan Department of Labor and Economic Opportunity for "Enhancement Grants" intended to be allocated to the Michigan State Housing Development Authority ("Authority") to award and administer special grants to intended grantees.

B. Funds appropriated pursuant to the Act are to be used to support initiatives and expand opportunities for low- and moderately low-income housing, including but not limited to improving the Grantee's ability to provide housing services, building capacity, initiate and coordinate housing development, and to provide gap funding for housing projects falling at 120% or less of the local region's Average Median Income.

C. The Authority is responsible for administering Enhancement Grants, ensuring that funds are distributed in accordance with 119 PA 2023.

D. The Authority, as a public body, is charged with the responsibility of regulating the use of funds advanced by it to assure that such funds are being used for authorized purposes and in a manner that are in accordance with the Act and the Authority's General Rules (R 125.101, et seq., as amended) (the "Rules").

E. The Grantee has represented to the Authority that it is not debarred, is authorized to conduct business in the State of Michigan, that the signatory executing this Agreement is authorized to bind the Grantee to the terms of this Agreement and fully intends to distribute funds in accordance with the Act for housing-related purposes as described in Exhibit A attached and incorporated in this Agreement.

F. This Enhancement Grant, LEG-2024-384-ENH, in an amount not to exceed Forty Million Dollars (\$40,000,000) (the "Grant") is for housing-related activities more specifically described in Exhibit A (the "Program").

NOW, THEREFORE, in consideration of and as a condition to receiving the Grant, the Grantee agrees that:

1. The terms and conditions set forth herein are a reasonable and appropriate means to assure the use of funds in accordance with the Act, the Rules, and the Authority's Authorizing Resolutions.

2. All aspects of the Grantee's plan for the use of the Grant are specifically described in the Program attached hereto as Exhibit A, which Program is incorporated herein, and the Grantee will operate the Program as described in Exhibit A.

3. All actions of the Grantee and requirements of the Grantee's Program are subject to the terms of this Agreement, the provisions of the Act and the Rules of the Authority.

4. The activities of the Grantee will be subject to the review of and, in the discretion of the Authority, audit by Authority staff to ensure compliance with this Agreement, the Act and the Authority's Rules, and the Grantee will provide any books, records or documents in such form and at such place as the Authority may request.

5. The Grantee acknowledges and agrees to comply with federal and state laws and regulations that could be applicable to projects wherein funds from this grant may be used.

6. The Grantee agrees to draw down Grant proceeds only when and, in such amounts, as may be necessary to pay for the activities as Authorized in the Act or otherwise described in Exhibit A.

7. All requests for the disbursement of Grant proceeds shall be submitted to the Executive Director of the Authority or her designee, shall be made in writing, and shall include the amount of Grant proceeds to be disbursed, a description of the purposes for which the proceeds are to be used, copies of invoices, billings, or such other documentation as may be necessary to demonstrate project costs, and such other information as the Executive Director or his designee may request.

8. If an advance or a portion of the Grant for a specific purpose is not used for that purpose due to conditions that make it impossible to use as provided herein, or if the Grantee decides not to use the money, upon such decision, the sum shall be returned to the Authority immediately.

9. Grant proceeds are to be used for housing-related activities. Accordingly, the Grantee shall, prior to disbursement of funds, prepare and submit to the Authority a detailed budget of work to be completed.

10. Any of Grantee's activities that are assisted using grant proceeds and the selection of persons for participation in the Program shall not discriminate against any person on the grounds of race, color, creed, religion, height, weight, sex, sexual orientation, age (except for a Development specifically designed for elderly occupants), national origin, handicap, or marital or familial status except as provided by law. The Grantee shall comply with all requirements imposed by Title VIII of the Civil Rights Act of 1968 (as amended by the Fair Housing Amendments Act of 1988), the Americans with Disabilities Act, the Elliott-Larsen Civil Rights Act, and the Michigan Persons with Disabilities Civil Rights Act.

11. Within 30 days from the termination date of this Agreement, the Grantee shall provide to the Authority a report including, but not limited to, all receipts, expenditures, project activities and accomplishments including a comparison of the final budget to the approved budget and supporting documentation for claimed expenditures.

12. The Grantee assumes responsibility for any and all costs to implement the Grantee's Program exceeding the amount of the Grant.

13. All documents and reports delivered to the Grantee under this Agreement shall become and be the property of the Grantee.

14. In the event of a violation of any of the provisions of this Agreement, the Authority will notify the Grantee in writing of the violation and the Grantee will have a 30-day period in which to correct the violation. In the event the violation is not corrected to the satisfaction of the Authority within the time prescribed herein, the Authority may:

- a. immediately terminate the Grant, without further notice, in a writing signed by the Authority's Executive Director; and
- b. pursue any other remedy provided at law or in the Act.

15. The Grantee hereby agrees that an election by the Authority to pursue any one remedy shall not be construed to preclude or be a waiver of the right to pursue any other remedy available to it.

16. The term of this Agreement shall commence on December 13, 2023 and shall terminate, unless extended by the Authority, on December 12, 2025.

17. The invalidity of any clause, part, or provision of this Agreement shall not affect the validity of the remaining portion hereof.

18. This Agreement may be signed in several counterparts and all so executed shall constitute one agreement, binding on all parties hereto.

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SIGNATURE PAGES TO FOLLOW

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year shown above.

CITY OF LANSING

By: _____

Shelbi Frayer
Its: Deputy Mayor

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year shown above.

**MICHIGAN STATE HOUSING
DEVELOPMENT AUTHORITY**

By: _____

Amy Hovey
Its: Executive Director

Exhibit A
ENHANCEMENT GRANT # LEG-2024-384-ENH
Grantee: City of Lansing

In accordance with Public Act 119 of 2023, Article 9, Section 1012, State Senator Sarah E. Anthony is the grant sponsor and certified that this grant is for a public purpose. The following information is a summary of the grant provided by State Senator Sarah E. Anthony.

Public Purpose:

This program is designed to support the Transformational Housing Project, overseen by the City of Lansing, to support the development of a new city campus for the City of Lansing. This includes the construction of new mixed use/income housing facilities in the downtown area. Funds will be used to construct transformational housing infrastructure at workforce and market rates across multiple sites in downtown Lansing. The project will include residential, commercial, and parking inventory.

Disbursement and Use of Funds:

Initial disbursement of 10% may be provided to the grantee upon execution of the grant agreement. After the initial 10% disbursement, additional funds will only be disbursed after verification that the initial payment has been fully expended, in accordance with the project purpose.

The grant cannot be increased or deviated from the boilerplate language. Grant funds can only be used for expenditures that occur on or after the effective date of December 13, 2023, through December 12, 2025.

Progress Reports and Final Reporting:

A Summary of the grant activities performed during the grant term is required. An accounting of Grantee's actual expenditure of all funds on the Project over the grant period is required, including the breakdown of Grantee's actual use of Grant funds on the Project within each applicable category of the Budget, and corresponding copies of supporting documentation of such expenditures, such as receipts, general ledgers, or other evidence of expenditure activity statements; the Grantee's estimated percentage of completion of the Project; and any other information deemed relevant by Grantee to support the grant activities actually performed. Each Financial Status Report ("FSR") and progress report must be submitted on the MSHDA IGX grant management system by the designated authorized signatory. FSRs and progress reports must be submitted 30 days after the end of a calendar quarter.

Reporting requirements include the following:

1. Calendar year quarterly Financial Status Report and progress report
2. Cost certification for projects over \$10 million
3. The number and location of housing units created and/or preserved
4. Financial audit
5. Grant/financial narrative (final report)

Budget:

Component	Budget
Construction: Infrastructure Hard Costs (materials) Environmental	\$40,000,000
Total	\$40,000,000



LANSING CITY COUNCIL

GRANT INFORMATION FORM

(Required for all grant applications and acceptances)

REFERRAL DATE: February 12, 2024

GRANT NAME: Transformational Housing Projects Enhancement Grant

DEPARTMENT: Mayor

CONTACT PERSON (INCLUDE EMAIL AND PHONE): Jake Brower/Mark Lawrence, 517-483-4576

APPLICATION DATE AWARD DATE: 12/13/2023

GRANT CYCLE: State FY 2024 (thru 12/2025) Check One: ☐ Annual ☒ One-Time

FUND AMOUNT: \$40,000,000 (Breakdown below should total this amount)

GOODS & SERVICES

PERSONNEL

CONSTRUCTION \$40,000,000

LAND

OTHER

CITY MATCH (IF APPLICABLE): \$0

GRANT PAYS FOR: for the direct eligible costs of creating affordable housing units or completing other corridor improvements.

FUND ALLOCATIONS (Please describe the purpose of the grant and allowable uses):

State/Federal Grants - \$40,000,000 (subgrant, capital projects).

Resolution #2024-###

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, on July 31, 2023, the State of Michigan enacted 119 PA 2023 (the “Act”) appropriating funding to the Michigan Department of Labor and Economic Opportunity (the “Department”) for “transformational municipal infrastructure” for which the City of Lansing was an eligible recipient; and,

WHEREAS, funds appropriated pursuant to the Act are to be used to develop a city campus that will improve customer service and public accessibility, increase building efficiencies, modernize aging facilities, and improve downtown commerce and redevelopment; and,

WHEREAS, the Department, through the Michigan Economic Development Corporation (“MEDC”) has awarded a grant, Case - 400195, for a sum not to exceed Forty Million Dollars (\$40,000,000.00) to provide funding to the City of Lansing to support the development of a new city campus in the downtown corridor including a municipal administration building, facilities, and adjacent infrastructure; and,

WHEREAS, the MEDC grant was awarded to the City of Lansing, which was notified of the grant award on January 12, 2024; and,

WHEREAS, the award does not require local matching funds and was awarded on a non-competitive basis; and,

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council hereby accepts the MEDC Grant, subject to the terms of the grant agreement.

BE IT FINALLY RESOLVED, the Administration is authorized to create appropriate accounts and to make the necessary operating transfers for the expenditure and control of the balance of the grant funds, and to execute any necessary agreements upon approval as to form by the City Attorney.



LANSING CITY COUNCIL

GRANT INFORMATION FORM

(Required for all grant applications and acceptances)

REFERRAL DATE: February 12, 2024

GRANT NAME: Transformational Municipal Infrastructure Enhancement Grant

DEPARTMENT: Mayor

CONTACT PERSON (INCLUDE EMAIL AND PHONE): Jake Brower/Mark Lawrence, 517-483-4576

APPLICATION DATE AWARD DATE: 1/12/2024

GRANT CYCLE: State FY 2024 (thru 09/2027) Check One: ☐ Annual ☒ One-Time

FUND AMOUNT: \$40,000,000 (Breakdown below should total this amount)

GOODS & SERVICES

PERSONNEL

CONSTRUCTION \$40,000,000

LAND

OTHER

CITY MATCH (IF APPLICABLE): \$0

GRANT PAYS FOR: for development of a new city campus in the downtown corridor including a municipal administration building, facilities, and adjacent infrastructure.

FUND ALLOCATIONS (Please describe the purpose of the grant and allowable uses):

State/Federal Grants - \$40,000,000 (construction).

**MICHIGAN ECONOMIC DEVELOPMENT CORPORATION
GRANT WITH
CITY OF LANSING**

The Michigan Economic Development Corporation (the “MEDC”) enters into a binding agreement (the “Agreement”) with City of Lansing (the “Grantee”). As used in this Agreement, the MEDC and Grantee are sometimes individually referred to as a “Party” and collectively as “Parties.”

Grantee: City of Lansing
124 W. Michigan Avenue
Lansing, Michigan 48933

I. NATURE OF SERVICES.

- A. Purpose.** The purpose of this Agreement is to provide funding to the Grantee to support the City of Lansing’s development of a new city campus in the downtown corridor including a municipal administration building, facilities, and adjacent infrastructure
- B. Eligible Costs.** Grantee may expend funds on the following combination of costs directly related to the development of a new city campus:
 - i. Property acquisition
 - ii. Planning, design, and engineering costs
 - iii. Construction of a new city administration building owned by the City of Lansing; and/or
 - iv. Adjacent infrastructure improvements, including facades, fixtures, equipment, greenspace, streetscapes, utilities, or lighting.
- C. Legislative requirement.** The city campus plan funded under this Agreement must identify any opportunities to leverage efficiencies with other governmental entities in a municipal administration building as part of the city campus plan. If excess space is available, the Grantee shall seek to provide space for community-based organizations or to serve residents (A-C collectively the “Grant Activities”).

II. PERFORMANCE SCHEDULE.

Starting Date: October 1, 2023

Ending Date: September 30, 2027

The term of this Agreement (the “Term”) shall commence on the Starting Date and shall continue until the occurrence of an event described in Section IX of this Agreement.

III. INCORPORATION BY REFERENCE. The following documents are incorporated by reference as binding obligations, term, and conditions of this Agreement.

Exhibit A: Grantee’s Budget

In the event of any inconsistency between the provisions of Exhibit A and this Agreement, the provisions of this Agreement shall control.

IV. PAYMENT SCHEDULE INFORMATION.

- A.** The MEDC agrees to pay the Grantee a sum not to exceed Forty Million Dollars (\$40,000,000) (the "Grant"). This Agreement does not commit the MEDC to approve requests for additional funds during or beyond the Term.
- B.** MEDC requires that payments under this Agreement be processed by electronic funds transfer (EFT). Grantee is required to register to receive payments by EFT at the State Integrated Governmental Management Applications (SIGMA) Vendor Self Service (VSS) website (www.michigan.gov/VSSLogin).
- C.** The Grant shall be disbursed in two tranches. Subject to Section IV.B., an initial disbursement of 50% of the Grant funds shall be made by the MEDC to the Grantee within thirty days of execution of this Agreement by both Parties (the "Initial Payment").
- D.** Additional funds shall only be disbursed after verification that the previous payment has been expended, in full, in accordance with this Agreement and Grantee's Budget, including providing appropriate supporting documentation. A second, and final, payment of the remaining 50% of the Grant funds under this Agreement shall be made by the MEDC to Grantee upon receipt and approval by the Grant Administrator of Grantee's supporting documentation showing that the remaining costs for which payment is requested have been appropriately expended in accordance with Grantee's Budget. Supporting documentation may include invoices, accounting ledgers, a detailed project scope and budget, demonstration of a competitive bid process, public support or community engagement activities, plan designs or engineering documents including environmental or economic impact, historic preservation considerations or evaluation of alternative options, existing or other planned downtown improvement activities that complement, maximize, or leverage a city campus plan funded under this section, plans to transition any existing public safety facilities currently located at an existing campus to new facilities (if applicable), and/or other supporting documentation as approved by the Grant Administrator. Grantee shall provide such documentation to Grant Administrator when requesting disbursement, or at Grant Administrator's request through the Term. Grant Administrator shall provide Grantee with appropriate submission instructions of Grantee's supporting documentation. Grantee's supporting documentation may be subject to a final audit prior to the release of final payment.

- E. The Grantee agrees that all funds shown in the Budget, described in Exhibit A, are to be spent as specified. Grantee may not submit a request for the same costs twice. Grantee may reallocate expenditures between the categories identified in Grantee's Budget of up to ten percent (10%) of the total Grant funds without prior written approval of the Grant Manager. Changes greater than ten percent (10%) of the total Grant Funds are only allowed upon review and written approval by the Grant Administrator. The addition of any Budget categories requires review and written approval by the Grant Administrator.

- V. **MEDC GRANT ADMINISTRATOR.** The Grantee must communicate with the MEDC representative named below or his or her designee regarding this Agreement. The Grant Administrator may be changed, at any time, at the discretion of the MEDC.

Kristyn Blackmer (the "Grant Administrator")
Michigan Economic Development Corporation
300 North Washington Square
Lansing, Michigan 48913
blackmerk1@michigan.org

VI. **GRANTEE DUTIES.**

- A. The Grantee agrees to submit documentation of the expenditures of funds in accordance with Grantee's Budget (Exhibit A) and submit quarterly progress reports in form and substance satisfactory to the MEDC. Quarterly reporting shall include, at a minimum, the status of the Grant Activities and an accounting of all funds expended on Grant Activities during that quarter.

VII. **RELATIONSHIP OF THE PARTIES.**

- A. Due to the nature of the services described herein and the need for specialized skill and knowledge of Grantee, the MEDC is entering into this Agreement with Grantee. As a result, neither Grantee nor any of its employees or agents is or shall become an employee of the MEDC due to this Agreement.
- B. Grantee will provide the services and achieve the results specified in this Agreement free from the direction or control of the MEDC as to means and methods of performance.
- C. Grantee assumes full responsibility for any insurance or other fringe benefits, including, but not limited to, Social Security, Worker's Compensation, income tax withholdings, retirement or leave benefits for its employees. The MEDC is not responsible for any such insurance or other fringe benefits..

- D. Including those items provided for in Grantee's Budget in order for Grantee to achieve the Grant Activities, all tools, supplies, materials, equipment, and office space necessary to carry out this Agreement are the sole responsibility of Grantee.
 - E. Grantee shall retain all control of its employees and staffing decisions independent of the direction and control of the MEDC.
- VIII. **ACCESS TO RECORDS.** During the Term, and for seven (7) years after the Ending Date, the Grantee shall maintain reasonable records, including evidence that the services actually were performed and the identity of all individuals paid for such services, and shall allow access to those records by the MEDC or their authorized representative at any time during this period.
- IX. **TERMINATION.** This Agreement shall terminate upon the earlier of the following:
- A. The Ending Date.
 - B. Termination by the MEDC:
 - 1. By giving thirty (30) calendar days prior written notice to the Grantee in the event of fraudulent behavior or other egregious circumstances directly relating to the Grantee or the Grant Activities not otherwise covered by Section XIX of this Agreement, which would in the judgment of the MEDC CEO, reflect unfavorably on the State of Michigan if the Agreement were not terminated; or
 - 2. In the event that the Legislature of the State of Michigan the State Government, or any State official, commission, authority, body, or employee or the federal government (a) takes any legislative or administrative action which fails to provide, terminates, or reduces the funding necessary for this Agreement; or (b) takes any legislative or administrative action, which is unrelated to the source of funding for the Agreement, but which affects the MEDC's ability to fund and administer this Agreement and other MEDC programs, provided, however, that in the event such action results in an immediate absence or termination of funding, cancellation may be made effective immediately upon delivery of notice to the Grantee; or
 - 3. Pursuant to Section XIX of this Agreement.
- X. **MEDC EMPLOYEES.** The Grantee will not hire any employee of the MEDC to perform any services covered by this Agreement without prior written approval from the Chief Executive Officer of the MEDC.
- XI. **CONFIDENTIAL INFORMATION.** Except as required by law, the Grantee shall not disclose any information, including targeted business lists, economic

development analyses, computer programs, databases, and all materials furnished to the Grantee by the MEDC without the prior written consent of the MEDC. All information described in this Section shall be considered "Confidential Information" under this Agreement. Confidential Information does not include: (a) information that is already in the possession of, or is independently developed by, Grantee; (b) becomes publicly available other than through breach of this Agreement; (c) is received by Grantee from a third party with authorization to make such disclosures; or (d) is released with MEDC's written consent.

- XII. PUBLICATIONS.** Except for Confidential Information, the MEDC hereby agrees that researchers funded with this Agreement shall be permitted to present at symposia, national, or regional professional meetings, and to publish in journals, theses, or dissertations, or otherwise of their own choosing, the methods and results of their research. Grantee shall at its sole discretion and at its sole cost and expense, prior to publication, seek intellectual property protection for any Inventions (as described in Section XIII) if commercially warranted. Grantee shall submit to the MEDC a listing of articles that Grantee has submitted for publication resulting from work performed hereunder in its quarterly report to the MEDC. Grantee shall acknowledge the financial support received from the MEDC, as appropriate, in any such publication.
- XIII. INTELLECTUAL PROPERTY RIGHTS.** Grantee shall retain ownership to the entire right, title, and interest in any new inventions, improvements, or discoveries developed or produced under this Agreement, including, but not limited to, concepts know-how, software, materials, methods, and devices ("Inventions") and shall have the right to enter into license agreements with industry covering Inventions.
- XIV. CONFLICT OF INTEREST.** Except as has been disclosed to the MEDC, Grantee affirms that neither the Grantee nor its Affiliates or their employees has, shall have, or shall acquire any contractual, financial business, or other interest, direct or indirect, that would conflict in any manner with Grantee's performance of its obligations under this Agreement or otherwise create the appearance of impropriety with respect to this Agreement.

Grantee further affirms that neither Grantee nor any affiliates or their employees has accepted or shall accept anything of value based on an understanding that the actions of the Grantee or its affiliates or either's employees on behalf of the MEDC would be influenced. Grantee shall not attempt to influence any MEDC employee by the direct or indirect offer of anything of value. Grantee also affirms that neither Grantee, nor its Affiliates or their employees has paid or agreed to pay any person, other than bona fide employees and consultants working solely for Grantee or its Affiliate, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the execution of this Agreement.

In the event of change in either the interests or services under this Agreement,

Grantee will inform the MEDC regarding possible conflicts of interest which may arise as a result of such change. Grantee agrees that conflicts of interest shall be resolved to the MEDC's satisfaction or the MEDC may terminate this Agreement. As used in this Paragraph, "conflict of interest" shall include, but not be limited to, conflicts of interest that are defined under the laws of the State of Michigan.

- XV. INDEMNIFICATION AND GRANTEE LIABILITY INSURANCE.** To the extent permitted by law, The Grantee shall indemnify, defend and hold harmless the MEDC, its corporate board of directors, executive committee members including its participants, its corporate board of directors, its officers, agents, and employees (the "Indemnified Persons") from any damages that it may sustain through the negligence of the Grantee pertaining to the performance of this Agreement.

The Grantee shall maintain such insurance to protect the Indemnified Persons from claims that might arise out of or as a result of the Grantee's operations; however, Grantee's indemnification obligation shall not be limited to the limits of liability imposed under the Grantee's insurance policies. The Grantee will provide and maintain its own general liability, property damage, and Worker's Compensation insurance. The insurance shall be written for not less than any limits of liability required by law for the Grantee's obligation for indemnification under this Agreement.

- XVI. TOTAL AGREEMENT.** This Agreement, together with Exhibit A incorporated herein, is the entire agreement between the Parties superseding any prior or concurrent agreements as to the services being provided, and no oral or written terms or conditions which are not contained in this Agreement shall be binding. This Agreement may not be changed except by mutual agreement of the Parties reduced to writing and signed.

- XVII. ASSIGNMENT/TRANSFER/SUBCONTRACTING.** Except as contemplated by this Agreement, the Grantee shall not assign, transfer, convey, subcontract, or otherwise dispose of any duties or rights under this Agreement without the prior specific written consent of the MEDC. Any future successors of the Grantee will be bound by the provisions of this Agreement unless the MEDC otherwise agrees in a specific written consent. The MEDC reserves the right to approve subcontractors for this Agreement and to require the Grantee to replace subcontractors who are found to be unacceptable.

- XVIII. COMPLIANCE WITH LAWS.** The Grantee is not and will not during the Term be in violation of any laws, ordinances, regulations, rules, orders, judgments, decrees, or other requirements imposed by any governmental authority to which it is subject, and will not fail to obtain any licenses, permits, or other governmental authorizations necessary to carry out its duties under this Agreement.

- XIX. DEFAULT.** The occurrence of any one or more of the following events or conditions shall constitute an "Event of Default" under this Agreement, unless a

written waiver of the Event of Default is signed by the MEDC: (a) any representation, covenant, certification, or warranty made by the Grantee shall prove incorrect at the time that such representation, covenant, certification, or warranty was made in any material respect; (b) the Grantee's failure generally to pay debts as they mature, or the appointment of a receiver or custodian over a material portion of the Grantee's assets, which receiver or custodian is not discharged within sixty (60) calendar days of such appointment; (c) any voluntary bankruptcy or insolvency proceedings are commenced by the Grantee; (d) any involuntary bankruptcy or insolvency proceedings are commenced against the Grantee, which proceedings are not set aside within sixty (60) calendar days from the date of institution thereof; (e) any writ of attachment, garnishment, execution, tax lien, or similar writ is issued against any property of the Grantee, which is not removed within sixty (60) calendar days. (f) the Grantee's failure to comply with the reporting requirements hereof; (g) the Grantee's failure to comply with any obligations or duties contained herein; and/or (h) Grantee's use of the Grant funds for any purpose not contemplated under this Agreement.

XX. AVAILABLE REMEDIES. Upon the occurrence of any one or more of the Events of Default, the MEDC may terminate this Agreement immediately upon notice to the Grantee. The termination of this Agreement is not intended to be the sole and exclusive remedy in case any Event of Default shall occur and each remedy shall be cumulative and in addition to every other provision or remedy given herein or now or hereafter existing at law or equity.

XXI. REIMBURSEMENT. If this Agreement is terminated as a result of Section XIX(h) hereof, the MEDC shall have no further obligation to make a Grant disbursement to the Grantee. The Grantee shall reimburse the MEDC for disbursements of the Grant determined to have been expended for purposes other than as set forth herein as well as any Grant funds, which were previously disbursed but not yet expended by the Grantee.

XXII. NOTICES. Any notice, approval, request, authorization, direction, or other communication under this Agreement shall be given in writing and shall be deemed to have been delivered and given for all purposes: (a) on the delivery date if delivered by electronic mail or by confirmed facsimile; (b) on the delivery date if delivered personally to the Party to whom the same is directed; (c) one business day after deposit with a commercial overnight carrier, with written verification of receipt; or (d) Three business days after the mailing date, whether or not actually received, if sent by U.S. mail, return receipt requested, postage, and charges prepaid, or any other means of rapid mail delivery for which a receipt is available. The notice address for the Parties shall be the address as set forth in this Agreement, with the other relevant notice information, including the recipient for notice and, as applicable, such recipient's facsimile number or electronic mail address, to be as reasonably identified by notifying Party. The MEDC and Grantee may, by notice given hereunder, designate any further or different addresses to which subsequent notices shall be sent.

XXIII. ACCESS TO RECORDS AND INSPECTION RIGHTS. During the Term, there will be frequent contact between the Grant Administrator and the Grantee. Until the end of the Term, to enable the MEDC to monitor and ensure compliance with the terms of this Agreement, the Grantee shall permit the MEDC to visit the Grantee, and any other location where books and records of the Grantee are normally kept, to inspect the books and records, including financial records and all other information and data relevant to the terms of this Agreement, including the expenditure of the Grant disbursements; provided, however, that such audit right shall survive the end of the Term by three (3) years. At such visits, the Grantee shall permit any employee or agent of the MEDC to make copies or extracts from information and to discuss the affairs, finances, and accounts of the Grantee related to this Agreement with its officers, employees, or agents. The MEDC shall have the right to remove, photocopy, photograph, or otherwise record in any way any part of such books and records with the prior written consent of the Grantee, which consent shall not be unreasonably withheld.

XXIV. GOVERNING LAW. This Agreement is made and entered into in the State of Michigan and shall in all respects be interpreted, enforced, and governed under the laws of the State of Michigan without regard to the doctrines of conflict of laws. The terms of this provision shall survive the termination or cancellation of the Agreement.

XXV. COUNTERPARTS AND COPIES. The Parties hereby agree that the faxed signatures of the Parties to this Agreement shall be as binding and enforceable as original signatures; and that this Agreement may be executed in multiple counterparts with the counterparts together being deemed to constitute the complete agreement of the Parties. Copies (whether photostatic, facsimile or otherwise) of this Agreement may be made and relied upon to the same extent as though such copy was an original.

XXVI. JURISDICTION. In connection with any dispute between the Parties under this Agreement, the Parties hereby irrevocably submit to jurisdiction and venue of the Michigan circuit courts of the State of Michigan located in Ingham County. Each Party hereby waives and agrees not to assert, by way of motion as a defense or otherwise in any such action any claim; (a) that it is not subject to the jurisdiction of such court; (b) that the action is brought in an inconvenient forum; (c) that the venue of the suit, action, or other proceeding is improper; or (d) that this Agreement or the subject matter of this Agreement may not be enforced in or by such court.

XXVII. SEVERABILITY. All of the clauses of this Agreement are distinct and severable and, if any clause shall be deemed illegal, void, or unenforceable, it shall not affect the validity, legality, or enforceability of any other clause or provision of this Agreement. To the extent possible, the illegal, void, or unenforceable provision shall be revised to the extent required to render the Agreement enforceable and valid, and to the fullest extent possible, the rights and responsibilities of the Parties

shall be interpreted and enforced to preserve the Agreement and the intent of the Parties. Provided, if application of this section should materially and adversely alter or affect a Party's rights or obligations under this Agreement, the Parties agree to negotiate in good faith to develop a structure that is as nearly the same structure as the original Agreement (as may be amended from time to time) without regard to such invalidity, illegality, or unenforceability.

XXVIII. PUBLICITY. At the request and expense of the MEDC, the Grantee will cooperate with the MEDC to promote the Grant Activities through one or more of the placement of a sign, plaque, media coverage, or other public presentation at the project or other location acceptable to the Parties.

XXIX. SURVIVAL. The terms and conditions of sections VII, VIII, XI, XV, XVII, XXIV, XXVI, and XXVII shall survive termination of this Agreement.

(remainder of page intentionally left blank)

The signatories below warrant that they are empowered to enter into this Agreement.

GRANTEE ACCEPTANCE:

City of Lansing

Dated: _____

Andy Schor
Mayor

MEDC ACCEPTANCE:

Michigan Economic Development Corporation

Dated: _____

Christin Armstrong
Secretary

EXHIBIT A

GRANTEE’S BUDGET

1. Grantee: City of Lansing		2. Project Title: Transformational Municipal Infrastructure			
3. Project Cost Elements		4. Funding Sources			
Activities	Other/Additional Notes	Michigan Enhancement Grant	Local Funding	Other Funding	Total
Construction:	Renovation and construction of a new Lansing City Hall in the downtown	\$ 40,000,000.00			\$ 40,000,000.00
Infrastructure Hard Costs (Materials)					
Environmental					
Total		\$ 40,000,000.00	\$ -	\$ -	\$ 40,000,000.00

Resolution #2024-###

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, a public hearing was held on Monday, **March 11, 2024**, in consideration of the request by Hoffman Bros., Inc., the construction contractor for the Combined Sewer Overflow (CSO) 016/017 Phase 2 Project, for issuance of a waiver of the noise ordinance on Saturdays from 8:00 AM to 4:30 PM for the periods April 13, 2024, through November 1, 2025; and

WHEREAS, the large amount of construction required for this project will encompass all of the 2024 construction season and all of the 2025 construction season; and

WHEREAS, the construction contractor, Hoffman Bros., Inc., is required to complete removal and replacement of utilities under the CSX Railroad Tracks in E. North Street, which will require a continuous operation until the work is complete; and

WHEREAS, this project includes a significant amount of utility work and other improvements on the local neighborhood streets within the project area and on major streets, E. North Street and Turner Road; and

WHEREAS, for the periods April 13, 2024, through November 16, 2024, and March 15, 2025, through November 1, 2025 the construction contractor, Hoffman Bros., Inc., has requested a waiver of the noise ordinance on Saturdays from 8:00 AM to 4:30 PM; and

WHEREAS, the City of Lansing Public Service Department recommends that the contractor be granted the requested noise waiver in order to:

- reduce the amount of time local access for property owners is impacted;
- allow the contractor to have the ability to work some Saturdays when necessary for completion of important work activities; and
- keep the project on-schedule based on rain days.

NOW THEREFORE BE IT RESOLVED that the City Council grant a waiver of the noise ordinance to Hoffman Bros., Inc., while the company is conducting work as part of the Combined Sewer Overflow (CSO) 016/017 Phase 2 Project, a project area generally bounded by Douglas Avenue on the northside, N Larch Street on the eastside, Beaver Street on the southside, and Seager Street on the westside, on Saturdays from 8:00 AM to 4:30 PM for the period April 13, 2024, through November 16, 2024, and March 15, 2025, through November 1, 2025.

Resolution #2024-###

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing Department of Public Service and the Lansing Board of Water & Light are partnering to construct the utility and infrastructure improvements associated with the Combined Sewer Overflow (CSO) 016/017 Phase 2 Project, a project area generally bounded by Douglas Avenue on the northside, N Larch Street on the eastside, Beaver Street on the southside, and Seager Street on the westside; and

WHEREAS, the large amount of construction required for this project will encompass all of the 2024 construction season and all of the 2025 construction season; and

WHEREAS, the construction contractor, Hoffman Bros., Inc., is required to complete removal and replacement of utilities under the CSX Railroad Tracks in E. North Street, which will require a continuous operation until the work is complete; and

WHEREAS, this project includes a significant amount of utility work and other improvements on the local neighborhood streets within the project area and on major streets, E. North Street and Turner Road; and

WHEREAS, for the periods April 13, 2024, through November 16, 2024, and March 15, 2025, through November 1, 2025 the construction contractor, Hoffman Bros., Inc., has requested a waiver of the noise ordinance on Saturdays from 8:00 AM to 4:30 PM; and

WHEREAS, the City of Lansing Public Service Department recommends that the contractor be granted the requested noise waiver in order to:

- reduce the amount of time local access for property owners is impacted;
- allow the contractor to have the ability to work some Saturdays when necessary for completion of important work activities; and
- keep the project on-schedule based on rain days.

NOW THEREFORE BE IT RESOLVED that a public hearing be held on Monday, **March 11**, 2024, at 7:00 PM in the City of Lansing Council Chambers, 124 W. Michigan Ave., in consideration of the request for granting a waiver of the noise ordinance to Hoffman Bros., Inc., while the company is conducting work as part of the CSO 016/017 Phase 2 Project on Saturdays from 8:00 AM to 4:30 PM for the periods April 13, 2024, through November 16, 2024, and March 15, 2025, through November 1, 2025.

Resolution #2024-###

By the Committee _____

Resolved by the City Council of the City of Lansing

WHEREAS, a public hearing was held on Monday, **March 11, 2024**, in consideration of the request by Michigan Department of Transportation for the reconstruction of I-496/US-127 between the Red Cedar and I-96 project, for issuance of a waiver of the noise ordinance to allow work activities to take place from March through December of 2024 and 2025; and

WHEREAS, to expediate the work and minimize the overall disruption of the project, the Michigan Department of Transportation is requesting approval to allow pavement breaking and saw cutting as well as bridge demolition and deck placement to be completed outside standard construction hours; and

WHEREAS, MDOT has requested a waiver of the noise ordinance to allow the aforementioned work activities to take place on all days and hours for up to 15 calendar days each month from March through December of 2024 and 2025; and

WHEREAS, the City of Lansing Public Service Department supports the completion of certain work activities outside of normal work hours to:

- expedite critical construction activities;
- maximize motorist safety;
- reduce the overall impact of the project; and

NOW THEREFORE BE IT RESOLVED that the City Council grant a waiver of the noise ordinance to Michigan Department of Transportation while conducting work as part of the reconstruction of I-496/US-127 between the Red Cedar and I-96, on all days and hours for up to 15 calendar days each month from March through December of 2024 and 2025.

Resolution #2024-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Michigan Department of Transportation will be reconstructing I-496/US-127 between the Red Cedar River and I-96; and

WHEREAS, this project necessitates extended work hours for certain activities; and

WHEREAS, to expediate the work and minimize the overall disruption of the project, the Michigan Department of Transportation is requesting approval to allow pavement breaking and saw cutting as well as bridge demolition and deck placement to be completed outside standard construction hours; and

WHEREAS, MDOT has requested a waiver of the noise ordinance to allow the aforementioned work activities to take place on all days and hours for up to 15 calendar days each month from March through December of 2024 and 2025; and

WHEREAS, the City of Lansing Public Service Department supports the completion of certain work activities outside of normal work hours to:

- expedite critical construction activities;
- maximize motorist safety;
- reduce the overall impact of the project; and

NOW THEREFORE BE IT RESOLVED that a public hearing be held on Monday, February 26, 2024, at 7:00 PM in the City of Lansing Council Chambers, 124 W. Michigan Ave., in consideration of MDOT's request for granting a waiver of the noise ordinance for certain work activities on I-496/US-127 between the Red Cedar River and I-96 for up to 15 days each month from March through December of 2024 and 2025.

MDOT I-496/US-127 Reconstruction from I-96 to I-496

City of Lansing Special Permit Request

Lansing Michigan Code of Ordinances, Part 6 – General Offenses Code states the following:

654.07(g) Construction. *Operating or permitting the operation of any tools or equipment used in construction, drilling or demolition work between 8:00 p.m. and 7:00 a.m. of the following day on weekdays, or at any time on weekends or holidays, such that the sound therefrom creates a noise disturbance across a residential real property boundary or within a noise sensitive zone, except for emergency work of public service utilities or by a temporary or special permit issued pursuant to Section 654.10 or 654.11.*

The Michigan Department of Transportation is submitting a Special Permit Request to allow certain construction work within the I-496/US-127 project limits (approximately from I-96 to the Red Cedar River/I-496 interchange) to occur outside of the allowable construction timeframes set forth in the Lansing Michigan Code of Ordinances section 654.07(g).

Dates for request:

- March 1st, 2024 through December 1st, 2024
- March 1st, 2025 through December 1st, 2025

Times for request:

- 8:00 p.m. until 7:00 a.m. of the following day on weekdays.
- Any time on weekends or holidays.

Construction Activities Limited to 15 days every month as part of the request:

- Pavement breaking activities
- Pavement saw cutting
- Bridge demolition activities
- Deck placement
- Bridge demolition activities (night work required due to railroad restrictions)
- Pile driving (night work only as dictated by railroad requirements)
- Installation of steel sheet piling (night work only as dictated by railroad requirements)
- Use of vibratory hammers (night work only as dictated by railroad requirements)
- Beam Setting (night work required due to railroad restrictions)

Resolution #2024-###

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Lansing Code Compliance Officer has declared a certain structure at 1519 LINVAL, 33 01 01 21 431 010, LOT 35 TORRANCE FARM ADD., to be an unsafe and dangerous building and requested the property owner be ordered to demolish or otherwise make safe the structure; and

WHEREAS, the Code Compliance Officer red tagged the said structure on 10/01/2015 and requested the property owner be ordered to demolish or otherwise make safe the structure; and

WHEREAS, on 12/07/2023, the Lansing Demolition Board held a meeting to consider and make a recommendation on whether to declare the structure a dangerous building, as defined in the Housing Law of Michigan (MCLA 125.539) and the Lansing Housing and Property Maintenance Code (Ord. 1460.01, et seq.), and ordered the property owner to make safe or demolish the structure by JANUARY 7, 2024; and

WHEREAS, the Code Compliance Office has determined that compliance with the order of the Lansing Demolition Hearing Board officer has not occurred; and

WHEREAS, the Housing Law of Michigan and the Lansing Codified Ordinances require that a hearing be conducted to give the property owner an opportunity to show cause why a dangerous structure should not be demolished or otherwise made safe;

NOW, THEREFORE, BE IT RESOLVED that a show cause hearing for Monday, _____, 2024 at 7:00 p.m. in Tony Benavides Lansing City Council Chambers, Tenth Floor, Lansing City Hall, 124 West Michigan Avenue, Lansing, Michigan in consideration of the finding and order of the Lansing Demolition Hearing Board Officer regarding the structure at 1519 LINVAL ST., as legally described above, to give the owner, or the owner's agent, the opportunity to appear and show cause why the building should not be demolished or otherwise made safe; and to approve, disapprove, or modify the order of the hearing officer to demolish or make safe the subject structure.

BE IT FINALLY RESOLVED that the Lansing City Council requests that the Code Compliance Officer notify the owner(s) of said property of the opportunity to appear and present testimony at the hearing, as required by law.

Resolution #2024-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

Acceptance of Transportation Asset Management Plan

WHEREAS, Michigan Public Act 325 of 2018 requires local road agencies to develop and submit an asset management plan to the Transportation Asset Management Council (TAMC) including an asset inventory, performance goals, risk of failure analysis, anticipated revenues and expenses and performance outcomes to be submitted to TAMC; and

WHEREAS, local road agencies responsible for 100 or more certified miles of road, based on the 2017 PA 51 Mileage Certification, including all 83 Michigan counties and 39 Michigan cities are required to submit their completed asset management plans in designated phases beginning October 1, 2020; and

WHEREAS, the City of Lansing Public Service Department has completed a Transportation Asset Management Plan containing the required information; and

WHEREAS, the City of Lansing Public Service Department has updated the Transportation Asset Management Plan in 2023; and

WHEREAS, the TAMC requires a resolution accepting the updated Asset Management Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby accepts the 2023 Transportation Asset Management Plan; and

BE IT FINALLY RESOLVED that a copy of this resolution be added to the Transportation Asset Management Plan before submittal to the TAMC.

City of Lansing 2023 Transportation Asset Management Plan



A plan describing the City of Lansing, Public Service Department's transportation assets and conditions

Prepared by:
Ann M. Parry
Engineer
ann.parry@lansingmi.gov

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EXECUTIVE SUMMARY

As conduits for commerce and connections to vital services, roads and bridges are some of the most important assets in any community, and other assets like culverts, traffic signs, traffic signals, and utilities support and affect roads and bridges. The City of Lansing's (COL) roads, bridges, and support systems are also some of the most valuable and extensive public assets, all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining these assets, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build, and maintain roads, bridges, and support assets in an efficient and effective manner. This asset management plan is intended to report on how COL is meeting its obligations to maintain the public assets for which it is responsible.

This plan identifies COL's assets and condition and how COL maintains and plans to improve the overall condition of those assets. An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of COL's obligations towards meeting these requirements. However, this plan and its supporting documents are intended to be much more than a fulfillment of required reporting. This asset management plan helps to demonstrate COL's responsible use of public funds by providing elected and appointed officials as well as the general public with the inventory and condition information of COL's assets, and it gives taxpayers the information they need to make informed decisions about investing in COL's essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as “an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals”. In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). The City of Lansing is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the road and bridge network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing transportation infrastructure with a limited budget.

The City of Lansing (COL) has adopted an “asset management” business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users’ expectations. COL is responsible for maintaining and operating over 416.65 centerline miles of roads and 35 bridge structures. It is also responsible for several culverts and signals.

This 2023 plan identifies COL’s transportation assets and their condition as well as the strategy that COL uses to maintain and upgrade particular assets given COL’s condition goals, priorities of network’s road users, and resources. An updated plan is to be released approximately every two years both to comply with Public Act 325 and to reflect changes in road conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to Nicole Mc Pherson, P.E., 124 W. Michigan Avenue, Lansing, MI 48933, 517-483-4458 or nicole.mcpherson@lansingmi.gov. A copy of this plan can be accessed on our website at <https://www.lansingmi.gov/>.

1. PAVEMENT ASSETS



COL is responsible for 416.65 centerline miles of public roads. An inventory of these miles divides them into different network classes based on road purpose/use and funding priorities as identified at the state level: city major road network, which is prioritized for state-level funding, and city minor road network.

Inventory of Assets

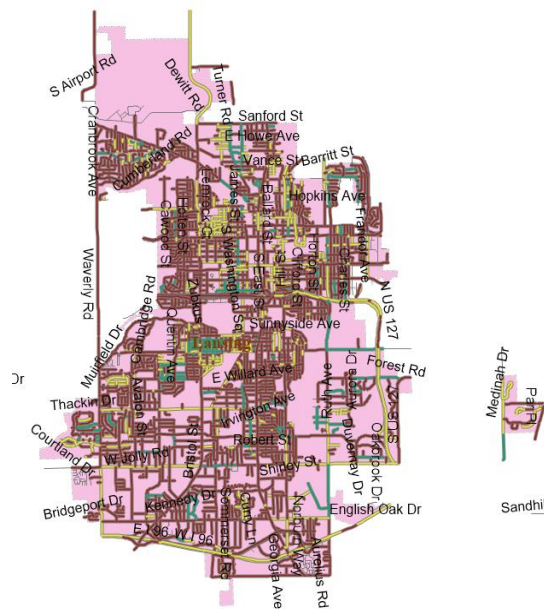


Figure 1: Map showing location of roads managed by COL and the current condition for paved roads in green for good (PASER 10, 9, 8), yellow for fair (PASER 7, 6, 5), and red for poor (PASER 4, 3, 2, 1)

Of COL's 416.65 miles of road, 112.07 miles are classified as city major and 306.01 miles are classified as city minor (Figure 1 identifies these paved roads in green, yellow, and red with the colors being determined based on the road segment's condition). COL also manages 13.239 miles that are classified as part of the National Highway System (NHS); the NHS is subject to special rules and regulations and has its own performance metrics dictated by the FHWA. In addition, COL has 5.9 miles of unpaved roads.

More detail about these road assets can be found in COL's Roadsoft database or by contacting COL.

Types

COL has multiple types of pavements in its jurisdiction, including asphalt, concrete, brick/block, and undefined; it also has unpaved roads (i.e, gravel and/or earth). Figure 2 shows a breakdown of these pavement types for all of COL's road assets.

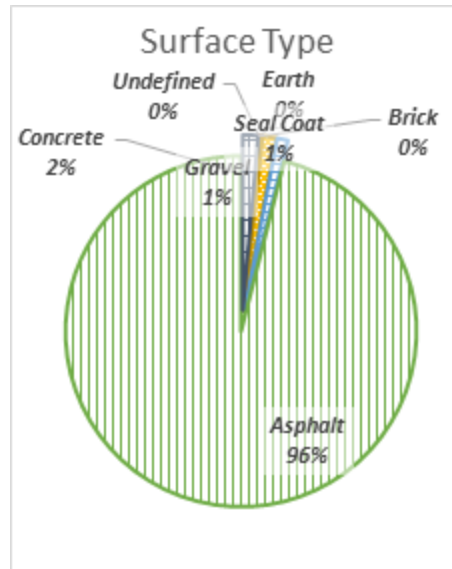


Figure 2: Pavement type by percentage maintained by COL, PSD. Undefined pavements have not been inventoried in COL, PSD's asset management system to date, but will be included as data becomes available.

Condition, Goals, and Trend

Paved Roads

Paved roads in Michigan are rated using the Pavement Surface Evaluation and Rating (PASER) system, which is a 1 to 10 scale with 10 being a newly constructed surface and 1 being a completely failed surface. PASER scores are grouped into TAMC definition categories of good (8-10), fair (5-7), and poor (1-4) categories. COL collects PASER data every two years on 100 percent of those portions of its city major and city minor networks that are eligible for federal funding. In addition, COL uses its own staff and resources to collect PASER data on 50 percent of its city major and city minor networks that are not eligible for federal funding.

Currently, the city major network has 20.4% of its roads in good condition, 28.1% in fair condition, and 51.5% in poor condition, and the city minor network has 14.2% of its roads in good condition, 14.6% in fair condition, and 71.2% in poor condition (Figure 3 and Figure 4). COL's long-range goal for the city major network is to have 50% of roads in good condition, 40% in fair condition, and 10% in poor condition, and for the city minor network is to have 50% of roads in good condition, 40% in fair condition, and 10% in poor condition (Figure 3 and Figure 4). Figure 3 and Figure 4 illustrate the historical and current condition of COL's city major and city minor networks, respectively.

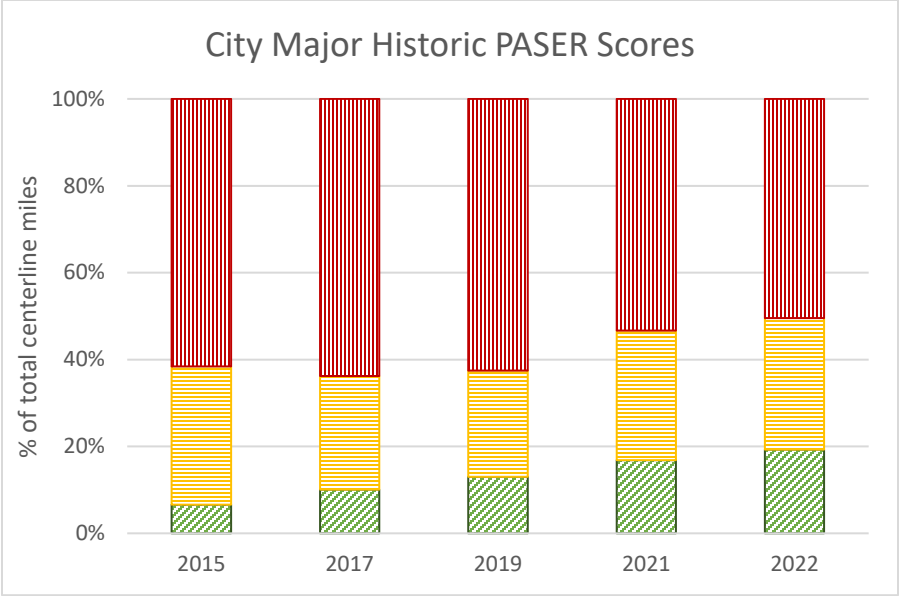


Figure 3: city major network historic condition

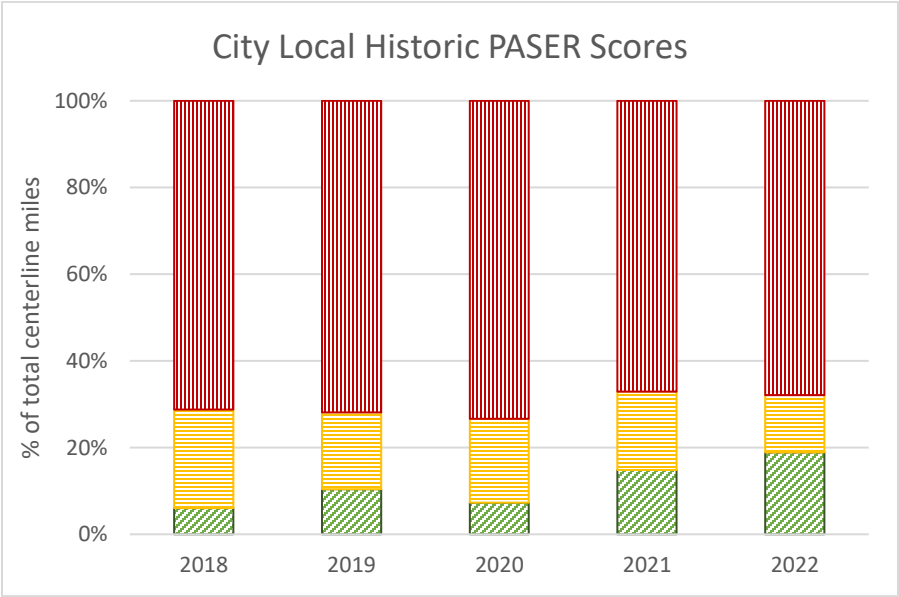


Figure 4: city minor network historic condition

Modelled Trends, Gap Analysis, and Planned Projects

NCPP Network Quick Check to Forecast Future Trends

The National Center for Pavement Preservation (NCPP) has developed an analysis method that gives an overall indicator of likely future road network condition trends. An example of this method along with a description is included as *Appendix D*.

The NCPP Quick Check works under the premise that a one-mile road segment loses one year of life each year that it is not treated with a maintenance, rehabilitation, or reconstruction project. For example, a 100-mile network loses 100 mile-years worth of life each year that it is not treated. Construction and maintenance projects add life to a road network, offsetting the steady yearly loss. For example, an overlay project that is expected to last 10 years and constructed on 5 miles of pavement will add 10-years x 5 miles = 50 mile-years of improvement, which is about half the value lost in one year on the example 100-mile network. In order for the network to remain stable, an agency would need to complete projects every year that offset all of the mile-years of loss. For this example, that would be 100 mile-years.

All Paved City Roads

Table 2 illustrates the calculations for the NCPP Quick Check method of the COL's paved city major road network for FY 2023. Results from the NCPP Quick Check for the paved city street network indicate that the volume of work that the COL has been able to afford falls far short and is not keeping up with the natural deterioration of the road network due to age and use. This number is an average of 653.82 out of an average of 923 lane miles, or 70% deficiency. **In other words, the COL's annual input into road projects is only 30% of the lane miles needed to just keep the roads from further deterioration.** Continuing the current treatment volume on this network will result in an ongoing 70% deficit of mile-years of project benefit to stabilize this trend and maintain current conditions.

Table 1			Life Extension	Total
		Lane	Per Mile	Life Extension
Project/Treatment	Miles	Miles	(Years)	(lane-mile-years)
Major Streets				
Reconstruct	1.38	3.144	15	47.16
Crush and Shape	0.158	0.474	12	5.688
Mill and Fill, 3.5 inches	2.326	6.029	10	60.29
Mill and Fill, 2 inches	0	0	7	0
Mill and Fill, 1.5 inches	0	0	7	0
Chip and Fog Seal	1.242	2.483	3	7.449
Mastic Crack Seal	0	0	2	0
Crack Seal	0	0	2	0
Local (Minor) Streets				
Reconstruct	0.456	0.912	15	13.68
Crush and Shape	0.696	1.598	12	19.176
Mill and Fill, 3.5 inches	1.156	2.313	10	81.28
Mill and Fill, 2 inches	0.262	0.525	10	5.25
Overlay, 1.5 inches	1.787	3.574	7	25.02
Crush, Chip and Micro	0.322	0.644	7	4.508
Chip and Fog Seal	0	0	7	0
Crack Seal	0	0	2	0
			Total System Lane Miles	923.32
			Lane Mile Years Added	269.501
Lane Miles Treated			Yearly Loss Lane Miles	653.82

Table 1 – Miles Treated in 2022 and the Yearly Loss

The Roadsoft network analysis of COL's planned projects for the city major and city minor networks from COL's currently-available budget does not allow COL to reach its pavement condition goals given the projects planned for the next three years.

Unpaved Road Condition Trends

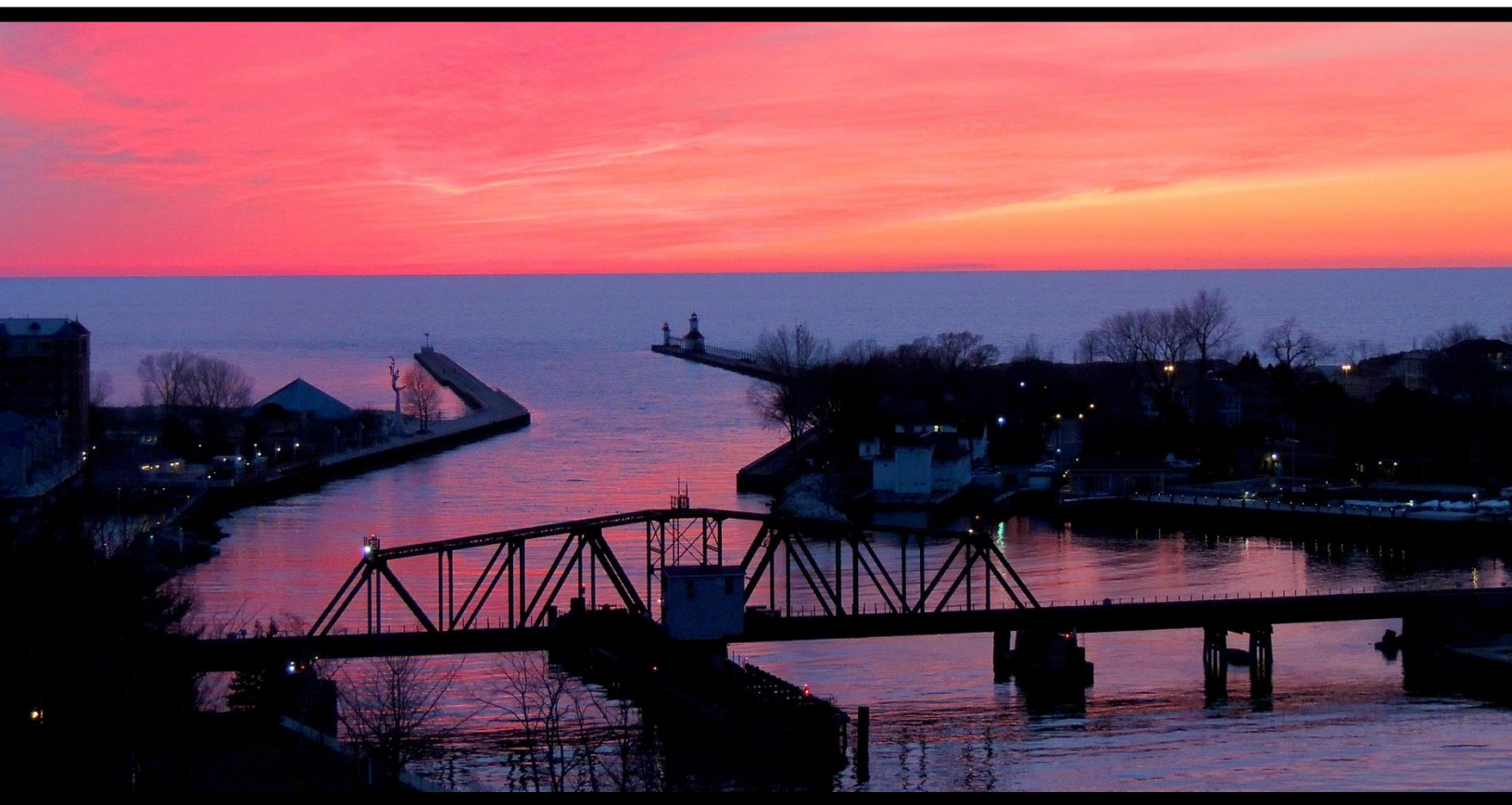
Planned Projects

This is a detailed street map of the City of Waverly, Ohio. The map shows a dense grid of streets, with major thoroughfares like W State Rd, W Main St, and W Market St clearly marked. The city is bordered by S Airport Rd to the north and Waverly Rd to the west. The map includes labels for numerous streets, including Corporate Aviation Dr, W Park Landing Rd, Dewitt Rd, Tunnel Rd, W State Rd, W Main St, W Market St, W Washington Ave, W Broadway St, W 1st St, W 2nd St, W 3rd St, W 4th St, W 5th St, W 6th St, W 7th St, W 8th St, W 9th St, W 10th St, W 11th St, W 12th St, W 13th St, W 14th St, W 15th St, W 16th St, W 17th St, W 18th St, W 19th St, W 20th St, W 21st St, W 22nd St, W 23rd St, W 24th St, W 25th St, W 26th St, W 27th St, W 28th St, W 29th St, W 30th St, W 31st St, W 32nd St, W 33rd St, W 34th St, W 35th St, W 36th St, W 37th St, W 38th St, W 39th St, W 40th St, W 41st St, W 42nd St, W 43rd St, W 44th St, W 45th St, W 46th St, W 47th St, W 48th St, W 49th St, W 50th St, W 51st St, W 52nd St, W 53rd St, W 54th St, W 55th St, W 56th St, W 57th St, W 58th St, W 59th St, W 60th St, W 61st St, W 62nd St, W 63rd St, W 64th St, W 65th St, W 66th St, W 67th St, W 68th St, W 69th St, W 70th St, W 71st St, W 72nd St, W 73rd St, W 74th St, W 75th St, W 76th St, W 77th St, W 78th St, W 79th St, W 80th St, W 81st St, W 82nd St, W 83rd St, W 84th St, W 85th St, W 86th St, W 87th St, W 88th St, W 89th St, W 90th St, W 91st St, W 92nd St, W 93rd St, W 94th St, W 95th St, W 96th St, W 97th St, W 98th St, W 99th St, W 100th St. The map also shows the location of the airport and the city center. The map is oriented with North at the top.

Figure 5 : Map illustrating planned projects for pavement assets

The total pavement cost of the projects illustrated in Figure 5 is approximately \$ 15,000,000.

2. BRIDGE ASSETS



COL is responsible for 19 bridges that provide safe service to road users across the agency network. COL seeks to implement a cost-effective program of preventive maintenance to maximize the useful service life and safety of the local bridges under its jurisdiction.

Inventory of Assets

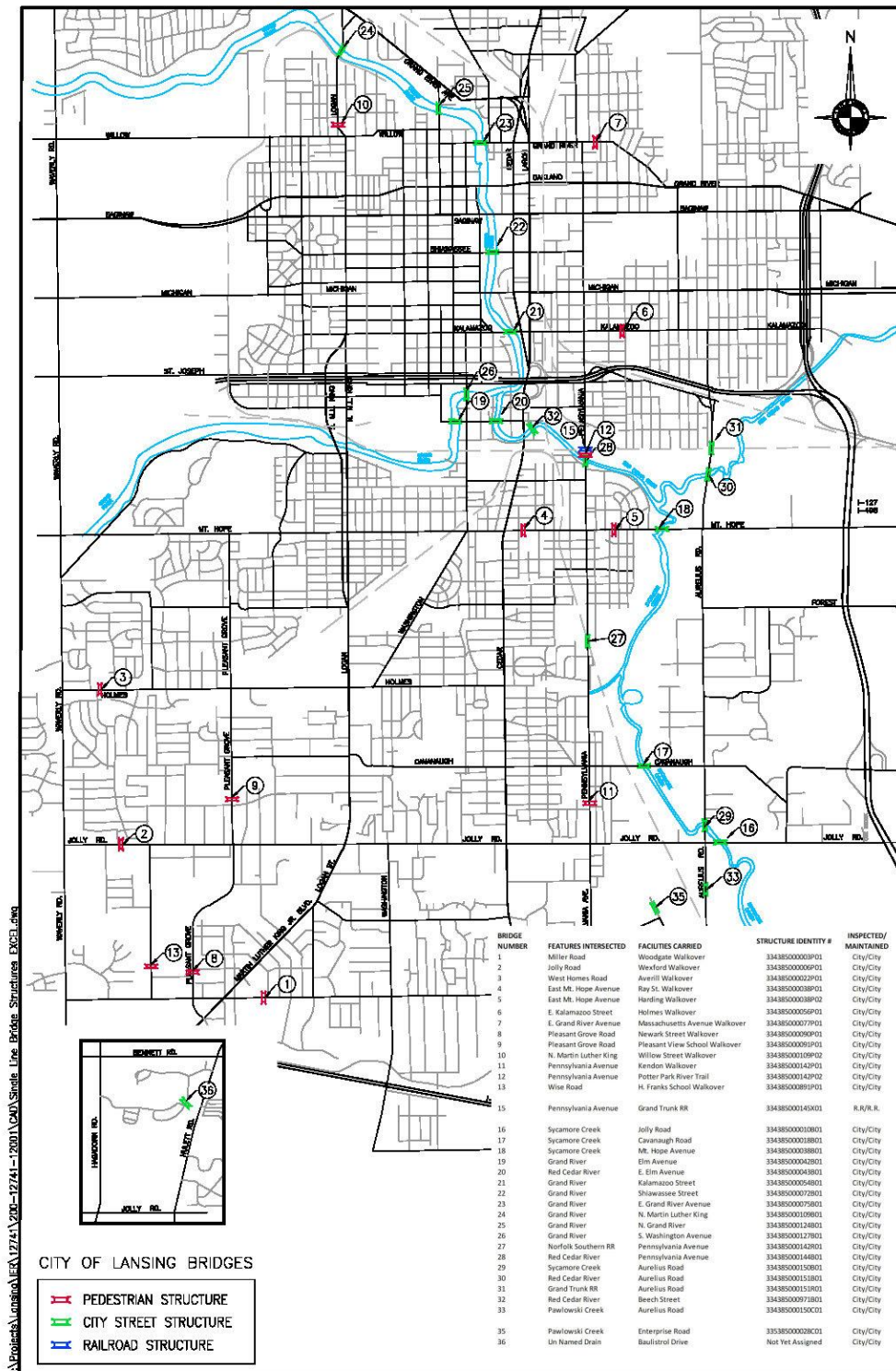


Figure 6: Map illustrating locations of COL's bridge assets

COL has 19 total bridges in its road and bridge network; these bridges connect various points of the road network, as illustrated in Figure 6. These bridge structures can be summarized by type, size, and condition, which are detailed in **Error! Reference source not found.** More information about each of these structures can be found in COL’s MiBRIDGE database or by contacting COL.

Condition, Goals, and Trend

Bridges in Michigan are given a good, fair, or poor rating based on the National Bridge Inspection Standards (NBIS) rating scale, which was created by the Federal Highway Administration to evaluate a bridge’s deficiencies and to ensure the safety of road users. The current condition of COL’s bridge network based on the NBIS is structures rated good, structures rated fair, and structures rated poor.

Table 2: Bridge Assets by Type: Inventory, Size, and Condition								
Bridge Type	Total Number of Bridges	Total Deck Area (sq ft)	Condition: Structurally Deficient, Posted, Closed			2021 Condition		
			Struct. Defic	Posted	Closed	Poor	Fair	Good
Concrete – Arch—deck	1	9,050	0	0	0	0	0	1
Prestressed concrete – Box beam/girders—multiple	3	15,262	1	1	0	1	2	0
Prestressed concrete – Multistringer	4	61,111	0	0	0	0	0	4
Steel – Culvert	2	3,225	1	0	0	1	1	0
Steel – Multistringer	8	94,465	0	0	0	0	6	2
Steel continuous – Multistringer	1	29,344	0	0	0	0	1	0
Concrete - Culvert	1	807	0	0	0	0	0	1
Total SD/Posted/Closed			2	1	0			
Total	20	213,264				2	10	8
Percentage (%)			10	5	0	10	50	40

Bridges are designed to carry legal loads in terms of vehicles and traffic. Due to a decline in condition, a bridge may be “posted” with a restriction for what would be considered safe loads passing over the bridge. On occasion, posting a bridge may also restrict other load-capacity-related elements like speed and number of vehicles on the bridge, but this type of posting designates the bridge differently. COL has three structures that are posted for load restriction. Designating a bridge as “posted” has no influence on its condition rating. A “closed” bridge is one that is closed to all traffic. Closing a bridge is contingent upon its ability to carry a set minimum live load. COL has no structures that are closed.

The goal of the program is the preservation and safety of COL’s bridge network.

Figure 7 illustrates the baseline condition, projected trend, and goal that COL has for its good/fair and its structurally deficient bridges.

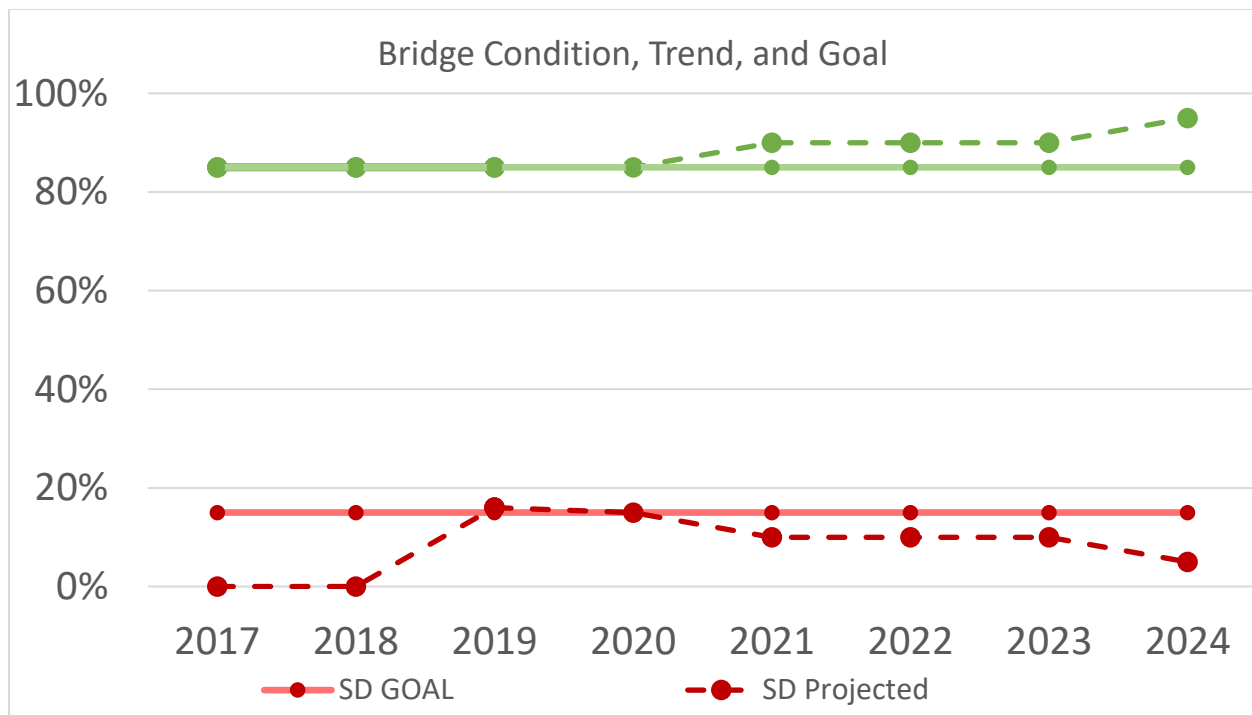


Figure 7: Condition, projected trend, and goal for COL's good/fair and structurally deficient bridges

Programmed/Funded Projects, Gap Analysis, and Planned Projects

COL received \$898,500 in total funding for the years 2020-2023. Preventive maintenance is a more effective use of these funds than the costly alternative of major rehabilitation or replacement. Since COL recognizes that limited funds are available for improving the bridge network, it seeks to identify those bridges that will benefit from a planned maintenance program, and it plans to spend \$98,500 per year for the next three years on preventive maintenance of bridges. By performing the aforementioned preventive maintenance and replacement of bridge structures, COL will achieve its goal of keeping its overall bridge network at the same condition.

Table illustrates the programmed/funded projects that will be undertaken in order to achieve COL's goal. These programmed/funded projects are juxtaposed with priority projects that remain unfunded.

Table 3: Planned Projects and Gap Analysis

Strategy	2023	2024	2025	2026	2027	GAP
New						
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Replacement						
13398		\$ 1,382,000				
3936			\$	\$5,045,000		
Subtotal	\$0	\$ 1,382,000		\$5,045,000	\$0	\$0
Rehabilitation						
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Scheduled Maintenance						
3944		\$510,018				
3939		\$289,036				
3948		\$425,326				
3951		\$140,000				
3940		\$86,000				
13685			\$444,000			
3937				\$258,000		
3958				\$110,000		
Subtotal		\$1,450,380	\$444,000	\$368,000	\$0	\$0
Preventive Maintenance						
3952					\$774,000	
3932					\$ 205,000	
Subtotal	\$0	\$0	\$0	\$	\$979,000	\$0
Other						
3930						\$29,000
3935						\$15,000
3955						\$59,000
Subtotal	\$0	\$0	\$0	\$0	\$0	\$103,000

3. CULVERT ASSETS



The City of Lansing has 17 culverts within the City limits.

Inventory of Assets

At present, COL has inventoried 17 culverts, which is 100 percent of the culverts owned by the COL.

Of the 17 tracked and rated culverts, the COL has 2 culverts considered good, 10 culverts considered fair, 2 culverts considered poor and 0 culverts considered failed based on the culvert inventory and inspections.

Goals

The goal of COL's asset management program is the preservation of its culvert network. COL is responsible for preserving culverts that underlie its entire road network.

Planned Projects

COL's policy is to replace or repair culvert assets concurrent with projects affecting road segments carried by the particular culverts. COL also includes culvert assets in scheduled maintenance projects affecting road segments carried by the particular culverts. There are no culvert projects scheduled at this time.

4. SIGNAL ASSETS



Inventory of Assets

At present, COL tracks only inventory data for traffic signals. COL has inventoried 104 traffic signals, which is 100 percent of the 104 traffic signals that COL owns.

The City has also inventoried an additional 103 signals, which are owned by other agencies.

More detail about these traffic signal assets can be obtained by contacting COL.

Goals

The goal of COL, PSD's asset management program is the preservation of its traffic signals. COL, PSD is responsible for preserving 104 traffic signals along its entire road network.

Planned Projects

COL's policy is to evaluate traffic signal assets based on condition assessment for replacement or repair during any reconstruction, rehabilitation, preventive maintenance, or schedule maintenance activities on the roadway affected by the particular signal. It also conducts replacements or repairs for those traffic signal assets reported as non-functional or as performing with reduced function. COL adheres to regular maintenance and servicing policies outlined in the *Michigan Manual of Uniform Traffic Control Devices*.

5. FINANCIAL RESOURCES

Public entities must balance the quality and extent of services they can provide with the tax resources provided by citizens and businesses, all while maximizing how efficiently funds are used. Therefore, COL will overview its general expenditures and financial resources currently devoted to transportation infrastructure maintenance. This financial information is not intended to be a full financial disclosure or a formal report. Full details of COL's financial status can be found by request submitted to our agency contact (listed in this plan).

Anticipated Revenues & Expenses

COL, PSD receives funding from the following sources:

- **State funds** – COL's principal source of transportation funding is received from the Michigan Transportation Fund (MTF). This fund is supported by vehicle registration fees and the state's per-gallon gas tax. Allocations from the MTF are distributed to state and local governmental units based on a legislated formula, which includes factors such as population, miles of certified roads, and vehicle registration fees for vehicles registered in the agency's jurisdiction. COL also receives revenue from the Michigan Department of Transportation to maintain (e.g. plow, patch, mow) the state trunklines within its jurisdictional boundary. Revenue from these maintenance contracts are received on a time and materials basis as resources are expended to maintain the State's roads. While these contracts do not allow for capital gain (profit) and only bring in revenue to cover the cost of the work, they do provide a benefit to COL by allowing an economy of scale that enables us to provide better service at a lower cost for COL's roads while allowing the same for the State of Michigan. Examples of state grants also include local bridge grants, economic development funds, and metro funds.

- **Federal and state grants for individual projects** – These are typically competitive funding applications that are targeted at a specific project type to accomplish a specific purpose. These may include safety enhancement projects, economic development projects, or other targeted funding. Examples of federal funds include Surface Transportation Program (STP) funds, C and D funds, bridge funds, MDOT payments to private contractors, and negotiated contracts.
- **Local government entities or private developer contributions to construction projects for specific improvements** – This category includes funding received to mitigate the impact of commercial developments as a condition of construction of a specific development project, and can also include funding from a special assessment district levied by another governmental unit. Examples of contributions from local units include city, village, and township contributions to the county; special assessments; county appropriations; bond and note proceeds; contributions from counties to cities and villages; city general fund transfers; city municipal street funds; capital improvement funds; and tax millages (see below).
- **Local tax millages** – Many local agencies in Michigan use local tax millages to supplement their road-funding budget. These taxes can provide for additional construction and maintenance for new or existing roads that are also funded using MTF or MDOT funds. COL has local tax millages in its road-funding budget. Millage paving funds are to be used for residential streets. These funds are mostly used for overlays on streets in poor condition that has substantial neighborhood traffic, such as entrances to neighborhoods.
- **Interest** – Interest from invested funds.
- **Permit fees** – Generally, permit fees cover the cost of a permit application review.
- **Other** – Other revenues can be gained through salvage sales, property rentals, land and building sales, sundry refunds, equipment disposition or installation, private sources, and financing.
- **Charges for services** – Funds from partner agencies who contract with COL, PSD to construct or maintain its roads, or roads under joint or neighboring jurisdictions, including state trunkline maintenance and non-maintenance services and preservation.

COL is required to report transportation fund expenditures to the State of Michigan using a prescribed format with predefined expenditure categories. The definitions of these categories according to Public Act 51 of 1951 may differ from common pavement management nomenclature and practice. For the purposes of reporting under PA 51, the expenditure categories are:

- **Construction/Capacity Improvement Funds** – According to PA 51 of 1951, this financial classification of projects includes, “new construction of highways, roads, streets, or bridges, a project that increases the capacity of a highway facility to accommodate that part of traffic having neither an origin nor destination within the local area, widening of a lane width or more, or adding turn lanes of more than 1/2 mile in length.”¹

¹ Public Act 51 of 1951, 247.660c Definitions

- **Preservation and Structural Improvement Funds** – Preservation and structural improvements are “activit[ies] undertaken to preserve the integrity of the existing roadway system.”² Preservation includes items such as a reconstruction of an existing road or bridge, or adding structure to an existing road.
- **Routine and Preventive Maintenance Funds** – Routine maintenance activities are “actions performed on a regular or controllable basis or in response to uncontrollable events upon a highway, road, street, or bridge”.³ Preventive maintenance activities are “planned strategy[ies] of cost-effective treatments to an existing roadway system and its appurtenances that preserve assets by retarding deterioration and maintaining functional condition without significantly increasing structural capacity”.⁴
- **Winter Maintenance Funds** – Expenditures for snow and ice control.
- **Trunkline Maintenance Funds** – Expenditures spent under COL, PSD’s maintenance agreement with MDOT for maintenance it performs on MDOT trunkline routes.
- **Administrative Funds** – There are specific items that can and cannot be included in administrative expenditures as specified in PA 51 of 1951. The law also states that the amount of MTF revenues that are spent on administrative expenditures is limited to 10 percent of the annual MTF funds that are received.
- **Other Funds** – Expenditures for equipment, capital outlay, debt principal payment, interest expense, contributions to adjacent governmental units, principal, interest and bank fees, and miscellaneous for cities and villages.

The Table (below) details the revenues and expenditures for COL.

Table 4: Annual Fiscal-Year Revenues & Expenditures per Fiscal Year

REVENUES			EXPENDITURES		
Item	Estimated \$	Percent of Total	Item	Estimated \$	Percent of Total
State funds	\$20,875,987	87.0	Construction & capacity improvement (CCI)	\$1,448,464	6.1
Federal funds	\$525,933	2.2	Preservation & structural improvement (PSI)	\$17,708,445	74.1
Contributions for local units	\$2,498,180	10.4	Routine maintenance	\$421,625	1.8
Interest, rents, and other	\$88,389	0.4	Winter maintenance	\$1,756,602	7.3
Charges for services	\$0	0	Trunkline maintenance	\$0.00	0.0
			Administrative	\$634,072	2.7
			Other	\$1,933,336	8.1
TOTAL	23,988,489	100	TOTAL	23,902,544	100
Verify the information in this table. You can find your agency's information in the TAMC dashboard at https://www.mcgi.state.mi.us/mitrp/tamcDashboards .					

² Public Act 51 of 1951, 247.660c Definitions

³ Public Act 51 of 1951, 247.660c Definitions

⁴ Public Act 51 of 1951, 247.660c Definitions

6. RISK OF FAILURE ANALYSIS

Transportation infrastructure is designed to be resilient. The system of interconnecting roads and bridges maintained by COL, PSD provides road users with multiple alternate options in the event of an unplanned disruption of one part of the system. There are, however, key links in the transportation system that may cause significant inconvenience to users if they are unexpectedly closed to traffic. Key transportation links include:

- **Geographic divides:** Areas where a geographic feature (river, lake, hilly terrain, or limited access road) limits crossing points of the feature; bridge failures, in particular, can create loss of access to entire regions of the state
- **Emergency alternate routes for high-volume roads and bridges:** Roads and bridges that are routinely used as alternate routes for high-volume assets are included in an emergency response plan
- **Limited access areas:** Roads and bridges that serve remote or limited access areas that result in long detours if closed
- **Main access to key commercial districts:** Areas with a large concentration of businesses or where large-size business will be significantly impacted if a road is unavailable
- The City of Lansing has no critical assets considered key links based on the above criteria. There are multiple alternate options to navigate the City in the event a road or bridge is closed.

7. COORDINATION WITH OTHER ENTITIES

An asset management plan provides a significant value for infrastructure owners because it serves as a platform to engage other infrastructure owners using the same shared right of way space. The COL communicates with both public and private infrastructure owners to coordinate work in the following ways:

- The City of Lansing holds quarterly meetings with the major utilities to discuss and coordinate projects. This includes Consumers Energy, who supplies the gas for the City. Consumers has ongoing infrastructure upgrade projects through the City, as well as any upgrading needed ahead of planned city projects. With the quarterly meetings and close communication, the City is able to coordinate projects.
- The City also holds quarterly utility meetings with the Lansing Board of Water and Light (BWL), who maintains the drinking water, electricity and steam lines in the City. The BWL often partners with the City on projects to perform any necessary upgrades to their systems in conjunction with city projects. The BWL performs system upgrade projects independently as well, with efforts coordinated with the City to ensure traffic detours do not excessively impede traffic flow.
- The biggest coordination efforts between the utilities and the City is the City's Combined Sewer Overflow (CSO) separation program. Projects are planned years in advance and all infrastructure is updated at once. The streets within the project areas are generally reconstructed when the sewers are replaced. By upgrading the infrastructure all at once, the City does not anticipate major construction needs in an area again for at least 20 years.
- The City also has good working relationships with surrounding community and county agencies. If a project impacts a nearby agency, the City tries to alert them so that any necessary

coordination can take place. The City maintains a map of all planned projects on their website, which includes any utility or MDOT projects within the area as well.

8. PROOF OF ACCEPTANCE

PUBLIC ACT 325

CERTIFICATION OF TRANSPORTATION ASSET MANAGEMENT PLAN

Certification Year: _____

Local Road-owning Agency Name: _____

Beginning October 2019 and on a three-year cycle thereafter, certification must be made for compliance to Public Act 325. A local road-owning agency with 100 certified miles or more must certify that it has developed an asset management plan for the road, bridge, culvert, and traffic signal assets. Signing this form certifies that the hitherto referred agency meets with minimum requirements as outlined by Public Act 325 and agency-defined goals and objectives.

This form must be signed by the chairperson of the local road-owning agency or the county executive and chief financial officer of the local road-owning agency.

Signature		Signature	
Printed Name		Printed Name	
Title	Date	Title	Date

Due every three years based on agency submission schedule

Submittal Date: _____

See attached council meeting minutes and/or resolution.

A. PAVEMENT ASSET MANAGEMENT PLAN

An attached pavement asset management plan follows.

City of Lansing 2023 Pavement Asset Management Plan



Andy Schor, Mayor

This is a plan describing the City of Lansing's roadway assets and conditions.

Prepared by:

Ann M. Parry

Engineer

Ann.parry@lansingmi.gov

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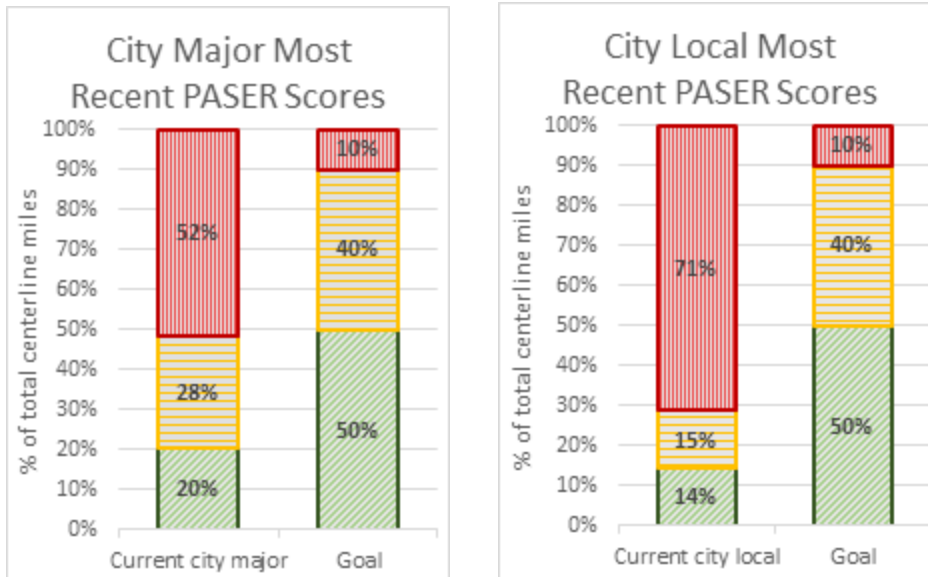
EXECUTIVE SUMMARY

As conduits for commerce and connections to vital services, roads are among the most important assets in any community along with other assets like bridges, culverts, traffic signs, traffic signals, and utilities that support and affect roads. The City of Lansing's (COL) roads, other transportation assets and support systems are also some of the most valuable and extensive public assets—all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining roads, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build and maintain the road network in an efficient and effective manner. This asset management plan (AMP) is intended to report on how the COL is meeting its obligations to maintain the public assets for which it is responsible.

This plan overviews the COL's road assets and conditions, and explains how COL works to maintain and improve the overall condition of those assets. These explanations can help answer the following questions:

- What kinds of road assets the COL has in its jurisdiction, who owns them, and the different options for maintaining these assets.
- What tools and processes the COL uses to track and manage road assets and funds.
- What condition the COL's road assets are in compared to statewide averages.
- Why some road assets are in better condition than others and the path to maintaining and improving road asset conditions through proper planning and maintenance.
- How agency transportation assets are funded and where those funds come from.
- How funds are used and the costs incurred during the COL's road assets' normal life cycle.
- What condition the COL can expect of its road assets if those assets continue to be funded at the current funding levels
- How changes in funding levels can affect the overall condition of all of the COL's road assets.

The COL owns and/or manages 416.65 centerline miles of roads. This road network can be divided into the city major network, the city minor network, the unpaved road network and the National Highway System (NHS) network based on the different factors these roads have that influence asset management decisions. A summary of the COL's current network conditions and desired goals for city major minor networks can be seen in the following graphs:



An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of the COL's obligations towards meeting these requirements. This asset management plan also helps demonstrate the COL's responsible use of public funds by providing elected and appointed officials as well as the general public with inventory and condition information of the COL's road assets. The AMP also provides taxpayers with the information that they need to make informed decisions about investing in its essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as “an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals.” In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League (MML), County Road Association of Michigan, the Michigan Department of Transportation (MDOT) and the Federal Highway Administration (FHWA). The COL is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the road network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing road infrastructure with a limited budget.

The COL has adopted an “asset management” business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users’ expectations. COL is responsible for maintaining and operating over 416.65 centerline miles of roads.

This plan outlines how the COL determines its strategy to maintain and upgrade road asset condition given agency goals, priorities of its road users and resources provided. An updated plan is to be released approximately every two years to reflect changes in road conditions, finances and priorities.

Questions regarding the use or content of this plan should be directed to Nicole McPherson, PE, at 124 W. Michigan Avenue 7th Floor, Lansing, MI 48933 or at 517-483-4458 and/or nicole.mcpherson@lansingmi.gov

A copy of this plan can be accessed on the COL's website at www.lansingmi.gov/streets. Key terms used in this plan are defined in COL's comprehensive transportation asset management plan (also known as the "compliance plan") used for compliance with PA 325 of 2018.

Knowing the basic features of the asset classes themselves is a crucial starting point to understanding the rationale behind an asset management approach. The following primer provides an introduction to pavements.

Pavement Primer

Roads come in two basic forms—paved and unpaved. Paved roads have hard surfaces. These hard surfaces can be constructed from asphalt, concrete, composite (asphalt and concrete), sealcoat and brick-and-block materials. On the other hand, unpaved roads have no hard surfaces. Examples of these surfaces are gravel and unimproved earth.

The decision to pave with a particular material as well as the decision to leave a road unpaved allows road-owning agencies to tailor a road to a particular purpose, environment and budget. Thus, selecting a pavement type or leaving a road unpaved depends upon purpose, available materials and budget. Each choice represents a trade-off between budget and costs for construction and maintenance.

Maintenance enables the road to fulfill its particular purpose. To achieve the maximum service for a pavement or an unpaved road, continual monitoring of a road's pavement condition is essential for choosing the right time to apply the right fix in the right place.

Here is a brief overview of the different types of pavements, how condition is assessed and treatment options that can lengthen a road's service life.

Surfacing

Pavement type is influenced by several different factors, such as cost of construction, cost of maintenance, frequency of maintenance and type of maintenance. These factors can have benefits affecting asset life and road user experience.

Paved Surfacing

Typical benefits and trade-offs for hard surface types include:

- **Concrete Pavement:** Concrete pavement, which is sometimes called a rigid pavement, is durable and lasts a long time when properly constructed and maintained. Concrete pavement can have longer service periods between maintenance activities, which can help reduce maintenance-related traffic disruptions. However, concrete pavements have a high initial cost and can be challenging to rehabilitate and maintain at the end of their service life. A typical concrete pavement design life will provide service for 30 years before major rehabilitation is necessary.
- **Hot-Mix Asphalt Pavement (HMA):** HMA pavement, sometimes known as asphalt or flexible pavement, is currently less expensive to construct than concrete pavement (this is, in some part due to the closer link between HMA material costs and oil prices that HMA pavements have in

comparison with other pavement types). However, they require frequent maintenance activities to maximize their service life. A typical HMA pavement design life will provide service for 18 years before major rehabilitation is necessary. The vast majority of local-agency-owned pavements are HMA pavements.

- **Composite Pavement:** Composite pavement is a combination of concrete and asphalt layers. Typically, composite pavements are old concrete pavements exhibiting ride-related issues that were overlaid by several inches of HMA in order to gain more service life from the pavement before the need for reconstruction. Converting a concrete pavement to a composite pavement is typically used as a “holding pattern” treatment to maintain the road in usable condition until reconstruction funds become available.
- **Sealcoat Pavement:** Sealcoat pavement is a gravel road that has been sealed with a thin asphalt binder coating that has stone chips spread on top (not to be confused with a chip seal treatment over HMA pavement). This type of a pavement relies on the gravel layer to provide structure to support traffic, and the asphalt binder coating and stone chips shed water and eliminate the need for maintenance grading. Nonetheless, sealcoat pavement does require additional maintenance steps that asphalt and gravel do not require. While sealcoat pavement does not last as long as HMA pavement, it provides a low-cost alternative for lightly-trafficked areas and competes with asphalt for ride quality when properly constructed and maintained. Sealcoat pavement can provide service for ten or more years before the surface layer deteriorates and needs to be replaced.

Unpaved Surfacing

Typical benefits and tradeoffs for non-hard surfacing include:

- **Gravel:** Gravel is a low-cost, easy-to-maintain road surface made from layers of soil and aggregate (gravel). However, there are several potential drawbacks such as dust, mud and ride smoothness when maintenance is delayed or traffic volume exceeds design expectations. Gravel roads require frequent low-cost maintenance activities. Gravel can be very cost effective for lower-volume, lower-speed roads. In the right conditions, a properly constructed and maintained gravel road can provide a service life comparable to an HMA pavement and can be significantly less expensive than the other pavement types.

Pavement Condition

Besides traffic congestion, pavement condition is what road users typically notice most about the quality of the roads that they regularly use—the better the pavement condition, the more satisfied users are with the service provided by the roadwork performed by road-owning agencies. Pavement condition is also a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. As pavements age, they transition between “windows” of opportunity when a specific type of treatment can be applied to gain an increase in quality and extension of service life. Routine maintenance is day-to-day, regularly-scheduled and low-cost activity applied to “good” roads to prevent water or debris damage. Capital

preventive maintenance (CPM) is a planned set of cost-effective treatments for “fair” roads that corrects pavement defects, slows further deterioration and maintains the functional condition without increasing structural capacity. COL uses pavement condition and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. More detail on this topic is included in the *Pavement Treatment* section of this primer.

Pavement condition data is also important because it allows road owners to evaluate the benefits of preventive maintenance projects. This data helps road owners to identify the most cost-effective use of road construction and maintenance dollars. Further, historic pavement condition data can enable road owners to predict future road conditions based on budget constraints and to determine if a road network’s condition will improve, stay the same, or degrade at the current or planned investment level. This analysis can help determine how much additional funding is necessary to meet a network’s condition improvement goals.

Paved Road Condition Rating System

COL is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. COL uses the Pavement Surface Evaluation and Rating (PASER) system to assess its paved roads. PASER was developed by the University of Wisconsin Transportation Information Center to provide a simple, efficient and consistent method for evaluating road condition through visual inspection. The widely-used PASER system has specific criteria for assessing asphalt, concrete, sealcoat and brick-and-block pavements. Information regarding the PASER system and PASER manuals may be found on the TAMC website at: <http://www.michigan.gov/tamc>.

The TAMC has adopted the PASER system for measuring statewide pavement conditions in Michigan for asphalt, concrete, composite, sealcoat and brick-and-block paved roads. Broad use of the PASER system means that data collected at COL is consistent with data collected statewide. PASER data is collected when trained inspectors in a slow-moving vehicle use GPS-enabled data collection software provided to road-owning agencies at no cost to them. The method does not require extensive training or specialized equipment, and data can be collected rapidly, which minimizes the expense for collecting and maintaining this data.

The PASER system rates surface condition using a 1-10 scale. The scale reads as follows: 10 is a brand new road with no defects that can be treated with routine maintenance, 5 is a road with distresses but is structurally sound that can be treated with preventive maintenance, and 1 is a road with extensive surface and structural distresses that is in need of total reconstruction.

Roads with lower PASER scores generally require costlier treatments to restore their quality than roads with higher PASER scores. The cost effectiveness of treatments generally decreases as the PASER number decreases. In other words, as a road deteriorates, it costs more dollars per mile to fix it, and the dollars spent are less efficient in increasing the road’s service life. Nationwide experience and asset management principles tell us that a road that has deteriorated to a PASER 4 or less will cost more to improve, and the dollars spent will be less efficient. Understanding this cost principle helps to draw meaning from the current PASER condition assessment.

The TAMC has developed statewide definitions of road condition by creating three simplified condition categories—“good,” “fair” and “poor”—that represent bin ranges of PASER scores having similar contexts with regard to maintenance and/or reconstruction. The definitions of these rating conditions are:

- “Good” roads, according to the TAMC, have PASER scores of 8, 9, or 10. Roads in this category have very few, if any, defects and only require minimal maintenance; they may be kept in this category longer using CPM. These roads may include those that have been recently seal coated or newly constructed. Figure 1 illustrates an example of a road in this category.
- “Fair” roads, according to the TAMC, have PASER scores of 5, 6, or 7. Roads in this category still show good structural support, but their surface is starting to deteriorate. Figure 1 illustrates two road examples in this category. CPM can be cost effective for maintaining the road’s “fair” condition or even raising it to “good” condition before the structural integrity of the pavement has been severely impacted. CPM treatments can be compared to shingles on a roof of a house; while the shingles add no structural value, they protect the house from structural damage by maintaining the protective function of a roof covering.
- “Poor” roads, according to the TAMC, have PASER scores of 1, 2, 3, or 4. These roads exhibit evidence that the underlying structure is failing, such as alligator cracking and rutting. These roads must be rehabilitated with treatments like a heavy overlay, crush and shape, or total reconstruction. Figure 1 illustrates a road in this category.

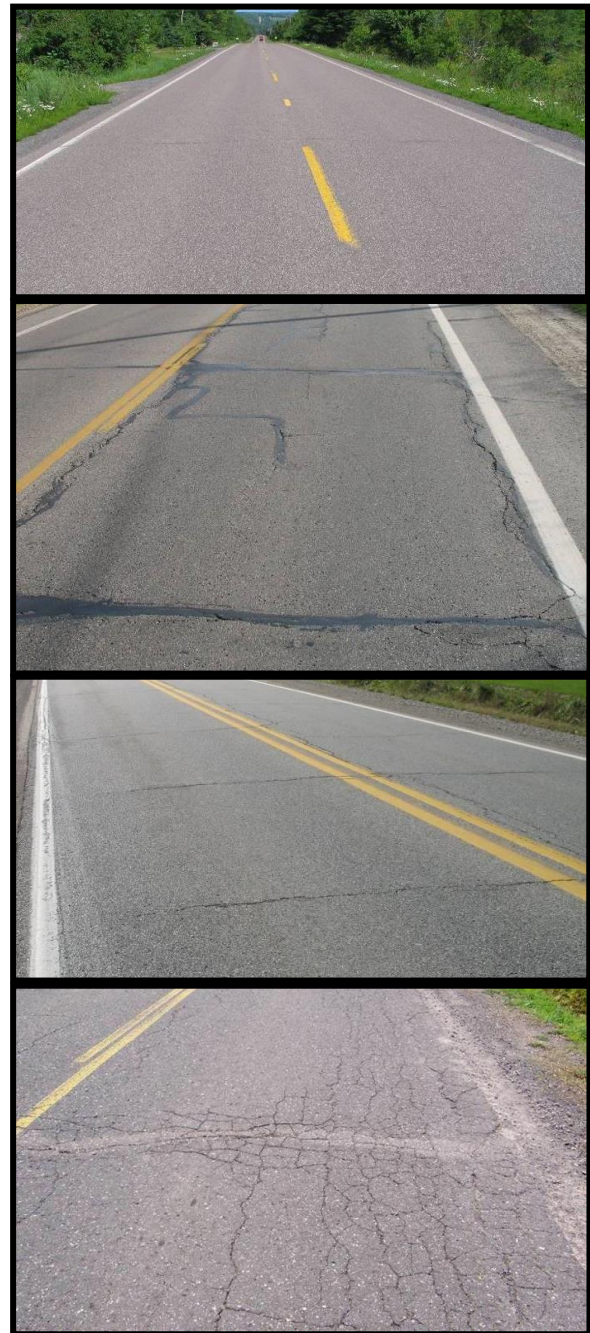


Figure 1: *Top image, right*– PASER 8 road that is considered “good” by the TAMC exhibit only minor defects. *Second image, right*– PASER 5 road that is considered “fair” by the TAMC. Exhibiting structural soundness but could benefit from CPM. *Third image, right*– PASER 6 road that is considered “fair” by the TAMC. *Bottom image, right*– PASER 2 road that is considered “poor” by the TAMC exhibiting significant structural distress.

The TAMC’s good, fair and poor categories are based solely on the above definitions. Therefore, caution should be exercised when comparing other condition assessments with these categories because other condition assessments may have “good,” “fair,” or “poor” designations similar to the TAMC condition

categories but with a potentially different definition. Often, other condition assessment systems define the “good,” “fair” and “poor” categories differently, thus rendering the data of little use for cross-system comparison. The TAMC’s definitions provide a statewide standard for all of Michigan’s road-owning agencies to use for comparison purposes.

PASER data is collected 100 percent every two years on all federal-aid-eligible roads in Michigan. The TAMC dictates and funds the required training and the format for this collection, and it shares the data both regionally and statewide. In addition, COL collects 50 percent of its paved non-federal-aid-eligible network annually using its own staff and resources.

Unpaved Road Condition Rating System (IBR System™)

The condition of unpaved roads can be rapidly changing, which makes it difficult to obtain a consistent surface condition rating over the course of weeks or even days. The PASER system works well on most paved roads, which have a relatively-stable surface condition over several months, but it is difficult to adapt to unpaved roads. To address the need for a reliable condition assessment system for unpaved roads, the TAMC adopted the Inventory Based Rating (IBR) System™; COL also uses the IBR System™ for rating its unpaved roads. Information about the IBR System™ can be found at <http://ctt.mtu.edu/inventory-based-rating-system>.

The IBR System™ gathers reliable condition assessment data for unpaved roads by evaluating three features—surface width, drainage adequacy and structural adequacy—in comparison to a baseline, or generally considered “good” road. These three assessments come together to generate an overall 1-10 IBR number. A high IBR number reflects a road with wide surface width, good drainage and a well-designed, well-constructed base. On the contrary, a low IBR number reflects a narrow road with no ditches and little gravel. A good, fair, or poor assessment of each feature is not an endorsement or indictment of a road’s suitability for use, but simply provides context on how these road elements compare to a baseline condition.

Figure 2 illustrates the range over which features may be assessed. The top example in Figure 2 shows an unpaved road with a narrow surface width, little or no drainage and very little gravel thickness. Using the IBR System™, these assessments would yield an IBR number of “1” for this road.

The middle example in Figure 2 shows a road with fair surface width, fair drainage adequacy and fair structural adequacy. These assessments would yield an IBR number of “7” for this road. The bottom

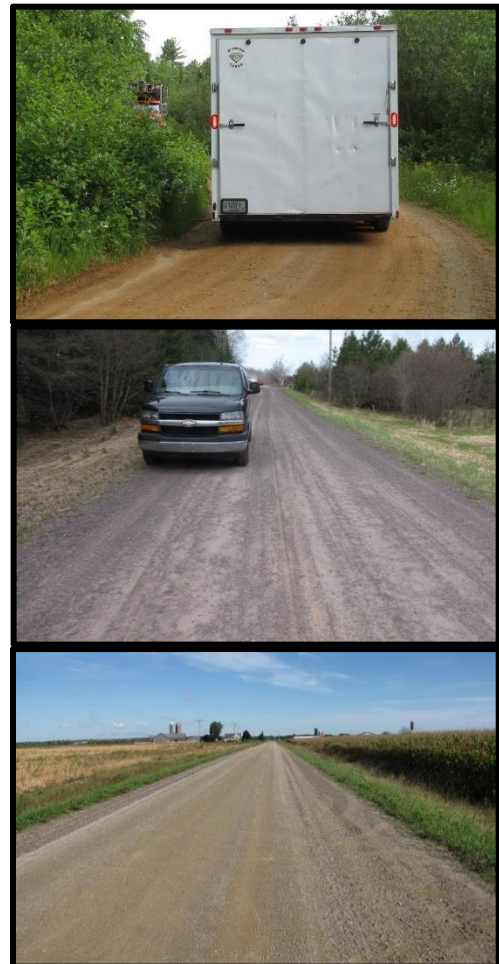


Figure 2: *Top*— Road with IBR number of 1 road that has poor surface width, poor drainage adequacy, and poor structural adequacy. *Middle*— Road IBR number of 7 that has fair surface width, fair drainage adequacy, and fair structural adequacy. *Bottom*— Road with IBR number of 9 road that has good surface width, good drainage adequacy, and good structural adequacy.

example in Figure 2 shows a road with good surface width, good drainage adequacy and good structural adequacy. These assessments would yield an IBR number of “9” for this road.

Unpaved roads are constructed and used differently throughout Michigan. A narrow, unpaved road with no ditches and very little gravel (low IBR number) may be perfectly acceptable in a short, terminal end of the road network such as on a road segment that ends at a lake or serves a limited number of unoccupied private properties. However, high-volume unpaved roads that serve agricultural or other industrial activities with heavy trucks and equipment will require wide surface width, good drainage and a well-designed and well-constructed base structure (high IBR number). The location and purpose of an unpaved road determines how the road must be constructed and maintained; a road does not need to be upgraded just because it has a low IBR number. The IBR numbers are not an endorsement or indictment of the road’s suitability for use but rather an indication of a road’s capabilities to support different traffic volumes and types in all weather.

The COL has 5.9 miles of unpaved streets; all are city minor streets. This section is included for information purposes. This Asset Management Plan will mainly focus on the paved street network.

Pavement Treatments

Selection of repair treatments for roads aims to balance costs, benefits and road life expectancy. All pavements are damaged by water, traffic weight, freeze/thaw cycles and sunlight. Each of the following treatments and strategies—reconstruction, structural improvements, capital preventive maintenance and others used by COL—counters at least one of these pavement-damaging forces.

Reconstruction

Pavement reconstruction treats failing or failed pavements by completely removing the old pavement and base and constructing an entirely new road (Figure 3). Every pavement has to eventually be reconstructed, which is usually done as a last resort after more cost-effective treatments are done, or if the road requires significant changes to road geometry, base or buried utilities. Compared to the other treatments, which are all improvements of the existing road, reconstruction is the most extensive rehabilitation of the roadway and therefore, also the most expensive per mile and disruptive to regular traffic patterns. Reconstructed pavement will subsequently require one or more of the previous maintenance treatments to maximize



Figure 3: Examples of reconstruction treatments—(left) reconstructing a road and (right) road prepared for full-depth repair.

service life and performance. A reconstructed road lasts approximately 15 years and costs \$683,000 per lane mile. The following descriptions outline the main reconstruction treatments used by COL.

Full-depth Concrete Repair

A full-depth concrete repair removes sections of damaged concrete pavement and replaces it with new concrete of the same dimensions (Figure 3). It is usually performed on isolated and deteriorated joint locations or entire slabs that are much further deteriorated than adjacent slabs. The purpose is to restore the riding surface, delay water infiltration, restore load transfer from one slab to the next and eliminate the need to perform costly, temporary patching. This repair lasts approximately 12 years and typically costs \$125,000 per mile.

Structural Improvement

Roads requiring structural improvements exhibit alligator cracking and rutting and are rated poor in the TAMC scale. Road rutting is evidence that the underlying structure is beginning to fail and it must be rehabilitated with a structural treatment. Examples of structural improvement treatments include HMA overlay with or without milling and crush and shape (Figure 4). The following descriptions outline the main structural improvement treatments used by COL.

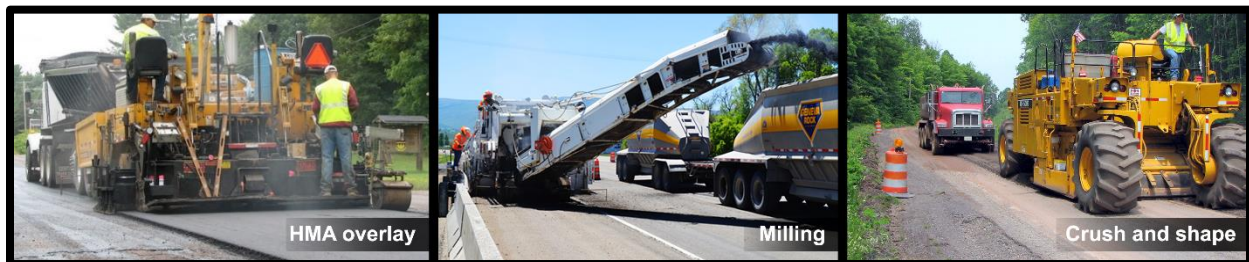


Figure 4: Examples of structural improvement treatments—(from left) HMA overlay on an unmilled pavement, milling asphalt pavement, and pulverization of a road during a crush-and-shape project.

Hot-mix Asphalt (HMA) Overlay with/without Milling

An HMA overlay is a layer of new asphalt (liquid asphalt and stones) placed on an existing pavement (Figure 4). Depending on the overlay thickness, this treatment can add significant structural strength. This treatment also creates a new wearing surface for traffic and seals the pavement from water, debris and sunlight damage. An HMA overlay lasts approximately five to ten years and costs \$368,000 per lane mile. The top layer of severely damaged pavement can be removed by milling, a technique that helps prevent structural problems from being quickly reflected up to the new surface. Milling is also done to keep roads at the same height of curb and gutter that is not being raised or reinstalled in the project. Milling adds \$15,000 per lane mile to the HMA overlay cost.

Crush and Shape

During a crush and shape treatment, the existing pavement and base are pulverized. The road surface is then reshaped and excess material is removed (Figure 4). A new wearing surface (HMA) is added. This treatment is usually done on city minor streets. Crush and shape treatments last approximately 12 years and cost \$441,000 per lane mile.

Capital Preventive Maintenance

Capital preventive maintenance (CPM) addresses pavement problems of fair-rated roads before the structural integrity of the pavement has been severely impacted. CPM is a planned set of cost-effective treatments applied to an existing roadway that slows further deterioration and maintains or improves the functional condition of the system without significantly increasing the structural capacity. Examples of such treatments include crack seal, fog seal, chip seal, slurry seal and microsurface (Figure 5). The purpose of the following CPM treatment is to protect the pavement structure, slow the rate of deterioration and/or correct pavement surface deficiencies. The following descriptions outline the main CPM treatments used by COL:



Figure 5: Examples of capital preventive maintenance treatments—(from left) crack seal, fog seal, chip seal, and slurry seal/microsurface.

Crack Seal

Water that infiltrates the pavement surface softens the pavement structure and allows traffic loads to cause more damage to the pavement than in normal dry conditions. Crack sealing helps prevent water infiltration by sealing cracks in the pavement with asphalt sealant (Figure 5). COL seals pavement cracks early in the life of the pavement to keep it as best and long functioning as possible. Crack sealing lasts approximately two years and costs \$6,400 per lane mile. Even though it does not last very long compared to other treatments, it does not cost very much compared to other treatments. This makes it a very cost effective treatment when the COL evaluates crack filling costs per year of the treatment's life.

Fog Seal

Fog sealing sprays a liquid asphalt coating onto the entire pavement surface to fill hairline cracks and prevent damage from sunlight (Figure 5). Fog seals are best for good to very good pavements and last approximately two years at a cost of \$3,300 per lane mile.

Chip Seal

A chip seal, also known as a sealcoat, is a two-part treatment. First, a liquid asphalt is sprayed onto an old pavement surface. Then, a single layer of small stone chips is spread onto the layer of wet liquid asphalt (Figure 5). The liquid asphalt seals the pavement from water and debris and holds the stone chips in place, providing a new wearing surface for traffic that can correct friction problems and help prevent further surface deterioration. Chip seals are best applied to pavements that are not exhibiting problems with strength since their purpose is to help preserve such strength. These treatments last approximately five years and cost \$30,000 per lane mile. Often a chip seal and a fog seal will be used together.

Partial-Depth Concrete Repair

A partial-depth concrete repair involves removing spalled (i.e., fragmented) or delaminated (i.e., separated into layers) areas of concrete pavement, usually near joints and cracks, and replacing such areas with new concrete (Figure 6). This is done to provide a new wearing surface in isolated areas to slow down water infiltration and to help delay further freeze/thaw damage. This repair lasts approximately five years and typically costs \$25,000 per mile.



Figure 6: Examples of capital preventive maintenance treatments, cont'd—(from left) concrete road prepared for partial-depth repair, gravel road undergoing maintenance grading, and gravel road receiving dust control application (dust control photo courtesy of Weld County, Colorado, weldgov.com).

Innovative Treatments

Innovative treatments are newer, unique and non-standard treatments that provide ways of treating pavements using established engineering principles in new and cost-effective ways. COL strives to be innovative with its pavement treatments by looking for ways to prevent pavement damage and save taxpayer dollars.

Chip and Fog

In the past few years, the City of Lansing has tried different treatments from those that they have considered in the past. A chip seal would not normally be considered for an urban setting, because it leaves behind loose stones that may end up in the storm sewer system, and the rough surface left by the chip seal is not desirable for residents who are walking or biking on the street. The City has combined two preventive treatments—chip seal and fog seal—to create a “chip and fog” treatment, which has exhibited good results. The chip and fog treatment is applied to streets in the 5-7 PASER range. It is expected to last seven years and costs about \$33,600 per lane mile.

Mastic Crack Seal

The City’s street maintenance crews have started using a mastic crack seal material. The material is used to fill substantial cracks that would not be able to be filled with normal crack seal material. This is used in select locations, because the material and labor costs are higher than crack seal. It is expected to last three years and costs about \$7,000 per lane mile.

Crush and Shape, Chip Seal and Microsurface

The City has seen a slight increase in funding in the past few years, but funding levels are still inadequate to meet our needs. No change in funding levels are anticipated in the near future. In 2021, the City implemented a treatment of a few select roads to see if it is a viable solution in the long term to improve our street system. A few low volume roads, mostly cul-de-sacs, were chosen to be crushed and shaped and, rather than placing new asphalt, received a double chip seal. The streets became chip seal roads instead of asphalt roads. A few gravel streets also were converted to chip seal (seal coat) roads, helping with some ongoing maintenance issues. One street was treated with a microsurface (thin layer of asphalt) over the chip seal. Early indications are the project was a success and has been expanded to include more streets in the future with similar traffic counts and conditions. The City now uses a microsurface finish over all newly converted chip seal streets.

Maintenance

Maintenance is the most cost-effective strategy for managing road infrastructure and prevents good and fair roads from reaching the poor category, which require costly rehabilitation and reconstruction treatments to create a year of service life. It is most effective to spend money on routine maintenance and CPM treatments, first; then, when all maintenance project candidates are treated, reconstruction and rehabilitation can be performed as money is available. This strategy is called a “mix-of-fixes” approach to managing pavements.

1. PAVEMENT ASSETS

Building a mile of new road can cost one million dollars or more due to the large volume of materials and equipment that are necessary. The high cost of constructing road assets underlines the critical nature of properly managing and maintaining the investments made in this vital infrastructure. The specific needs of every mile of road within an agency's overall road network is a complex assessment, especially when considering rapidly changing conditions and the varying requisites of road users; understanding each road-mile's needs is an essential duty of the road-owning agency.

In Michigan, many different governmental units (or agencies) own and maintain roads, so it can be difficult for the public to understand who is responsible for items such as planning and funding construction projects, [patching] repairs, traffic control, safety and winter maintenance for any given road. MDOT is responsible for state trunkline roads, which are typically named with "M," "I," or "US" designations regardless of their geographic location in Michigan. Cities and villages are typically responsible for all public roads within their geographic boundary with the exception of the previously mentioned state trunkline roads managed by MDOT. County road commissions (or departments) are typically responsible for all public roads within the county's geographic boundary, with the exception of those managed by cities, villages and MDOT.

In cases where non-trunkline roads fall along jurisdictional borders, local and intergovernmental agreements dictate ownership and maintenance responsibility. Quite frequently, roads owned by one agency may be maintained by another agency because of geographic features that make it more cost effective for a neighboring agency to maintain the road instead of the actual road owner. Other times, road-owning agencies may mutually agree to coordinate maintenance activities in order to create economies of scale and to take advantage of those efficiencies.

The COL is responsible for a total of 416.65 centerline of public roads, as shown in Figure 7.

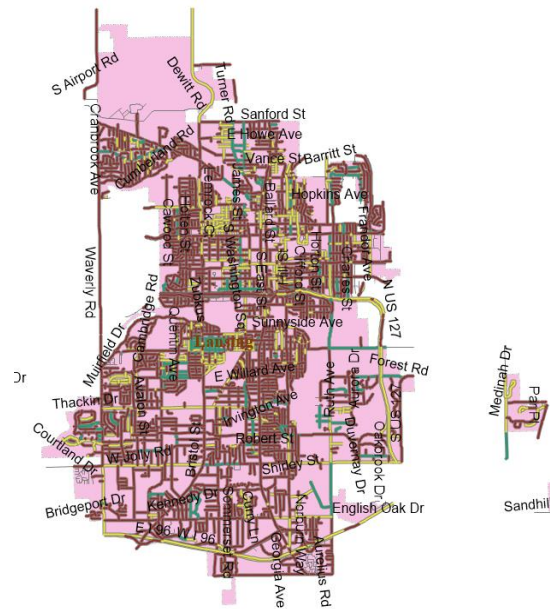


Figure 7: Map showing location of COL's paved roads (i.e., those managed by COL) and their current condition for paved roads with green for good (i.e., PASER 10, 9, 8), yellow for fair (i.e., PASER 7, 6, 5), and red for poor (i.e., PASER 4, 3, 2, 1), as well as the location of COL's unpaved roads in blue

Inventory

Michigan Public Act 51 of 1951 (PA 51), which defines how funds from the Michigan Transportation Fund (MTF) are distributed and spent by road-owning agencies, classifies roads owned by the COL as either city major or city minor roads. State statute prioritizes expenditures on the city major road network.

Figure 8 illustrates the percentage of roads owned by COL that are classified as city major and city minor roads.

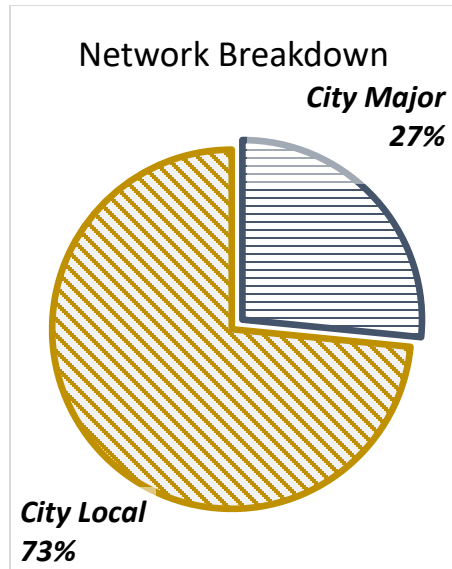


Figure 8: Percentage of city major and city minor roads for COL.

The COL manages 13.239 miles of roads that are part of the National Highway System (NHS)—roads that are critical to the nation’s economy, defense and mobility—and monitors and maintains their condition. The NHS is subject to special rules and regulations and has its own performance metrics dictated by the FHWA. While most NHS roads in Michigan are managed by MDOT, COL manages a percentage of those roads located in its jurisdiction, as shown in Figure 9.

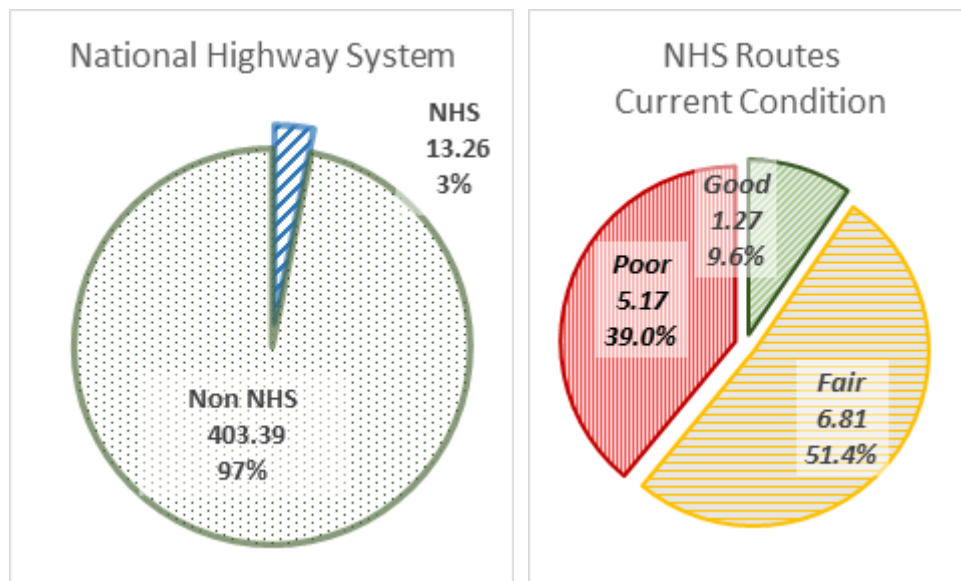


Figure 9: Miles of roads managed by COL that are part of the National Highway System and condition.

COL also owns and manages 5.44 miles of unpaved roads.

Types

The COL has multiple types of pavements in its jurisdiction, including asphalt, concrete and brick/block. The COL also has unpaved roads (i.e, gravel and/or earth). Factors influencing pavement type includes cost of construction, cost of maintenance, frequency of maintenance, type of maintenance, asset life and road user experience. More information on pavement types is available in the *Introduction's Pavement Primer*.

Figure 10 illustrates the percentage of various pavement types that the COL has in its network.

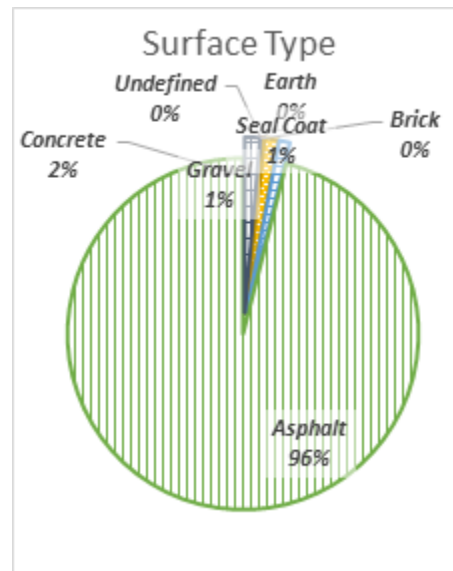


Figure 10: Pavement type by percentage maintained by COL

Locations

Locations and sizes of each asset can be found in the COL's Roadsoft database. For more detail, please refer to the agency contact listed in the *Introduction* of this pavement asset management plan.

Condition

The road characteristic that road users most readily notice is pavement condition. Pavement condition is a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. The COL uses pavement condition and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. Pavement condition data enables the COL to evaluate the benefits of preventive maintenance projects and to identify the most cost-effective use of road construction and maintenance dollars. Historic pavement condition data can be used to predict future road conditions based on budget constraints, as well as to determine if a road network's condition will improve, stay the same, or degrade at the current or planned investment level. This analysis helps to determine how much

additional funding is necessary to meet a network’s condition improvement goals. More detail on this topic is included in the *Introduction’s Pavement Primer*.

Paved Roads

The COL is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. The COL uses the Pavement Surface Evaluation and Rating (PASER) system, which has been adopted by the TAMC for measuring statewide pavement conditions, to assess its paved roads. The PASER system provides a simple, efficient and consistent method for evaluating road condition through visual inspection. More information regarding the PASER system can be found in the *Introduction’s Pavement Primer*.

The COL collects 100 percent of its PASER data every two years on all federal-aid-eligible roads in Michigan. In addition, the COL collects 50 percent of its paved non-federal-aid-eligible network using its own staff and resources.

The COL’s 2022 paved city major road network has 22.5 percent of roads in the TAMC good condition category, 28.1 percent in fair and 51.5 percent in poor (Figure 11A). The paved city minor road network has 14.2 percent in good, 14.6 percent in fair and 71.2 percent in poor (Figure 11B).

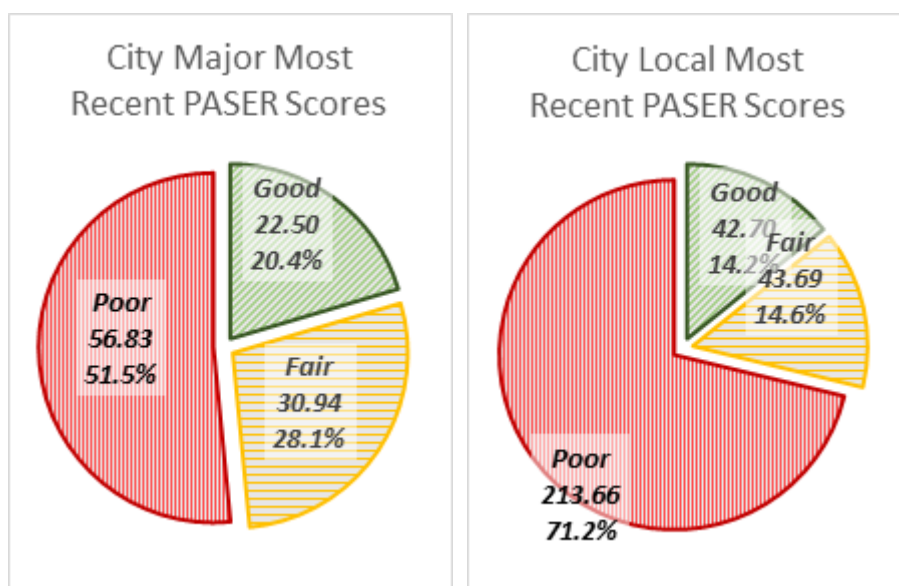


Figure 11: (A) Left: COL paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city minor road network conditions by percentage of good, fair, or poor

In comparison, the statewide paved city major road network has 26 percent of roads in the TAMC good condition category, 41 percent in fair and 33 percent in poor (Figure 12A). The statewide paved city minor road network has 20 percent in good, 35 percent in fair and 45 percent in poor (Figure 12B). Figure 11A and Figure 12A, in comparison, show that the COL’s paved city major road network is worse than similarly-classified roads in the rest of the state. Figure 11B and Figure 12B show that the COL’s paved city minor road network is also worse than similarly-classified roads in the rest of the state. Other road

condition graphs can be viewed on the TAMC pavement condition dashboard at: <http://www.mcgi.state.mi.us/mitrp/Data/PaserDashboard.aspx>.

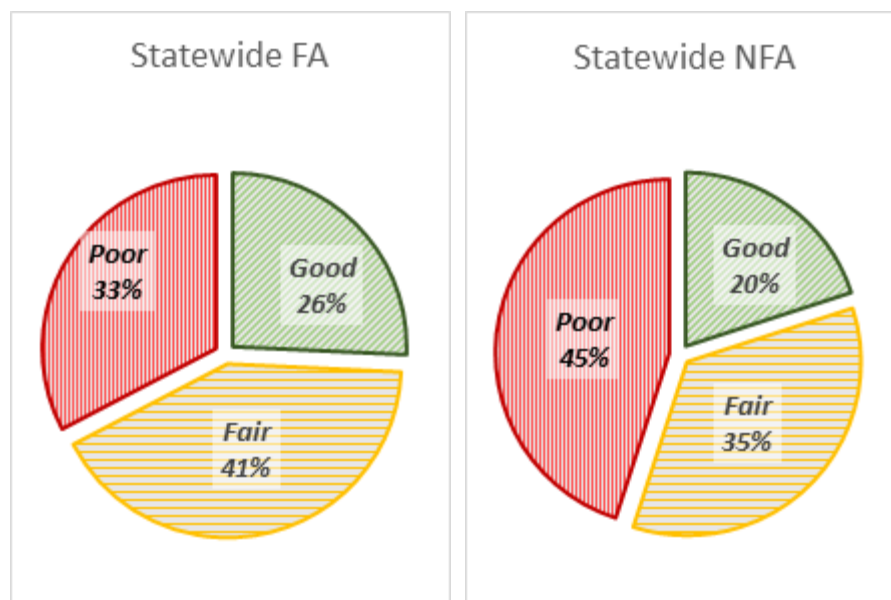


Figure 12: (A) Left: Statewide paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city minor road network conditions by percentage of good, fair, or poor

Many of Michigan's roadways are in rural areas, which means that agencies are able to spread their funding further than in urban areas. Many rural roads have low traffic volumes, which causes less deterioration of the roads. They also generally do not have to contend with other utilities within the roadway, which can deteriorate roads with utility repair cuts. Rural areas also do not generally have to deal with sidewalk crossings, which can devour budget dollars in a roadway project. The COL is an urban area with high traffic roads, many utilities and an extensive sidewalk network that must be updated to current standards—all of which contribute to road decay and funding shortages.

Figure 13 and Figure 14 show the number of miles for the COL's roads with PASER scores expressed in TAMC definition categories for the paved city major road network (Figure 13) and the paved city minor road network (Figure 14). The COL considers road miles on the transition line between good and fair (PASER 8). The COL considers the transition line between fair and poor (PASER 5) as representing parts of the road network where there is a risk of losing the opportunity to apply less expensive treatments that gain significant improvements in service life.

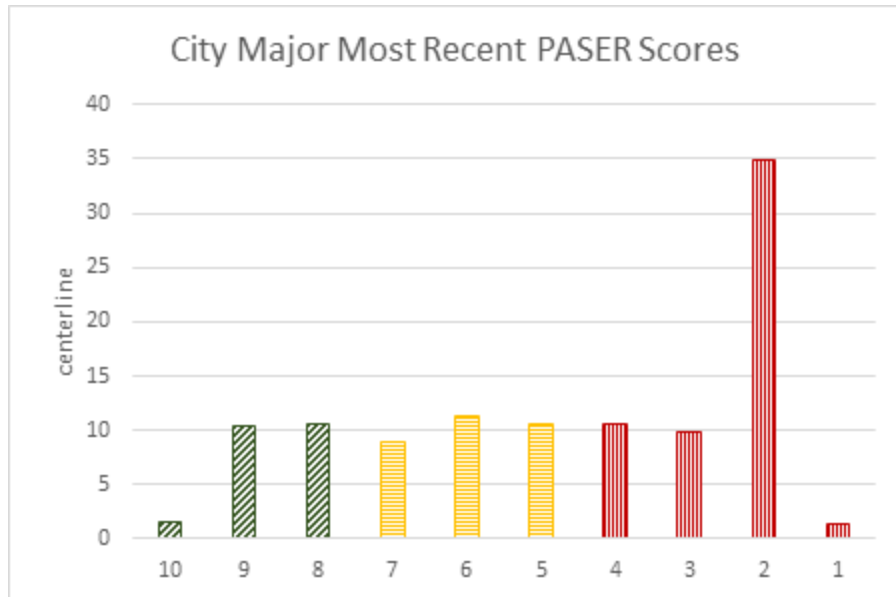


Figure 13: COL paved city major road network conditions. Bar graph colors correspond to good/fair/poor TAMC designations.

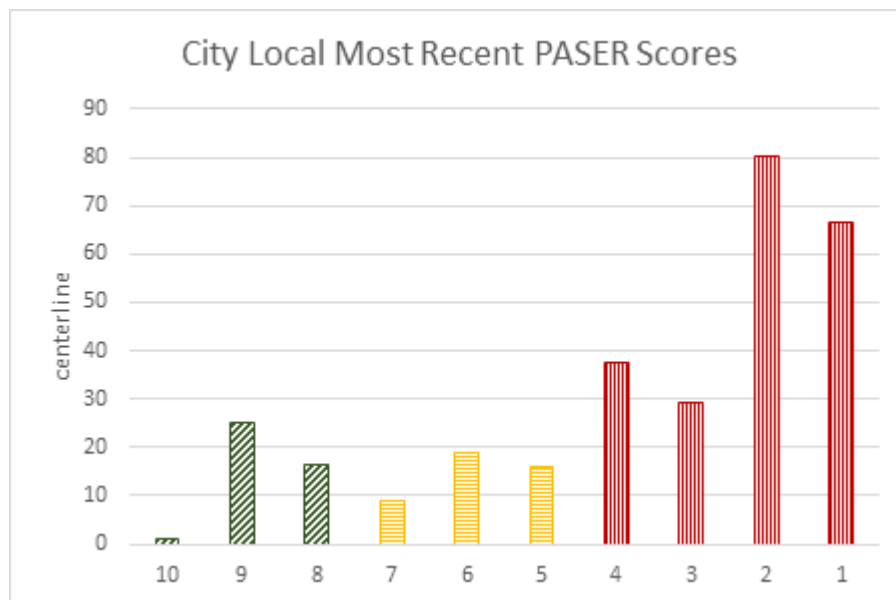


Figure 14: COL paved city minor network condition by PASER rating. Bar graph colors correspond to good/fair/poor TAMC designations.

Figure 15 provides a map illustrating the geographic location of paved roads and their respective PASER condition. An online version of the most recent PASER data is located at <https://www.mcgi.state.mi.us/tamcMap/#/>.



Figure 15: Map of the current paved road condition in good (PASER 10, 9, 8) shown in green, fair (PASER 7, 6, 5) shown in yellow, and poor (PASER 4, 3, 2, 1) shown in red. Only Roads owned by COL are shown.

After many years of declining road conditions, there have been slight improvements in the overall quality of the COL's paved major roads in recent years. The increase in overall condition of the COL's paved city major road system can be observed in Figure 16 by noting the decrease in roads that are in poor condition. The percentage has remained stable from 2015 to 2019, which may indicate that the road conditions had reached the maximum percentage of poor condition that the system would reach with the funding. The percentage of poor roads decreased after 2019, which is around the time the COL had slightly more funding and applied more preventive maintenance measures.

Comparing the COL's paved city major road condition trends illustrated in Figure 16 with overall statewide condition trends for similarly-classified roads, which are illustrated in Figure 17, shows a different trend locally in comparison to the rest of the state. The COL roads are improving at a slower rate than the average for the rest of the state.

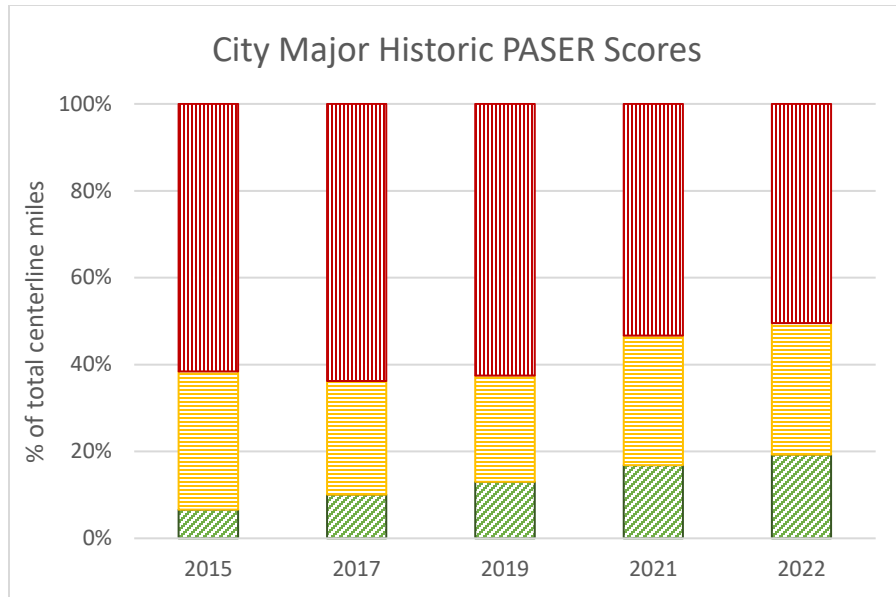


Figure 16: Historical COL paved city major road network condition trend

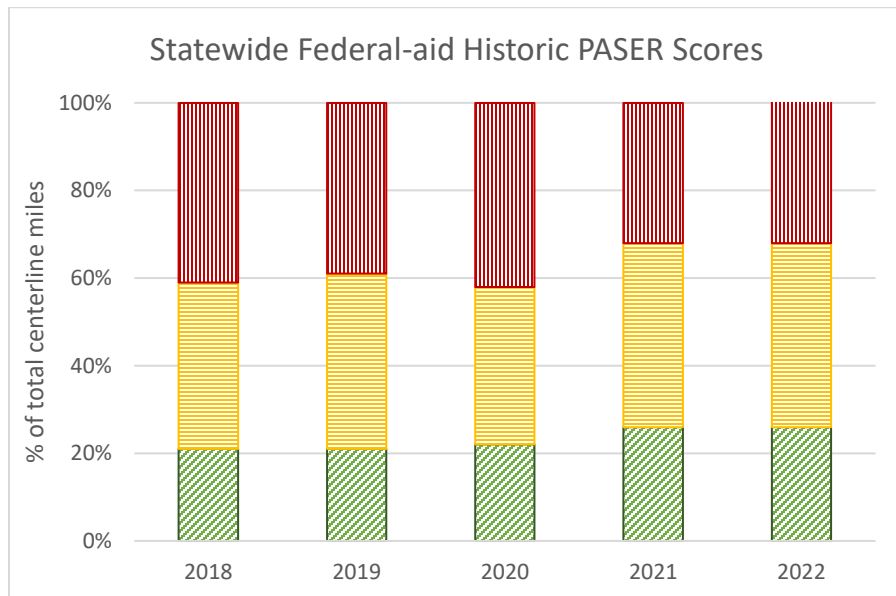


Figure 17: Historical statewide city major road network condition trend

Similarly, the COL paved city minor roads have shown slight increases in condition, in recent years. The COL minor roads have not decreased the amount in poor condition but have more rated good and less rated fair. The addition of previously unused preventive maintenance treatments and roads reconstructed with the CSO program has contributed to the increase in roads rated good. There is no source of state and federal funding, and therefore, must be supported locally.

Comparing the COL's paved city minor road condition trends illustrated in Figure 18 with overall statewide condition trends for all paved city minor roads illustrated in Figure 19 indicates the COL has a greater percentage of roads in poor condition than the statewide average. The year-to-year variation in the paved city minor road network is likely due to the fact that only a portion of the network is collected each year, both locally and statewide. This variation is likely a result of reporting bias since a representative sample of roads is not collected each year statewide.

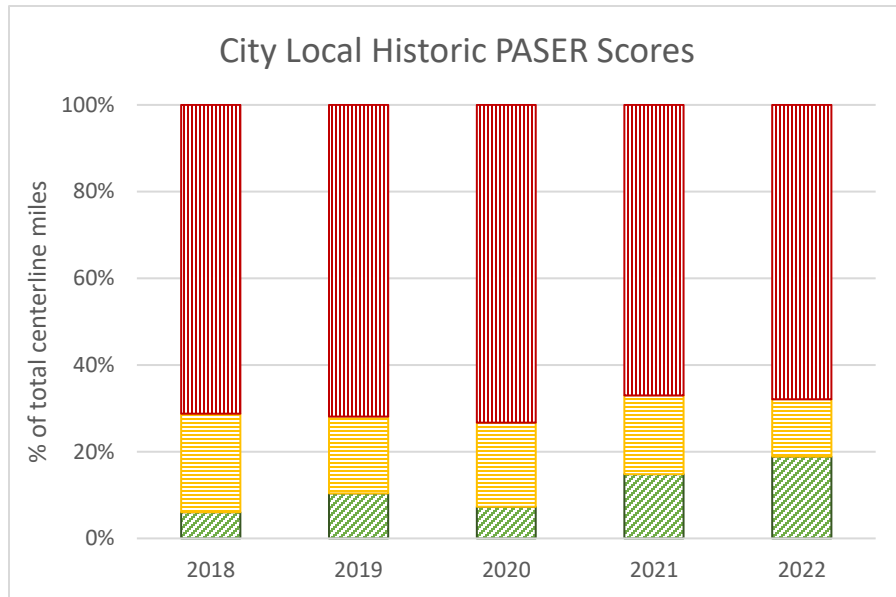


Figure 18: Historical COL paved city minor road network condition trend.

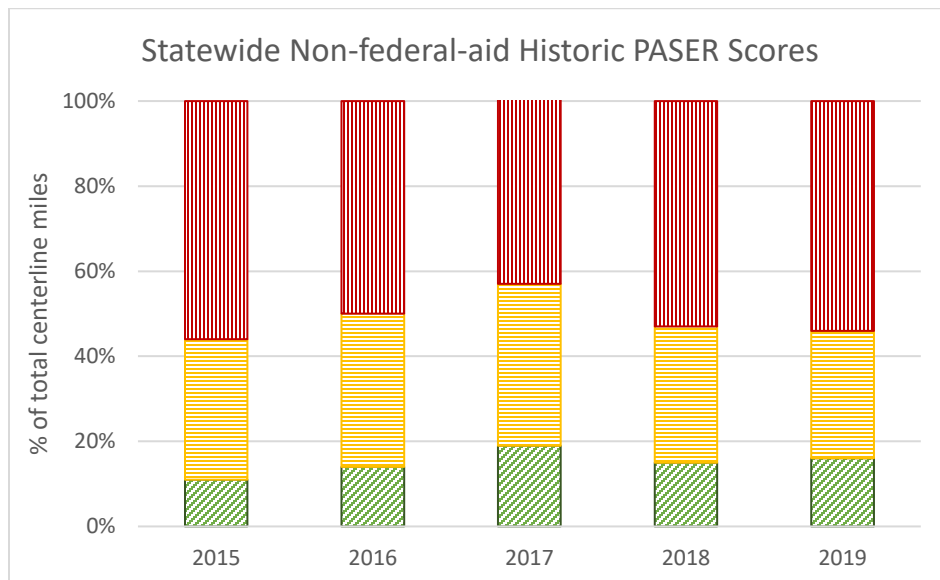


Figure 19: Historical statewide paved city minor road network condition trend

Unpaved Roads

The condition of unpaved roads can be rapidly changing, which makes it difficult to obtain a consistent surface condition rating over the course of weeks or even days. The TAMC adopted the Inventory Based Rating (IBR) System™ for rating unpaved roads, which the COL uses. More information regarding the IBR System™ can be found in *Introduction's Pavement Primer*.

The COL's nearly six miles of unpaved streets are all city minor streets. They consist of short segments of streets, roughly a block or two long, located throughout the City. Historically, the City has assessed property owners for street improvements, like storm sewer and curb and gutter. Much of the City was built by those who developed the area and then turned it over to the City at the time of completion. At one time, the City had a goal and program to pave all of the gravel streets. The funding was from the City's general fund, which has not been set aside since approximately 2007. An economic recession and opposition from residents to assess paving streets contributed to the loss of funding set aside to pave gravel streets. Since then, the City has only paved gravel streets with a valid petition from the affected property owners.

Many gravel street segments are difficult for our city crews to adequately maintain. The Engineering Department works with City Operations and Maintenance (O&M) to create solutions for problem areas. A few areas have had some spot drainage improvements to help with maintaining the street. There have also been some unpaved streets that have been converted to seal coat roads.

Figure 20 shows the percentage of unpaved roads in each IBR number ranges of 10, 9, and 8; 7, 6, and 5; and 4, 3, 2, and 1, for all roads.

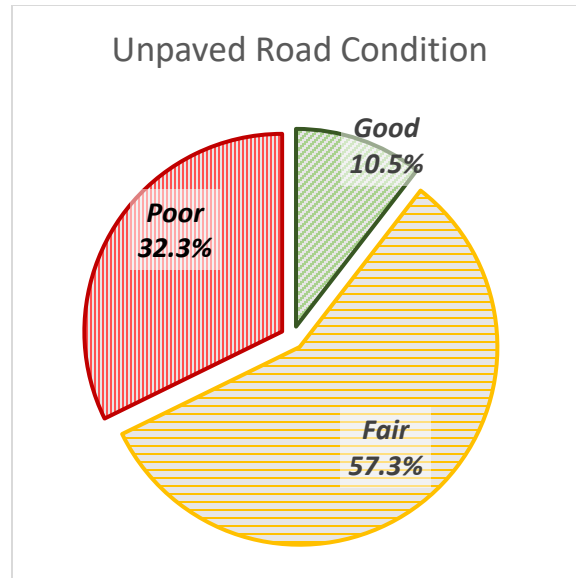


Figure 20: COL's unpaved road network condition by percentage of roads with IBR numbers of 10, 9, and 8; roads with IBR numbers of 7, 6, and 5; and IBR numbers of 4, 3, 2, and 1.

Goals

Goals help set expectations for how pavement conditions will change in the future. Pavement condition changes are influenced by water infiltration, soil conditions, sunlight exposure, traffic loading and repair work performed. The COL is not able to control any of these factors fully due to seasonal weather changes, traffic pattern changes and its limited budget. In spite of the uncontrollable variables, it is still important to set realistic network condition goals that efficiently use budget resources to build and maintain roads meeting taxpayer expectations. An assessment of the progress toward these goals is provided in the *1. Pavement Assets: Gap Analysis* section of this plan.

Goals for Paved City Major Roads

The overall goal for the COL's paved city major road network is to maintain or improve road conditions network-wide at 2022 levels. The baseline condition for this goal is illustrated in Figure 21. The ultimate goal for the system, with adequate resources, is shown below.

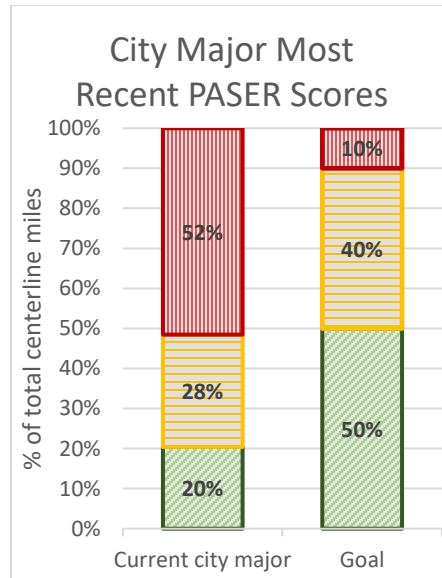


Figure 21: COL's 2022 city major road network condition by percentage of good/fair/poor

The COL's network-level pavement condition strategy for paved city major roads is:

1. Prevent its good and fair (PASER 10 - 5) paved city major from becoming poor (PASER 4 - 1).
2. Keep the percentage of paved city major roads in the poor category from growing.

Goals for Paved City Minor Roads

The overall goal for the COL's paved city minor road network is to maintain or improve road conditions network-wide at 2019 levels. The baseline condition for this goal is illustrated in Figure 22. The ultimate goal for the system, with adequate resources, is shown below.

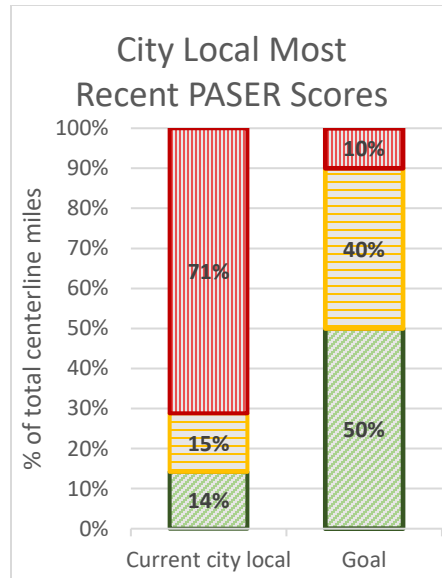


Figure 22: COL 2021 paved city minor road network condition by percentage of good/fair/poor

The COL's network-level pavement condition strategy for paved city minor roads is:

1. Prevent its good and fair (PASER 10 - 5) paved city minor roads from becoming poor (PASER 4 - 1).
2. Keep the percentage of paved city minor roads in the poor category from growing.

Modelled Trends

Roads age and deteriorate just like any other asset. All pavements are damaged by water, traffic weight, freeze/thaw cycles, sunlight and traffic weight. To offset natural deterioration and normal wear-and-tear on the road, the COL must complete treatment projects that either protect and/or add life to its pavements. The year-end condition of the whole network depends upon changes or preservation of individual road section condition that preservation treatments have affected.

The COL uses many types of repair treatments for its roads, each selected to balance costs, benefits and road life expectancy. When agency trends are modeled, any gap between goals and accomplishable work becomes evident. Financial resources influence how much work can be accomplished across the network within agency budget and what treatments and strategies can be afforded. A full discussion of the COL's financial resources can be found in the 5. *Financial Resources* section.

Treatments and strategies that counter pavement-damaging forces include reconstruction, structural improvement, capital preventive maintenance, innovative treatments and maintenance. For a complete discussion on the pavement treatment tools, refer to the 1. *Introduction's Pavement Primer*.

Correlating with each PASER score are specific types of treatments best performed either to protect the pavement (CPM) or to add strength back into the pavement (structural improvement) (Table 1). MDOT provides guidance regarding when a specific pavement may be a candidate for a particular treatment. These identified PASER scores “trigger” the timing of projects appropriately to direct the right pavement fix at the right time, thereby, providing the best chance for a successful project. The information provided in Table 1 is a guide for identifying potential projects; however, this table should not be the sole criteria for pavement treatment selection. Other information such as future development, traffic volume, utility projects and budget play a role in project selection. This table should not be a substitute for engineering judgement.

Another factor for roads in the COL is the Combined Sewer Overflow (CSO) separation program. Streets are generally reconstructed when the combined sewers are separated in the area. Sometimes, streets are in very poor condition and cannot wait until CSO construction before receiving some kind of maintenance. Such streets are evaluated based on when the CSO construction is expected and are treated based upon the years of road life needed until reconstruction.

When choosing candidates for street projects, the City also tries to balance the funding between the four City Counsel Wards within the City.

Table 1: Service Life Extension (in Years) for Pavement Types Gained by Fix Type¹

Fix Type	Life Extension (in years)*			
	Flexible	Composite	Rigid	PASER
HMA crack treatment	1-3	1-3	N/A	6-7
Overband crack filling	1-2	1-2	N/A	6-7
One course non-structural HMA overlay	5-7	4-7	N/A	4-5****
Mill and one course non-structural HMA overlay	5-7	4-7	N/A	3-5
Single course chip seal	3-6	N/A	N/A	5-7 [†]
Double chip seal	4-7	3-6	N/A	5-7 [†]
Single course microsurface	3-5	**	N/A	5-6
Multiple course microsurface	4-6	**	N/A	4-6****
Ultra-thin HMA overlay	3-6	3-6	N/A	4-6****
Paver placed surface seal	4-6	**	N/A	5-7
Full-depth concrete repair	N/A	N/A	3-10	4-5***
Concrete joint resealing	N/A	N/A	1-3	5-8
Concrete spall repair	N/A	N/A	1-3	5-7
Concrete crack sealing	N/A	N/A	1-3	4-7
Diamond grinding	N/A	N/A	3-5	4-6
Dowel bar retrofit	N/A	N/A	2-3	3-5***
Longitudinal HMA wedge/scratch coat with surface treatment	3-7	N/A	N/A	3-5****
Flexible patching	**	**	N/A	N/A
Mastic joint repair	1-3	1-3	N/A	4-7
Cape seal	4-7	4-7	N/A	4-7
Flexible interlayer "A"	4-7	4-7	N/A	4-7
Flexible interlayer "B" (SAMI)	4-7	4-7	N/A	3-7
Flexible interlayer "C"	4-7	4-7	N/A	3-7
Fiber reinforced flexible membrane	4-7	4-7	N/A	3-7
Fog seal	**	**	N/A	7-10
GSB 88	**	**	N/A	7-10
Mastic surface treatment	**	**	N/A	7-10
Scrub seal	**	**	N/A	4-8

* The time range is the expected life extending benefit given to the pavement, not the anticipated longevity of the treatment.

** Data is not available to quantify the life extension.

*** The concrete slabs must be in fair to good condition.

**** Can be used on a pavement with a PASER equal to 3 when the sole reason for rating is rutting or severe raveling of the surface asphalt layer.

[†] For PASER 4 or less providing structural soundness exists and that additional pre-treatment will be required for example, wedging, bar seals, spot double chip seals, injection spray patching or other pre-treatments.

¹ Part of Appendix D-1 from *MDOT Local Agency Programs Guidelines for Geometrics on Local Agency Projects* 2017 Edition Approved Preventive Maintenance Treatments

NCPP Network Quick Check to Forecast Future Trends

The National Center for Pavement Preservation (NCPP) has developed an analysis method that gives an overall indicator of likely future road network condition trends. An example of this method along with a description is included as *Appendix D*.

The NCPP Quick Check works under the premise that a one-mile road segment loses one year of life each year that it is not treated with a maintenance, rehabilitation, or reconstruction project. For example, a 100-mile network loses 100 mile-years worth of life each year that it is not treated. Construction and maintenance projects add life to a road network, offsetting the steady yearly loss. For example, an overlay project that is expected to last 10 years and constructed on 5 miles of pavement will add 10-years x 5 miles = 50 mile-years of improvement, which is about half the value lost in one year on the example 100-mile network. In order for the network to remain stable, an agency would need to complete projects every year that offset all of the mile-years of loss. For this example, that would be 100 mile-years.

All Paved City Roads

Table 2 illustrates the calculations for the NCPP Quick Check method of the COL's paved city major road network for FY 2023. Results from the NCPP Quick Check for the paved city street network indicate that the volume of work that the COL has been able to afford falls far short and is not keeping up with the natural deterioration of the road network due to age and use. This number is an average of 653.82 out of an average of 923 lane miles, or 70% deficiency. **In other words, the COL's annual input into road projects is only 30% of the lane miles needed to just keep the roads from further deterioration.** Continuing the current treatment volume on this network will result in an ongoing 70% deficit of mile-years of project benefit to stabilize this trend and maintain current conditions.

Table 2			Life Extension	Total
		Lane	Per Mile	Life Extension
Project/Treatment	Miles	Miles	(Years)	(lane-mile-years)
Major Streets				
Reconstruct	1.38	3.144	15	47.16
Crush and Shape	0.158	0.474	12	5.688
Mill and Fill, 3.5 inches	2.326	6.029	10	60.29
Mill and Fill, 2 inches	0	0	7	0
Mill and Fill, 1.5 inches	0	0	7	0
Chip and Fog Seal	1.242	2.483	3	7.449
Mastic Crack Seal	0	0	2	0
Crack Seal	0	0	2	0
Local (Minor) Streets				
Reconstruct	0.456	0.912	15	13.68
Crush and Shape	0.696	1.598	12	19.176
Mill and Fill, 3.5 inches	1.156	2.313	10	81.28
Mill and Fill, 2 inches	0.262	0.525	10	5.25
Overlay, 1.5 inches	1.787	3.574	7	25.02
Crush, Chip and Micro	0.322	0.644	7	4.508
Chip and Fog Seal	0	0	7	0
Crack Seal	0	0	2	0
			Total System Lane Miles	923.32
			Lane Mile Years Added	269.501
Lane Miles Treated			Yearly Loss Lane Miles	653.82

The NCPP analysis of the COL's planned projects from its currently-available budget does not allow the COL to reach its pavement condition goal given the projects planned for the next three years. The goal for the City street system is an Average PASER rating of 7. In order to achieve that goal within 10 years, the City estimates that the annual street system needs are more than **\$39.8 million**. Each year that this funding level is not achieved, the overall condition of the street system decreases.

Demonstration Areas

The City of Lansing, after many years of declining street conditions and inadequate funding available, decided to demonstrate what could happen when a street program has adequate funding.

Two areas of the City were chosen as demonstration project areas. The current street conditions within these areas are representative of typical residential areas in the City with corresponding local street conditions. A 10-year improvement program has been devised for these areas that is intended to raise the overall condition of the streets to acceptable levels. The City has committed to providing adequate funding for these two areas over ten years. The City is now in the fourth year of the pilot demonstration. More information on the Pilot Demonstration Areas is available in *Appendix E*.

Planned Projects

The COL tries to plan construction and maintenance projects a few years in advance. A multi-year planning threshold is required due to the time necessary to plan, design and finance construction and maintenance projects on the paved city major road network. This includes planning and programming requirements from state and federal agencies that must be met prior to starting a project and can include:

- Studies on environmental and archeological impacts
- Review of construction and design documents and plans
- Documentation of rights-of-way ownership
- Planning and permitting for stormwater discharges
- Other regulatory and administrative requirements

Per PA 499 of 2002 (later amended by PA 199 of 2007), road projects for the upcoming three years are required to be reported annually to the TAMC. Planned projects represent the best estimate of future activity; however, changes in design, funding and permitting may require the COL to alter initial plans.

The *1. Pavement Assets: Modelled Trends* section of this plan provides a detailed analysis of the impact of the proposed projects on their respective road networks.

For 2020-2022, the COL plans to do the following projects:

Paved City Major Projects

The COL is currently planning the construction and maintenance projects listed in *Appendix A* for the paved city major road network. The City spends approximately \$3,000,000 per year on construction and maintenance projects on the major streets network.

Paved City Minor Projects

The COL's list of possible construction and maintenance projects for the paved city minor road network can be found in *Appendix B*. The COL spend approx. \$3,000,000 on paving and maintenance projects each year.

Unpaved City Streets

A list of unpaved COL streets is in *Appendix C*. The City does not have a program for gravel streets. Paving of gravel streets is done on a case-by-case basis and is usually initiated by the residents of the street through a petition signed by more than 50 percent of the property owners. A portion of the costs are assessed to the affected property owners, which usually totals to about 30 % of the total construction cost. In writing, there are no planned projects on unpaved streets.

More detailed information on these projects can be found in *Appendix A-C*.

Gap Analysis

The current funding levels that the COL receives are not sufficient to meet the goals for the paved city major road network, the paved city minor road network and the unpaved road network. However, the COL believes that the overall condition of this network can be maintained or improved with additional funding for construction and maintenance. The City is dedicated to preventive maintenance projects on the good and fair streets to extend the life and deter deterioration. The remaining budget is spent on improving the streets and then maintaining them. The City has seen an increase in overall system condition in recent years, but it is very slight and not sustainable without additional funding. The network is currently deteriorating at a faster rate than the effort the City can afford to put into the network, as shown in Table 2 above.

2. FINANCIAL RESOURCES

Public entities must balance the quality and extent of services they can provide with the tax resources provided by citizens and businesses, all while maximizing how efficiently funds are used. The COL will overview its general expenditures and financial resources currently devoted to pavement maintenance and construction. This financial information is not intended to be a full financial disclosure or a formal report. Michigan agencies are required to submit an Act 51 Report to the Michigan Department of Transportation each year; this is a full financial report that outlines revenues and expenditures. This report can be obtained by request submitted to the City's agency contact (listed in this plan).

The COL had a total budget for pavement asset management of \$8,000,000 in 2022. While insufficient funding levels continue, the Asset Management Plan will help the City better understand and communicate the consequences of continued under-funding. Likewise, it will enable the City to apply the funds that are available in a manner that is most beneficial for the overall condition of the street system. The estimated annual street system needs are more than **\$39 million**. Each year that the funding level is not achieved, the overall condition of the street system decreases. The chart below indicates the recent funding history associated with the street program.

The City's CSO projects provide substantial funding for reconstruction of city streets within the project areas. The CSO program was suspended from 2011 to 2018. The lowest amount of road funding was in 2011, due to budget cuts during a recession and funding has remained lower than pre-2011 levels, which has contributed to the decline of City streets. A voted millage in recent years has added about \$2 million for use on residential streets.

City Street Network

The COL has historically spent \$1.5 to \$2.5 million annually on pavement-related major street projects. Over the next three years, the COL plans to spend approximately \$3,500,000 or more on city major-network projects consisting of, but not limited to, reconstruction, overlay, and preventive maintenance. Spending on projects depends on revenue from Michigan Transportation Fund (MTF), millage and federal/state programs.

City Minor Network

The COL has historically spent about \$1million of the annual streets budget on pavement-related projects. Over the next three years, the COL plans to spend \$4,500,000 or more on city minor-network projects consisting of, but not limited to reconstruction, overlay, and preventive maintenance. Spending on projects depends on revenue from Michigan Transportation Fund (MTF), millage, and federal/state programs.

3. RISK OF FAILURE ANALYSIS

Transportation infrastructure is designed to be resilient. The system of interconnecting roads and bridges maintained by the COL provides road users with multiple alternate options in the event of an unplanned disruption of one part of the system. There may be, however, key links in a transportation system that may cause significant inconvenience to users if unexpectedly closed to traffic. The following types of situations may be considered critical points of a system:

- **Geographic Divides:** Geographic divides are areas where a geographic feature (river, lake, mountain or limited access road) limits crossing points of the feature.
- **Emergency Alternate Routes for High-Volume Roads:** These are roads that are routinely used as alternate routes for high volume roads or roads that are included in an emergency response plan.
- **Limited Access Areas:** Limited access areas are roads that serve remote or limited access areas that result in long detours if closed.
- **Main Access to Key Commercial Districts:** These are areas where large number or large size business will be significantly impacted if a road is unavailable.

The City of Lansing has no critical assets considered key links based on the above criteria. There are multiple alternate options to navigate the City in the event a road is closed.

4. COORDINATION WITH OTHER ENTITIES

An asset management plan provides a significant value for infrastructure owners because it serves as a platform to engage other infrastructure owners using the same shared right of way space. The COL communicates with both public and private infrastructure owners to coordinate work in the following ways:

- The City of Lansing holds quarterly meetings with the major utilities to discuss and coordinate projects. This includes Consumers Energy, who supplies the gas for the City. Consumers has ongoing infrastructure upgrade projects through the City, as well as any upgrading needed ahead of planned city projects. With the quarterly meetings and close communication, the City is able to coordinate projects.
- The City also holds quarterly utility meetings with the Lansing Board of Water and Light (BWL), who maintains the drinking water, electricity and steam lines in the City. The BWL often partners with the City on projects to perform any necessary upgrades to their systems in conjunction with city projects. The BWL performs system upgrade projects independently as well, with efforts coordinated with the City to ensure traffic detours do not excessively impede traffic flow.
- The biggest coordination efforts between the utilities and the City is the City's Combined Sewer Overflow (CSO) separation program. Projects are planned years in advance and all infrastructure is updated at once. The streets within the project areas are generally reconstructed when the sewers are replaced. By upgrading the infrastructure all at once, the City does not anticipate major construction needs in an area again for at least 20 years.
- The City also has good working relationships with surrounding community and county agencies. If a project impacts a nearby agency, the City tries to alert them so that any necessary coordination can take place. The City maintains a map of all planned projects on their website, which includes any utility or MDOT projects within the area as well.

APPENDIX A: PAVED CITY MAJOR STREET PLANNED PROJECTS

ID	PRNo	RoadName	Length	FromDesc	ToDesc	SurfaceType	SurfaceSubType	LastPASERRating	LastPASERRatingDate	Lanes	NFC
2023 Major Chipseal	345706	Executive Dr	0.127	Miller	Andrew Jackson Dr	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
2023 Major Chipseal	345706	Executive Dr	0.267	Andrew Jackson Dr	Keystone	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
2023 Major Chipseal	336107	Keystone Ave	0.16	Pennsylvania	Lamone	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
2023 Major Chipseal	336107	Keystone Ave	0.038	Lamone	Executive	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
2023 Major Chipseal	336107	Keystone Ave	0.089	Executive	Commerce	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
2023 Major Chipseal	336107	Keystone Ave	0.182	Commerce	Enterprise	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
34E	342405	W Greenlawn Ave	0.1	Washington	Wakefield Ave	Asphalt	Asphalt-Standard	5: Fair	8/18/2022	2	MajColl
34E	342405	W Greenlawn Ave	0.078	Wakefield Ave	Wayburn	Asphalt	Asphalt-Standard	5: Fair	8/18/2022	4	MajColl
34E	342405	W Greenlawn Ave	0.07	Wayburn	Eaton	Asphalt	Asphalt-Standard	5: Fair	8/18/2022	2	MajColl
2023 Major Chipseal	342302	W Holmes Rd	0.184	Waverly	Bridge 3931	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.038	Bridge 3931	Berwick Dr	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.175	Berwick Dr	Lawdor Rd	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.066	Lawdor Rd	Churchill Ave	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.106	Churchill Ave	S Deerfield Ave	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.075	S Deerfield Ave	S Catherine St	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.085	S Catherine St	Ingham St	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.081	Ingham St	Viking St	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.078	Viking St	Avalon St	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.099	Avalon St	Maloney St	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.076	Maloney St	Pleasant Grove	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt

ID	PRNo	RoadName	Length	FromDesc	ToDesc	SurfaceType	SurfaceSubType	LastPASERRating	LastPASERRate	Lanes	NFC
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.039	Mount Hope	Pershing Dr	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.054	S Pennsylvania Ave	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.026	Mount Hope	Pershing Dr	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.097	Pershing Dr	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.014	Parkdale St	Motor Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.015	Motor Ave	Baker	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.031	S Pennsylvania Ave	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.041	Motor Ave	Baker	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.061	Baker St	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.024	Baker	Lindbergh	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.014	Lindbergh	Fayette St	Concrete	Concrete-Standard	2: Poor	8/18/2022	5	MinArt
Pennsylvania Ave 2025	6701433	S Pennsylvania Ave	0.055	S Pennsylvania Ave	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	6701434	S Pennsylvania Ave	0.098	Pershing Dr	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	6701435	S Pennsylvania Ave	0.032	S Pennsylvania Ave	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	6701436	S Pennsylvania Ave	0.063	Baker St	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Michigan Avenue	335507	E Michigan Ave	0.082	S Pennsylvania Ave	Bingham	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt

ID	PRNo	RoadName	Length	FromDesc	ToDesc	SurfaceType	SurfaceSubType	LastPASERRating	LastPASERRatingDate	Lanes	NFC
Michigan Avenue	335507	E Michigan Ave	0.183	Bingham	N Holmes and S Holmes	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.074	N Holmes St & S Holmes St	Ferguson St	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.084	Ferguson St	Clifford St	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.026	Clifford St	Custer Ave	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.03	Custer Ave	Lathrop St	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.062	Lathrop St	Allen St	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.064	Allen St	Marshall	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.059	Marshall	Leslie St	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.05	Leslie St	Horton	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.01	Horton	Regent	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.063	Regent	Clemens	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.064	Clemens	Fairview	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.062	Fairview	Magnolia	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.06	Magnolia	S Hayford Ave	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.064	S Hayford Ave	S Foster Ave & N Foster Ave	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.061	S Foster Ave & N Foster Ave	N Francis Ave & S Francis Ave	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.064	N Francis Ave & S Francis Ave	Kipling Blvd & Mifflin Ave	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt

ID	PRNo	RoadName	Length	FromDesc	ToDesc	SurfaceType	SurfaceSubType	LastPASERRating	LastPASERRatingDate	Lanes	NFC
Michigan Avenue	335507	E Michigan Ave	0.026	Kipling Blvd & Mifflin Ave	Michigan	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.04	division	Charles	Asphalt	Asphalt-Standard	4: Poor	9/16/2021	3	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.07	Charles	Detroit	Asphalt	Asphalt-Standard	4: Poor	9/16/2021	3	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.07	Detroit St	Howard St	Asphalt	Asphalt-Standard	4: Poor	9/16/2021	3	PrincArt
Michigan Avenue	3330500	E Michigan Ave	0.039	Michigan	Charles St	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	PrincArt
Michigan Avenue	3330500	E Michigan Ave	0.07	Charles St	Detroit St	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	PrincArt
Michigan Avenue	3330500	E Michigan Ave	0.069	Detroit	N Howard St	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	3	PrincArt

APPENDIX B: PAVED CITY MINOR STREET PLANNED PROJECTS

ID	PRNo	RoadName	Length	FromDesc	ToDesc	SurfaceType	SurfaceSubType	LastPASERRating	LastPASERRatingDate	Lanes	NFC
2023 BWL	345508	Glendale Ave	0.134	Cedar	Wildwood Ave	Asphalt	Asphalt-Standard	2: Poor	9/6/2023	2	Local
2023 BWL	345508	Glendale Ave	0.125	Wildwood Ave	Southgate	Asphalt	Asphalt-Standard	2: Poor	9/18/2023	2	Local
2023 BWL	345508	Glendale Ave	0.092	Southgate	Parkway	Asphalt	Asphalt-Standard	5: Fair	9/18/2023	2	Local
2023 BWL	345404	Parkway Dr	0.108	Hunter	Ridgewood	Asphalt	Asphalt-Standard	1: Poor	9/13/2023	2	Local
2023 BWL	345404	Parkway Dr	0.055	Ridgewood	Irvington	Asphalt	Asphalt-Standard	1: Poor	9/13/2023	2	Local
2023 BWL	345404	Parkway Dr	0.048	Irvington	Glendale	Asphalt	Asphalt-Standard	1: Poor	9/6/2023	2	Local
2023 BWL	345404	Parkway Dr	0.047	Glendale	Vernon	Asphalt	Asphalt-Standard	1: Poor	9/6/2023	2	Local
2023 BWL	336302	Vernon Ave	0.134	Cedar	Wildwood	Asphalt	Asphalt-Standard	1: Poor	9/6/2023	2	Local
2023 BWL	336302	Vernon Ave	0.127	Wildwood	Southgate	Asphalt	Asphalt-Standard	5: Fair	9/6/2023	2	Local
2023 BWL	336302	Vernon Ave	0.093	Southgate	Parkway	Asphalt	Asphalt-Standard	1: Poor	9/6/2023	2	Local
2023 BWL	336302	Vernon Ave	0.063	Parkway	Homewood Ave	Asphalt	Asphalt-Standard	1: Poor	9/6/2023	2	Local
2023 BWL	336302	Vernon Ave	0.052	Homewood Ave	Glenwood Ave	Asphalt	Asphalt-Standard	1: Poor	9/6/2023	2	Local
2023 BWL	336302	Vernon Ave	0.053	Glenwood Ave	Pennsylvania	Asphalt	Asphalt-Standard	1: Poor	9/6/2023	2	Local
34E	342407	E Rockford Rd	0.047	Washington	Markley Pl	Asphalt	Asphalt-Standard	10: Good	9/18/2023	2	Local
34E	342407	E Rockford Rd	0.042	Markley Pl	Kensington Rd	Asphalt	Asphalt-Standard	10: Good	9/18/2023	2	Local
34E	342407	E Rockford Rd	0.049	Kensington Rd	Strathmore Rd	Asphalt	Asphalt-Standard	3: Poor	9/18/2023	2	Local
34E	342407	E Rockford Rd	0.061	Strathmore Rd	E Rockford Rd	Asphalt	Asphalt-Standard	3: Poor	9/18/2023	2	Local
34E	343018	Eaton Rd	0.102	Strathmore	Greenlawn	Asphalt	Asphalt-Standard	3: Poor	9/18/2023	2	Local
34E	343018	Eaton Rd	0.029	Greenlawn	Dead End or Start	Asphalt	Asphalt-Standard	1: Poor	9/18/2023	2	Local
34E	343406	Greencroft Rd	0.158	Washington	Strathmore	Asphalt	Asphalt-Standard	3: Poor	9/18/2023	2	Local

ID	PRNo	RoadName	Length	FromDesc	ToDesc	SurfaceType	SurfaceSubType	LastPASERRating	LastPASERRatingDate	Lanes	NFC
34E	343408	Kensington Rd	0.057	Washington	Wakefield Ave	Asphalt	Asphalt-Standard	4: Poor	9/18/2023	2	Local
34E	343408	Kensington Rd	0.055	Wakefield Ave	Wayburn Rd	Asphalt	Asphalt-Standard	4: Poor	9/18/2023	2	Local
34E	343408	Kensington Rd	0.084	Wayburn Rd	Rockford	Asphalt	Asphalt-Standard	3: Poor	9/18/2023	2	Local
34E	343408	Kensington Rd	0.104	Rockford	Washington	Asphalt	Asphalt-Standard	4: Poor	9/18/2023	2	Local
34E	343403	Markley Pl	0.067	Wayburn	Rockford	Asphalt	Asphalt-Standard	10: Good	9/18/2023	2	Local
34E	343407	Strathmore Rd	0.079	Washington	Wakefield	Asphalt	Asphalt-Standard	7: Fair	9/18/2023	2	Local
34E	343407	Strathmore Rd	0.076	Wakefield	Wayburn	Asphalt	Asphalt-Standard	10: Good	9/18/2023	2	Local
34E	343407	Strathmore Rd	0.096	Wayburn	Eaton Rd	Asphalt	Asphalt-Standard	7: Fair	9/18/2023	2	Local
34E	343407	Strathmore Rd	0.043	Eaton Rd	W Rockford Rd	Asphalt	Asphalt-Standard	6: Fair	9/18/2023	2	Local
34E	343407	Strathmore Rd	0.079	W Rockford Rd	Greencroft	Asphalt	Asphalt-Standard	6: Fair	9/18/2023	2	Local
34E	343407	Strathmore Rd	0.084	Greencroft	Washington	Asphalt	Asphalt-Standard	4: Poor	9/18/2023	2	Local
34E	343006	Wakefield Ave	0.048	Greenlawn	Strathmore	Asphalt	Asphalt-Standard	1: Poor	9/18/2023	2	Local
34E	343006	Wakefield Ave	0.047	Strathmore	Kensington	Asphalt	Asphalt-Standard	1: Poor	9/18/2023	2	Local
34E	343007	Wayburn Rd	0.05	Greenlawn	Strathmore Rd	Asphalt	Asphalt-Standard	1: Poor	9/18/2023	2	Local
34E	343007	Wayburn Rd	0.047	Strathmore Rd	Kensington	Asphalt	Asphalt-Standard	1: Poor	9/18/2023	2	Local
34E	343007	Wayburn Rd	0.044	Kensington	Markley	Asphalt	Asphalt-Standard	10: Good	9/18/2023	2	Local
34E	343007	Wayburn Rd	0.052	Markley	Washington	Asphalt	Asphalt-Standard	10: Good	9/18/2023	2	Local
CSO 34D (2023)	342004	Kelsey Ave	0.108	Marion	Martin Luther King Jr	Asphalt	Asphalt-Standard	1: Poor	9/10/2020	2	Local
CSO 34D (2023)	342003	Loraine Ave	0.122	Pattengill	Marion	Asphalt	Asphalt-Standard	5: Fair	9/10/2020	2	Local
CSO 34D (2023)	342003	Loraine Ave	0.11	Marion	Martin Luther King Jr	Asphalt	Asphalt-Standard	3: Poor	9/10/2020	2	Local

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CSO 34D (2023)	342602	Marion Ave	0.054	Victor	Rundle	Asphalt	Asphalt-Standard	4: Poor	9/10/2020	2	Local
CSO 34D (2023)	342602	Marion Ave	0.051	Rundle	Loraine	Asphalt	Asphalt-Standard	4: Poor	9/10/2020	2	Local
CSO 34D (2023)	342602	Marion Ave	0.051	Loraine	Kelsey Ave	Asphalt	Asphalt-Standard	4: Poor	9/10/2020	2	Local
CSO 34D (2023)	342002	S Rundle Ave	0.122	Pattengill Ave	Marion Ave	Asphalt	Asphalt-Standard	1: Poor	9/10/2020	2	Local
CSO 34D (2023)	342002	S Rundle Ave	0.112	Marion Ave	S Martin Luther King Jr Blvd	Asphalt	Asphalt-Standard	1: Poor	9/10/2020	2	Local
CSO 34D (2023)	3330548	Victor Ave	0.119	Pattengill	Marion	Asphalt	Asphalt-Standard	2: Poor	9/10/2020	2	Local
CSO 34D (2023)	3330548	Victor Ave	0.048	Marion	Kellybrook Ln	Asphalt	Asphalt-Standard	2: Poor	9/10/2020	2	Local
CSO 34D (2023)	3330548	Victor Ave	0.078	Kellybrook Ln	Martin Luther King Jr	Asphalt	Asphalt-Standard	2: Poor	9/10/2020	2	Local
Eastside Locals 2023	340701	Allen St	0.077	Michigan	Jerome	Asphalt	Asphalt-Standard	9: Good	9/19/2023	2	Local
Eastside Locals 2023	341005	Bensch St	0.104	Perkins St	Walsh	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	341005	Bensch St	0.103	Walsh	Gray	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	340609	Clifford St	0.088	Eureka	Michigan	Asphalt	Asphalt-Standard	9: Good	9/19/2023	2	Local
Eastside Locals 2023	340507	Custer Ave	0.078	Michigan	Jerome	Asphalt	Asphalt-Standard	9: Good	9/19/2023	2	Local
Eastside Locals 2023	340904	Lathrop St	0.103	Perkins	Walsh	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	340904	Lathrop St	0.094	Walsh	Gray	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	341001	Leslie St	0.103	Perkins St	Walsh	Asphalt	Asphalt-Standard	2: Poor	8/23/2023	2	Local
Eastside Locals 2023	341001	Leslie St	0.13	Walsh	Main	Asphalt	Asphalt-Standard	2: Poor	8/23/2023	2	Local
Eastside Locals 2023	340704	N Foster Ave	0.178	Prospect	Michigan	Asphalt	Asphalt-Standard	9: Good	9/19/2023	2	Local
Eastside Locals 2023	338510	N High St	0.121	Porter		Asphalt	Asphalt-Standard	1: Poor	8/5/2022	2	Local
Eastside Locals 2023	3331762	Perkins St	0.059	Shepard St	Leslie St	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local

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Eastside Locals 2023	3331762	Perkins St	0.06	Leslie St	Regent	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	335506	Prospect St	0.061	Foster	Francis	Asphalt	Asphalt-Standard	9: Good	9/19/2023	2	Local
Eastside Locals 2023	335506	Prospect St	0.065	Francis	Mifflin	Asphalt	Asphalt-Standard	9: Good	9/19/2023	2	Local
Eastside Locals 2023	3330724	Regent St	0.04	Main	Main	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	3330724	Regent St	0.089	Main	Walsh	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	3330724	Regent St	0.104	Walsh	Perkins	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	338806	Sheldon St	0.101	Otto	Maryland	Asphalt	Asphalt-Standard	1: Poor	8/5/2022	2	Local
Eastside Locals 2023	338806	Sheldon St	0.056	Maryland	Dead End or Start	Asphalt	Asphalt-Standard	1: Poor	8/5/2022	2	Local
Eastside Locals 2023	1821703	Trappers Cove Trl	0.161	Beau Jardin	Pavement change	Asphalt	Asphalt-Standard	1: Poor	8/30/2023	2	Local
Eastside Locals 2023	1821703	Trappers Cove Trl	0.09			Asphalt	Asphalt-Standard	1: Poor	8/30/2023	2	Local
Eastside Locals 2023	1821703	Trappers Cove Trl	0.101			Asphalt	Asphalt-Standard	1: Poor	8/30/2023	2	Local
Eastside Locals 2023	1821703	Trappers Cove Trl	0.224		Dunckel	Asphalt	Asphalt-Standard	1: Poor	8/30/2023	2	Local
Eastside Locals 2023	3331788	Walsh St	0.057	Holmes	Bensch	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	3331788	Walsh St	0.058	Bensch	Dakin	Asphalt	Asphalt-Standard	2: Poor	8/23/2023	2	Local
Eastside Locals 2023	3331788	Walsh St	0.056	Dakin	Mccullough	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	3331788	Walsh St	0.057	Mccullough	Lathrop	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	3331788	Walsh St	0.06	Shepard	Leslie	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	3331788	Walsh St	0.057	Leslie	Regent	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	3331788	Walsh St	0.059	Regent	Clemens	Asphalt	Asphalt-Standard	1: Poor	8/23/2023	2	Local
Eastside Locals 2023	337209	Belle Chase Blvd	0.107	Jolly	Beau Jardin	Asphalt	Asphalt-Standard	1: Poor	8/30/2023	2	Local

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Frاندورا Hills	339214	Fairway Ct	0.052	Fairway Ln	Fairway Ct	Asphalt	Asphalt-Standard	1: Poor	6/4/2021	1	Local
Frاندورا Hills	6800220	Fairway Ct	0.052	Fairway Ln	Fairway Ct	Asphalt	Asphalt-Standard	3: Poor	6/4/2021	1	Local
Frاندورا Hills	339107	Fairway Ln	0.059	Dead End or Start	Melody	Asphalt	Asphalt-Standard	2: Poor	6/4/2021	2	Local
Frاندورا Hills	339107	Fairway Ln	0.061	Melody	Fairway Ln	Asphalt	Asphalt-Standard	2: Poor	6/4/2021	2	Local
Frاندورا Hills	339107	Fairway Ln	0.073	Fairway Ln	Clippert	Asphalt	Asphalt-Standard	2: Poor	6/4/2021	2	Local
Frاندورا Hills	339107	Fairway Ln	0.033	Clippert	Fairway	Asphalt	Asphalt-Standard	1: Poor	6/4/2021	2	Local
Frاندورا Hills	339107	Fairway Ln	0.013	Clippert	Fairway	Asphalt	Asphalt-Standard	1: Poor	6/4/2021	2	Local
Frاندورا Hills	339107	Fairway Ln	0.128	Fairway	Fairway Ct	Asphalt	Asphalt-Standard	1: Poor	6/4/2021	2	Local
Frاندورا Hills	339107	Fairway Ln	0.08	Fairway Ct	Hillgate	Asphalt	Asphalt-Standard	1: Poor	6/4/2021	2	Local
Frاندورا Hills	339107	Fairway Ln	0.131	Hillgate	Shelter Ln	Asphalt	Asphalt-Standard	1: Poor	6/4/2021	2	Local
Frاندورا Hills	339107	Fairway Ln	0.058	Shelter Ln	Coolidge	Asphalt	Asphalt-Standard	2: Poor	6/4/2021	2	Local
Frاندورا Hills	339206	Hillgate Cir	0.025	Hillgate	Dead End or Start	Asphalt	Asphalt-Standard	4: Poor	6/4/2021	2	Local
Frاندورا Hills	339109	Hillgate Way	0.115	Shelter	Hillgate Cir	Asphalt	Asphalt-Standard	2: Poor	6/4/2021	2	Local
Frاندورا Hills	339109	Hillgate Way	0.062	Hillgate Cir	Stonewood	Asphalt	Asphalt-Standard	1: Poor	6/4/2021	2	Local
Frاندورا Hills	339201	Melody Ln	0.151	Holiday	Coolidge	Asphalt	Asphalt-Standard	1: Poor	6/4/2021	2	Local
Frاندورا Hills	340803	N Clippert St	0.037	Grand River	Fairway	Asphalt	Asphalt-Standard	4: Poor	6/4/2021	2	Local
Frاندورا Hills	339106	Shelter Ln	0.165	Fairway	Shelter	Asphalt	Asphalt-Standard	1: Poor	6/4/2021	2	Local
Frاندورا Hills	339108	Shelter Ln	0.052	Shelter	Hillgate	Asphalt	Asphalt-Standard	2: Poor	6/4/2021	2	Local
Frاندورا Hills	339108	Shelter Ln	0.149	Hillgate	Stonewood	Asphalt	Asphalt-Standard	1: Poor	6/4/2021	2	Local
Westside Locals 2023	343803	Belaire Dr	0.132	Edwin	Wellesly Dr	Asphalt	Asphalt-Standard	1: Poor	7/22/2022	2	Local

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Westside Locals 2023	343803	Belaire Dr	0.074	Wellesly Dr	Hampden	Asphalt	Asphalt-Standard	1: Poor	7/22/2022	2	Local
Westside Locals 2023	344812	Bernard St	0.054	Richmond		Asphalt	Asphalt-Standard	1: Poor	7/1/2022	2	Local
Westside Locals 2023	344812	Bernard St	0.037		Wadsworth	Asphalt	Asphalt-Standard	1: Poor	7/1/2022	2	Local
Westside Locals 2023	344001	Cooley Dr	0.058	Rossiter	Hanover	Asphalt	Asphalt-Standard	1: Poor	7/22/2022	2	Local
Westside Locals 2023	344109	Gingersnap Ln	0.034	pavement change	Rice	Asphalt	Asphalt-Standard	1: Poor	7/29/2022	2	Local
Westside Locals 2023	344109	Gingersnap Ln	0.099	Rice	Norwich	Asphalt	Asphalt-Standard	1: Poor	7/29/2022	2	Local
Westside Locals 2023	344009	Glasgow Dr	0.108	Oban	Deerfield	Asphalt	Asphalt-Standard	1: Poor	7/8/2022	2	Local
Westside Locals 2023	343806	Hanover Dr	0.058	Edwin	Wellesly	Asphalt	Asphalt-Standard	1: Poor	7/22/2022	2	Local
Westside Locals 2023	343907	Norwich Rd	0.145	Kilberry	Argyll Dr	Asphalt	Asphalt-Standard	1: Poor	7/29/2022	2	Local
Westside Locals 2023	343907	Norwich Rd	0.072	Argyll Dr	Dunlap St	Asphalt	Asphalt-Standard	1: Poor	7/29/2022	2	Local
Westside Locals 2023	343907	Norwich Rd	0.039	Dunlap St	Rice Ct	Asphalt	Asphalt-Standard	1: Poor	7/29/2022	2	Local
Westside Locals 2023	343907	Norwich Rd	0.054	Rice Ct	Gingersnap Ln	Asphalt	Asphalt-Standard	1: Poor	7/29/2022	2	Local
Westside Locals 2023	343907	Norwich Rd	0.058	Gingersnap Ln	Brisbane Dr	Asphalt	Asphalt-Standard	1: Poor	7/29/2022	2	Local
Westside Locals 2023	344709	Richmond St	0.093	Bernard	Ferrol	Asphalt	Asphalt-Standard	1: Poor	7/1/2022	2	Local
Westside Locals 2023	344708	S Wadsworth Dr	0.095	Calvin	Hillcrest	Asphalt	Asphalt-Standard	1: Poor	7/1/2022	2	Local
Westside Locals 2023	344708	S Wadsworth Dr	0.161	Hillcrest	Richmond	Asphalt	Asphalt-Standard	1: Poor	7/1/2022	2	Local
Westside Locals 2023	341601	Everett Dr	0.077	Olds	William	Asphalt	Asphalt-Standard	1: Poor	7/31/2023	3	Local
Westside Locals 2023	341601	Everett Dr	0.079	William	Main	Asphalt	Asphalt-Standard	1: Poor	7/31/2023	3	Local
Westside Locals 2023	341601	Everett Dr	0.063	Saint Joseph	Hillsdale	Asphalt	Asphalt-Standard	1: Poor	7/31/2023	3	Local
Westside Locals 2023	341601	Everett Dr	0.095	Hillsdale	W Lenawee St	Asphalt	Asphalt-Standard	1: Poor	7/31/2023	3	Local

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Westside Locals 2023	341601	Everett Dr	0.105	W Lenawee St	Kalamazoo	Asphalt	Asphalt-Standard	1: Poor	7/31/2023	3	Local
Westside Locals 2023	339805	W Lenawee St	0.051	West	West	Asphalt	Asphalt-Standard	1: Poor	7/31/2023	2	Local
Westside Locals 2023	340001	William St	0.019	Olds		Asphalt	Asphalt-Standard	1: Poor	7/31/2023	3	Local
Westside Locals 2023	340001	William St	0.085		Buffalo	Asphalt	Asphalt-Standard	1: Poor	7/31/2023	3	Local
Westside Locals 2023	340001	William St	0.126	Buffalo	Everett	Asphalt	Asphalt-Standard	1: Poor	7/31/2023	3	Local
2023 Major Chipseal	345706	Executive Dr	0.127	Miller	Andrew Jackson Dr	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
2023 Major Chipseal	345706	Executive Dr	0.267	Andrew Jackson Dr	Keystone	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
2023 Major Chipseal	336107	Keystone Ave	0.16	Pennsylvania	Lamone	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
2023 Major Chipseal	336107	Keystone Ave	0.038	Lamone	Executive	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
2023 Major Chipseal	336107	Keystone Ave	0.089	Executive	Commerce	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
2023 Major Chipseal	336107	Keystone Ave	0.182	Commerce	Enterprise	Asphalt	Asphalt-Standard	9: Good	9/22/2023	2	MajColl
34E	342405	W Greenlawn Ave	0.1	Washington	Wakefield Ave	Asphalt	Asphalt-Standard	5: Fair	8/18/2022	2	MajColl
34E	342405	W Greenlawn Ave	0.078	Wakefield Ave	Wayburn	Asphalt	Asphalt-Standard	5: Fair	8/18/2022	4	MajColl
34E	342405	W Greenlawn Ave	0.07	Wayburn	Eaton	Asphalt	Asphalt-Standard	5: Fair	8/18/2022	2	MajColl
2023 Major Chipseal	342302	W Holmes Rd	0.184	Waverly	Bridge 3931	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.038	Bridge 3931	Berwick Dr	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.175	Berwick Dr	Lawdor Rd	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.066	Lawdor Rd	Churchill Ave	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt

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2023 Major Chipseal	342302	W Holmes Rd	0.106	Churchill Ave	S Deerfield Ave	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.075	S Deerfield Ave	S Catherine St	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.085	S Catherine St	Ingham St	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.081	Ingham St	Viking St	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.078	Viking St	Avalon St	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.099	Avalon St	Maloney St	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
2023 Major Chipseal	342302	W Holmes Rd	0.076	Maloney St	Pleasant Grove	Asphalt	Asphalt-Standard	9: Good	9/22/2023	3	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.039	Mount Hope	Pershing Dr	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.054	S Pennsylvania Ave	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.026	Mount Hope	Pershing Dr	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.097	Pershing Dr	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.014	Parkdale St	Motor Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.015	Motor Ave	Baker	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.031	S Pennsylvania Ave	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.041	Motor Ave	Baker	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.061	Baker St	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.024	Baker	Lindbergh	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	4	MinArt
Pennsylvania Ave 2025	335905	S Pennsylvania Ave	0.014	Lindbergh	Fayette St	Concrete	Concrete-Standard	2: Poor	8/18/2022	5	MinArt

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Pennsylvania Ave 2025	6701433	S Pennsylvania Ave	0.055	S Pennsylvania Ave	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	6701434	S Pennsylvania Ave	0.098	Pershing Dr	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	6701435	S Pennsylvania Ave	0.032	S Pennsylvania Ave	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Pennsylvania Ave 2025	6701436	S Pennsylvania Ave	0.063	Baker St	S Pennsylvania Ave	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	MinArt
Michigan Avenue	335507	E Michigan Ave	0.082	S Pennsylvania Ave	Bingham	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.183	Bingham	N Holmes and S Holmes	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.074	N Holmes St & S Holmes St	Ferguson St	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.084	Ferguson St	Clifford St	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.026	Clifford St	Custer Ave	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.03	Custer Ave	Lathrop St	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.062	Lathrop St	Allen St	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.064	Allen St	Marshall	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.059	Marshall	Leslie St	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.05	Leslie St	Horton	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.01	Horton	Regent	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.063	Regent	Clemens	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.064	Clemens	Fairview	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.062	Fairview	Magnolia	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt

ID	PRNo	RoadName	Length	FromDesc	ToDesc	SurfaceType	SurfaceSubType	LastPASERRating	LastPASERRatingDate	Lanes	NFC
Michigan Avenue	335507	E Michigan Ave	0.06	Magnolia	S Hayford Ave	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.064	S Hayford Ave	S Foster Ave & N Foster Ave	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.061	S Foster Ave & N Foster Ave	N Francis Ave & S Francis Ave	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.064	N Francis Ave & S Francis Ave	Kipling Blvd & Mifflin Ave	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.026	Kipling Blvd & Mifflin Ave	Michigan	Asphalt	Asphalt-Standard	4: Poor	8/18/2022	5	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.04	division	Charles	Asphalt	Asphalt-Standard	4: Poor	9/16/2021	3	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.07	Charles	Detroit	Asphalt	Asphalt-Standard	4: Poor	9/16/2021	3	PrincArt
Michigan Avenue	335507	E Michigan Ave	0.07	Detroit St	Howard St	Asphalt	Asphalt-Standard	4: Poor	9/16/2021	3	PrincArt
Michigan Avenue	3330500	E Michigan Ave	0.039	Michigan	Charles St	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	PrincArt
Michigan Avenue	3330500	E Michigan Ave	0.07	Charles St	Detroit St	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	2	PrincArt
Michigan Avenue	3330500	E Michigan Ave	0.069	Detroit	N Howard St	Asphalt	Asphalt-Standard	2: Poor	8/18/2022	3	PrincArt

APPENDIX C: UNPAVED STREETS

RoadName	SegmentName	FromDesc	ToDesc	SurfaceType	CurrentPASERRating	Length
8th Ave	8th Ave	Dead End or Start	Gier	Gravel	2	0.017
Annetta Rd	Annetta Rd	Kenbrook	Dead End or Start	Gravel	2	0.059
Atlas Ave	Atlas Ave	Dunlap	Dead End or Start	Gravel	2	0.026
Balzer St	Balzer St	Ferley	Dead End or Start	Gravel	2	0.048
Boettcher Ct	Boettcher Ct	Jolly	Dead End or Start	Gravel	2	0.074
Cady Ct	Cady Ct	Pennsylvania Ave	Dead End or Start	Gravel	4	0.035
Chilson Ave	Chilson Ave	Dead End or Start	[Surface Segment Split]	Gravel	2	0.138
Cross St	Cross St	Knollwood	Christopher	Gravel	2	0.061
Cypress St	Cypress St	Knollwood	Christopher	Gravel	2	0.061
Daft St	Daft St	Dead End or Start	Victoria	Gravel	2	0.015
E Harris St	E Harris St	Dead End or Start	Creston	Gravel	2	0.056
E Holmes Rd	E Holmes Rd	Holmes	Dead End or Start	Gravel	4	0.054
E Howe Ave	E Howe Ave	Dead End or Start	[Surface Segment Split]	Gravel	2	0.015
E Willard Ave	E Willard Ave	Ruth	Aurelius	Gravel	2	0.166
Eaton Ct	Eaton Ct	Martin Luther King Jr	Dead End or Start	Gravel	2	0.056
Edison Ave	Edison Ave	Alpha	Pennsylvania	Gravel	2	0.062
Elizabeth St	Elizabeth St	Hayford	S Foster Ave	Gravel	2	0.063
Elizabeth St	Elizabeth St	S Foster Ave	Francis	Gravel	2	0.061
Elmore St	Elmore St	Dead End or Start	Devonshire	Gravel	2	0.019
Elmore St	Elmore St	Clifton	Sunnyside	Gravel	2	0.051
Emily Ave	Livernois Ave		Cavanaugh	Gravel	4	0.059
Fauna Ave	Fauna Ave	Deerfield	Catherine	Gravel	2	0.067
Fauna Ave	Fauna Ave	Catherine	Ingham St	Gravel	2	0.094
Fauna Ave	Fauna Ave	Ingham St	Viking	Gravel	2	0.08
Fayette St	Fayette St	Dead End or Start	Ada	Gravel	2	0.035
Garfield St	Garfield St	Greenlawn	Lincoln	Gravel	2	0.059
Garland St	Garland St		Orchard Glen	Gravel	2	0.039
Glenn St	Glenn St	Martin Luther King Jr	Princeton	Gravel	4	0.065

RoadName	SegmentName	FromDesc	ToDesc	SurfaceType	CurrentPASERRating	Length
Glenrose Ave	Glenrose Ave	Muskegon	Attribute Change	Gravel	2	0.035
Harton St	Harton St	Fairview	Magnolia	Gravel	4	0.063
Harton St	Harton St	Magnolia	Hayford	Gravel	4	0.062
Hoyt Ave	Hoyt Ave	Aurelius	Ruth	Gravel	2	0.164
Hughes Rd	Hughes Rd	Reo	Dead End or Start	Gravel	2	0.052
Irene St	Irene St	Aurelius	Dead End or Start	Gravel	2	0.141
Kaplin St	Kaplin St	Sunset	Dead End or Start	Gravel	2	0.087
Kenbrook Rd	Kenbrook Rd	Labelle	Annetta Rd	Gravel	2	0.07
Kenbrook Rd	Kenbrook Rd	Annetta Rd	Martin Luther King Jr	Gravel	2	0.126
Kennedy Dr	Kennedy Dr	Selfridge	Valencia	Gravel	2	0.071
Kennedy Dr	Kennedy Dr	Valencia	Hughes Rd	Gravel	2	0.072
Kennedy Dr	Kennedy Dr	Hughes Rd	Haag	Gravel	2	0.074
Kenwood Ave	Kenwood Ave	Dead End or Start	Donora	Gravel	2	0.022
Kenwood Ave	Kenwood Ave	Pennsylvania	Alpha St	Gravel	4	0.062
Kenwood Ave	Kenwood Ave	Alpha St	Dead End or Start	Gravel	2	0.042
Labelle St	Labelle St	Labelle		Gravel	2	0.034
Labelle St	Labelle St		Kenbrook Rd	Gravel	2	0.015
Labelle St	Labelle St	Kenbrook Rd	Grovenburg	Gravel	2	0.068
Lawler Ct	Lawler Ct	Chestnut	Dead End or Start	Gravel	2	0.052
Leonard Ct	Leonard Ct	Madison	Oakland	Gravel	2	0.083
Marion Ave	Marion Ave	Hillcrest	Pompton	Gravel	2	0.088
McKim Ave	McKim Ave	Dead End or Start	Donora	Gravel	2	0.02
Muskegon Ave	Muskegon Ave	Comfort		Gravel	2	0.143
Muskegon Ave	Muskegon Ave		Glenrose	Gravel	2	0.041
Muskegon Ave	Muskegon Ave	Glenrose	Robertson	Gravel	2	0.092
N Washington Ave	N Washington Ave	Reasoner	Russell	Gravel	2	0.076
Newark Ave	Newark Ave	Martin Luther King Jr	Dead End or Start	Gravel	2	0.052
Platt St	Platt St	Elm	E Hazel St	Gravel	2	0.093

RoadName	SegmentName	FromDesc	ToDesc	SurfaceType	CurrentPASE RRating	Length
Redwood St	Redwood St	Glenrose	Roselawn Ave	Gravel	2	0.043
Redwood St	Redwood St	Roselawn Ave	Robertson	Gravel	2	0.051
Ruth Ave	Ruth Ave	Willard	Hoyt Ave	Gravel	2	0.273
Ruth Ave	Ruth Ave	Hoyt Ave	Dead End or Start	Gravel	2	0.073
S Grand Ave	S Grand Ave	Hazel	Dead End or Start	Gravel	2	0.03
Southbrook Ave	Southbrook Ave	Miller	Dead End or Start	Gravel	2	0.087
Southgate Ave	Southgate Ave	Vernon	Parkway	Gravel	4	0.029
Starr Ave	Starr Ave	Reo	Dead End or Start	Gravel	2	0.093
Stirling Ave	Stirling Ave	Loa	Dunlap St	Gravel	2	0.062
Stirling Ave	Stirling Ave	Dunlap St	Dead End or Start	Gravel	2	0.027
Stockman Ct	Stockman Ct	Grand River	Dead End or Start	Gravel	2	0.072
Summerville Ave	Summerville Ave	Pavement change	Daleford	Gravel	2	0.001
Summerville Ave	Summerville Ave	Pavement change	Daleford	Gravel	2	0.049
Taffy Pkwy	Taffy Pkwy	Hughes		Gravel	2	0.11
Taffy Pkwy	Taffy Pkwy		Haag	Gravel	2	0.066
Taylor St	Taylor St	Attribute Change	Randolph	Gravel	2	0.036
Tecumseh River Rd	Tecumseh Ave	Biltmore	Attribute Change	Gravel	2	0.023
W Fairfield Ave	W Fairfield Ave	Felt	Dead End or Start	Gravel	2	0.111
W Frederick Ave	W Frederick Ave	Dead End or Start	Northdale	Gravel	2	0.045
W Paulson St	W Paulson St	Felt	Dead End or Start	Gravel	2	0.093
W Willow St	E Willow St	Washington	Dead End or Start	Gravel	2	0.034
Windsor St	Windsor St	Greenoak	Tecumseh Ave	Gravel	2	0.079
Windsor St	Windsor St	Tecumseh Ave	Mildred	Gravel	2	0.094
Worden St	Worden St	Aurelius	Dead End or Start	Gravel	2	0.111

APPENDIX D

A Quick Check of Your Highway Network Health

*By Larry Galehouse, Director, National Center for Pavement Preservation
and*

Jim Sorenson, Team Leader, FHWA Office of Asset Management

Historically, many highway agency managers and administrators have tended to view their highway systems as simply a collection of projects. By viewing the network in this manner, there is a certain comfort derived from the ability to match pavement actions with their physical/functional needs. However, by only focusing on projects, opportunities for strategically managing entire road networks and asset needs are overlooked. While the “bottom up” approach is analytically possible, managing networks this way can be a daunting prospect. Instead, road agency administrators have tackled the network problem from the “top down” by allocating budgets and resources based on historical estimates of need. Implicit in this approach, is a belief that the allocated resources will be wisely used and prove adequate to achieve desirable network service levels.

Using a quick checkup tool, road agency managers and administrators can assess the needs of their network and other highway assets and determine the adequacy of their resource allocation effort. A quick checkup is readily available and can be usefully applied with minimum calculations.

It is essential to know whether present and planned program actions (reconstruction, rehabilitation, and preservation) will produce a net improvement in the condition of the network. However, before the effects of any planned actions on the highway network can be analyzed, some basic concepts should be considered.

Assume every lane-mile segment of road in the network was rated by the number of years remaining until the end of life (terminal condition). Remember that terminal condition does not mean a failed road. Rather, it is the level of deterioration that management has set as a minimum operating condition for that road or network. Consider the rated result of the current network condition as shown in Figure 1.

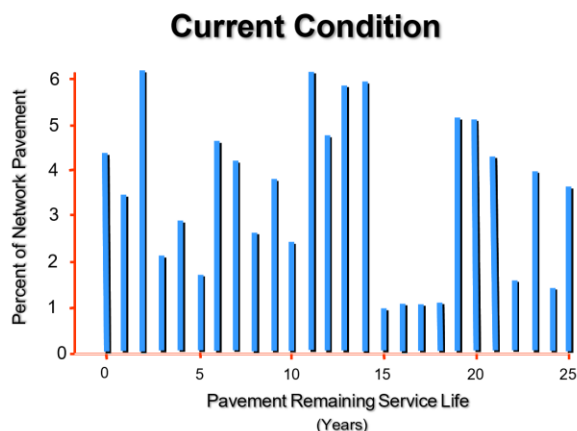


Figure 1 – Current Condition

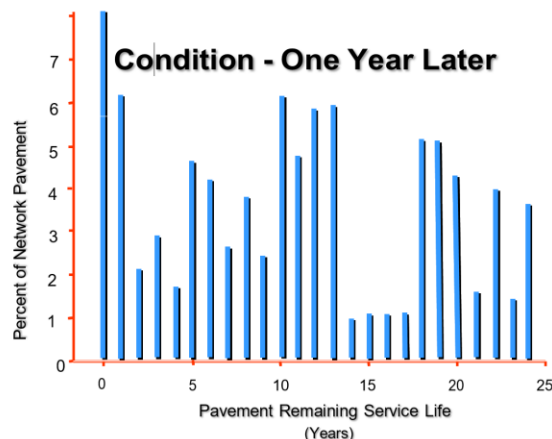


Figure 2 – Condition 1-Year Later

If no improvements are made for one year, then the number of years remaining until the end of life will decrease by one year for each road segment, except for those stacked at zero. The zero- stack will increase significantly because it maintains its previous balance and also becomes the recipient of those roads having previously been stacked with one year remaining. Thus, the entire network will age one year to the condition shown in Figure 2, with the net lane-miles in the zero stack raised from 4% to 8% of the network.

Some highway agencies still subscribe to the old practice of assigning their highest priorities to the reconstruction or rehabilitation of the worst roads. This practice of “worst first”, i.e., continually addressing only those roads in the zero-stack, is a proven death spiral strategy because reconstruction and rehabilitation are the most expensive ways to maintain or restore serviceability. Rarely does sufficient funding exist to sustain such a strategy.

The measurable loss of pavement life can be thought of as the network’s total lane-miles multiplied by 1 year, i.e., lane-mile-years. Consider the following quantitative illustration. Suppose your agency’s highway network consisted of 4,356 lane-miles. Figure 3 shows that without intervention, it will lose 4,356 lane-mile-years per year.

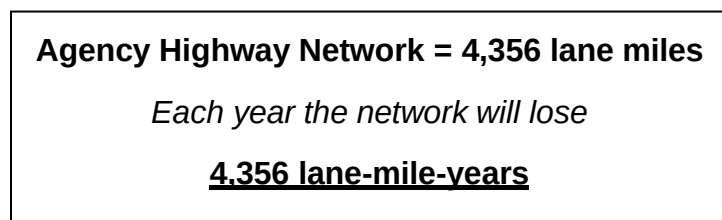


Figure 3 – Network Lane Miles

To offset this amount of deterioration over the entire network, the agency would need to annually perform a quantity of work equal to the total number of lane-mile-years lost just to maintain the status quo. Performing work which produces fewer than 4,356 lane-mile-years would lessen the natural decline of the overall network, but still fall short of maintaining the

status quo. However, if the agency produces more than 4,356 lane-mile-years, it will improve the network.

In the following example, an agency can easily identify the effect of an annual program consisting of reconstruction, rehabilitation, and preservation projects on its network. This assessment involves knowing the only two components for reconstruction and rehabilitation projects: lane-miles and design life of each project fix. Figure 4 displays the agency's programmed activities for reconstruction and Figure 5 displays it for rehabilitation.

Reconstruction Evaluation

Projects this Year = 2

Project	Design Life	Lane Miles	Lane Mile Years	Lane Mile Cost	Total Cost
No. 1	25 yrs	22	550	\$463,425	\$10,195,350
No. 2	30 yrs	18	540	\$556,110	\$10,009,980
Total			= 1,090		\$20,205,330

Figure 4 - Reconstruction

Rehabilitation Evaluation

Projects this Year = 3

Project	Design Life	Lane Miles	Lane Mile Years	Lane Mile Cost	Total Cost
No. 10	18 yrs	22	396	\$263,268	\$5,791,896
No. 11	15 yrs	28	420	\$219,390	\$6,142,920
No. 12	12 yrs	32	384	\$115,848	\$3,707,136
Total			= 1,200		\$15,641,952

Figure 5 – Rehabilitation

When evaluating pavement preservation treatments in this analysis, it is appropriate to think in terms of “extended life” rather than design life. The term design life, as used in the reconstruction and rehabilitation tables, relates better to the new pavement's structural adequacy to handle repetitive loadings and environmental factors. This is not the goal of pavement preservation. Each type of treatment/repair has unique benefits that should be targeted to the specific mode of pavement deterioration. This means that life extension depends on factors such as type and severity of distress, traffic volume, environment, etc. Figure 6 exhibits the agency's programmed activities for preservation.

Preservation Evaluation

Project	Life Extension	Lane Miles	Lane Mile Years	Lane Mile Cost	Total Cost
No. 101	2 yrs	12	24	\$2,562	\$30,744
No. 102	3 yrs	22	66	\$7,743	\$170,346
No. 103	5 yrs	26	130	\$13,980	\$363,480
No. 104	7 yrs	16	112	\$29,750	\$476,000
No. 105	10 yrs	8	80	\$54,410	\$435,280
Total			= 412		\$1,475,850

Figure 6 – Preservation

To satisfy the needs of its highway network, the agency must accomplish 4,356 lane-mile-years of work per year. The agency's program will derive 1,090 lane-mile-years from reconstruction, 1,200 lane-mile-years from rehabilitation, and 412 lane-mile-years from pavement preservation, for a total of 2,702 lane-mile-years. Thus, these programmed activities fall short of the minimum required to maintain the status quo, and hence would contribute to a net loss in network pavement condition of 1,653 lane-mile-years. The agency's programmed tally is shown in Figure 7.

Network Trend

Programmed Activity	Lane-Mile-Years	Total Cost
Reconstruction	1,090	\$20,205,330
Rehabilitation	1,200	\$15,641,952
Preservation	412	\$1,475,850
Total	2,702	\$37,323,132
Network Needs (Loss)	(-) 4,356	
Deficit	= - 1,654	

Figure 7 – Programmed Tally

This exercise can be performed for any pavement network to benchmark its current trend. Using this approach, it is possible to see how various long-term strategies could be devised and evaluated against a policy objective related to total-network condition.

Once the pavement network is benchmarked, an opportunity exists to correct any shortcomings in the programmed tally. A decision must first be made whether to improve the network condition or just to maintain the status quo. This is a management decision and system goal.

Continuing with the previous example, a strategy will be proposed to prevent further network deterioration until additional funding is secured.

The first step is to modify the reconstruction and rehabilitation (R&R) programs. An agonizing decision must be made about which projects to defer, eliminate, or phase differently with multi- year activity. In Figure 8, reductions are made in the R&R programs to recover funds for less costly treatments in the pavement preservation program. The result of this decision recovered slightly over \$6 million.

Program Modification

<u>Programmed Activity</u>	<u>Lane-Mile-Years</u>	<u>Cost Savings</u>
Reconstruction <i>31 lane miles</i> (40 lane miles)	<i>820</i> (1,090)	<i>\$5,004,990</i>
Rehabilitation <i>77 lane miles</i> (82 lane miles)	<i>1,125</i> (1,200)	<i>\$1,096,950</i>
Pavement Preservation (84 lane-miles)	(412)	0
Total =	<i>2,357</i> (2,702)	<i>\$6,101,940</i>

Figure 8 – Revised R & R Programs

Modifying the reconstruction and rehabilitation programs has reduced the number of lane-mile- years added to the network from 2,702 to 2,357 lane-mile-years. However, using less costly treatments elsewhere in the network to address roads in better condition will increase the number of lane-mile-years added to the network. A palette of pavement preservation treatments, or mix of fixes, is available to address the network needs at a much lower cost than traditional methods.

Preservation treatments are only suitable if the right treatment is used on the right road at the right time. In Figure 9, the added treatments used include concrete joint resealing, thin hot-mix asphalt (HMA) overlay (≤ 1.5 "), microsurfacing, chip seal, and crack seal. By knowing the cost per lane-mile and the treatment life-extension, it is possible to create a new strategy (costing \$36,781,144) that satisfies the network need. In this example, the agency saved in excess of \$500,000 from traditional methods (costing \$37,323,132), while erasing the 1,653 lane-mile-year deficit produced by the initial program tally. Network Strategy

Programmed Activity		Lane Mile Years	Total Cost
Reconstruction	(31 lane-miles)	820	\$15,200,340
Rehabilitation	(77 lane-miles)	1,125	\$14,545,002
Pavement Preservation	(84 lane-miles)	412	\$1,475,850
Concrete Resealing	(4 years x 31 lane-miles)	124	\$979,600
Thin HMA Overlay	(10 years x 16 lane-miles)	160	\$870,560
Microsurfacing	(7 years x 44 lane-miles)	308	\$1,309,000
Chip Seal	(5 years x 79 lane-miles)	395	\$1,104,420
Crack Seal	(2 years x 506 lane-miles)	1,012	\$1,296,372
Total =		4,356	\$36,781,144

Figure 9 – New Program Tally

In a real-world situation, the highway agency would program its budget to achieve the greatest impact on its network condition. Funds allocated for reconstruction and rehabilitation projects must be viewed as investments in the infrastructure. Conversely, funds directed for preservation projects must be regarded as protecting and preserving past infrastructure investments.

Integrating reconstruction, rehabilitation, and preservation in the proper proportions will substantially improve network conditions for the taxpayer while safeguarding the highway investment.

APPENDIX E: CITY OF LANSING PILOT AREAS

City of Lansing Street Program Demonstration Areas

Updated November 2023

Forward

The City of Lansing (COL) is responsible for maintaining and operating over 413 miles of roads. Building a new road can cost well over a million dollars per mile due to the large volume of materials and equipment that are necessary. The high cost of road assets underlines the critical nature of properly managing and maintaining the investments made in this vital infrastructure. Understanding the specific needs of every mile of road is a challenge given the size of our road network, its rapidly changing conditions, and the varying needs of road users. Prioritizing the use of the limited resources that the COL has while meeting user expectations also presents a challenge. To overcome these challenges, the COL uses a business process called asset management.

Asset management is defined by Public Act 499 of 2002 as *“An ongoing process of maintaining, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment”*. In other words, asset management is a process that uses data to cost effectively manage and track roadway assets using a combination of engineering and business principles.

Asset management ensures that public funds are spent as effectively as possible to maximize the condition of the road network. Asset management also provides a transparent decision making process that allows the public to understand the technical and financial challenges of managing road infrastructure with a limited budget.

The City of Lansing, after many years of declining street conditions and inadequate funding available, decided to demonstrate what could happen when a street program has adequate funding.

Two areas of the City have been chosen as demonstration projects. The current street conditions within these areas are representative of typical residential areas in the City with corresponding local street conditions. A 10-year improvement program has been devised for these areas that is intended to raise the overall condition of the streets to acceptable levels. The City has committed to providing adequate funding for these two areas over the next ten years.

Demonstration Area Specifics

Our goal for the two demonstration areas are to achieve an average PASER rating of 7 at the end of 10 years. The areas are representative of typical Lansing neighborhoods. The Roadsoft software program was used to help project the funding needed in each area in order to achieve our goal. Roadsoft was also used to help determine candidate projects within the demonstration areas for the next 10 years.

The ultimate goal of this project is to demonstrate that with sufficient dedicated funding levels, using asset management principles, Lansing's entire street network can similarly be improved and properly maintained. Asset management principles from the pilot project will also demonstrate that once targeted condition levels are obtained, it is much less costly to preserve and maintain the street network.

Demonstration Area #1 – West of Waverly

There are 8.4 miles of local streets located within Eaton County, west of Waverly Road. This area spurred the idea for demonstration areas, since it receives the benefit from a street millage passed by Eaton County in 2014, amounting to \$115,000 of annual funding. This dedicated source of funding is added to City funding to reach \$350,000 annually for the 10 year demonstration.

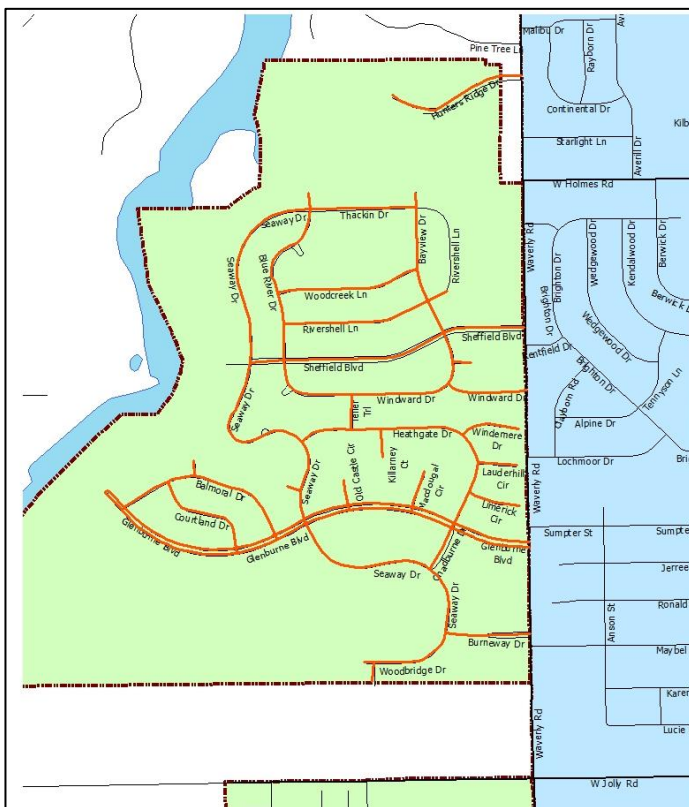


Figure 1 –
City of Lansing streets
located within Eaton County

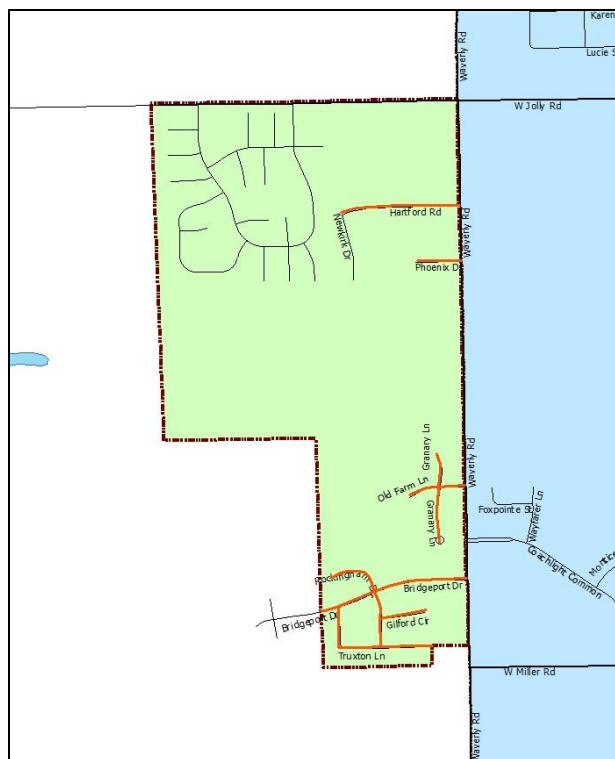


Figure 1 – City of Lansing Streets located within Eaton County

There are two areas of streets located north and South of Jolly Road. This comprises a total of 8.4 miles of streets.

Current Street Condition

The average PASER for demonstration area #1 was 3.38 (Poor) in 2018. Figure 2 shows the distribution of the conditions in 2018.

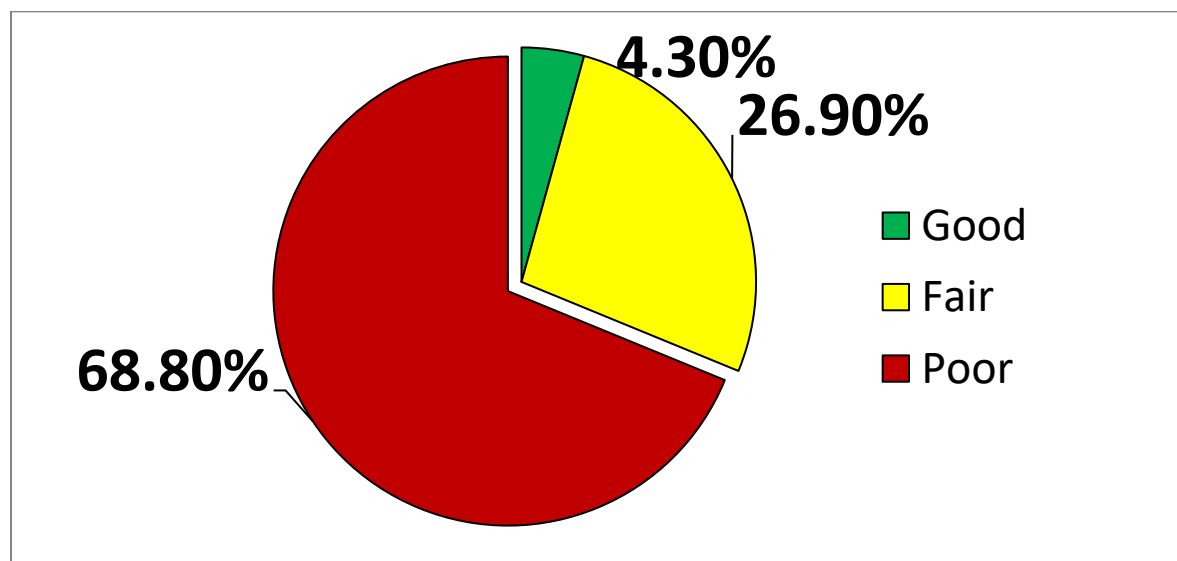


Figure 2 – 2018 Street Condition in Demonstration Area #1

After 4 years of the pilot program, the streets have improved, as shown in Figure 3

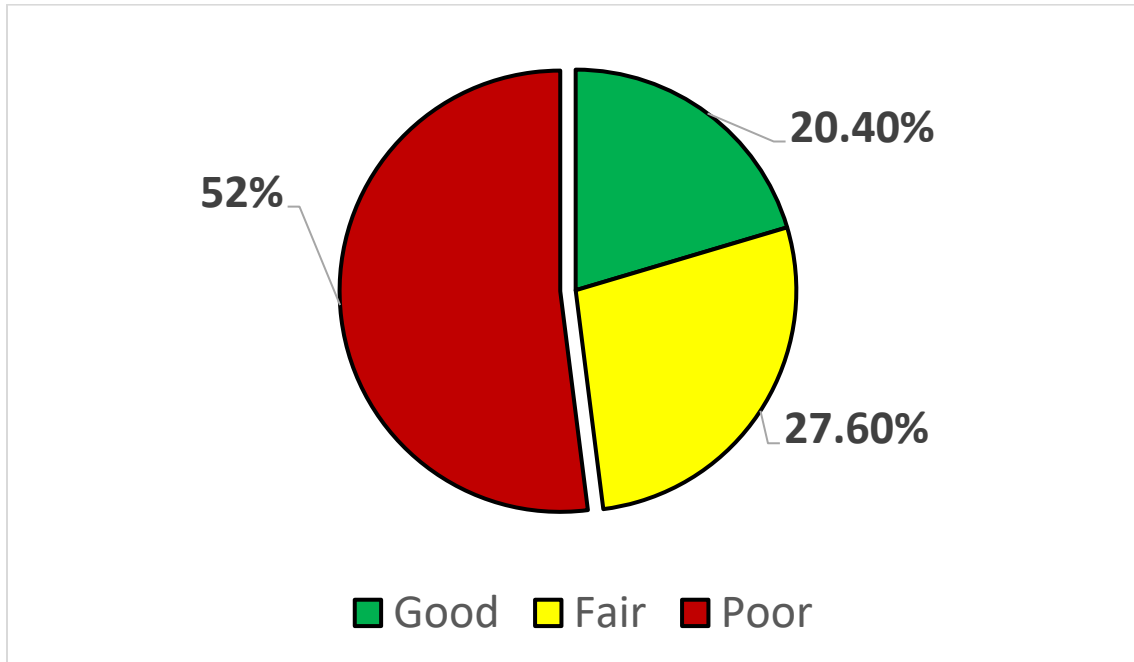


Figure 3 – 2022 Street Conditions in Demonstration Area #1

Using Asset Management, we predict the average PASER for the same area will be 7 in 10 years with adequate funding. The projected condition distribution is shown in Figure 4.

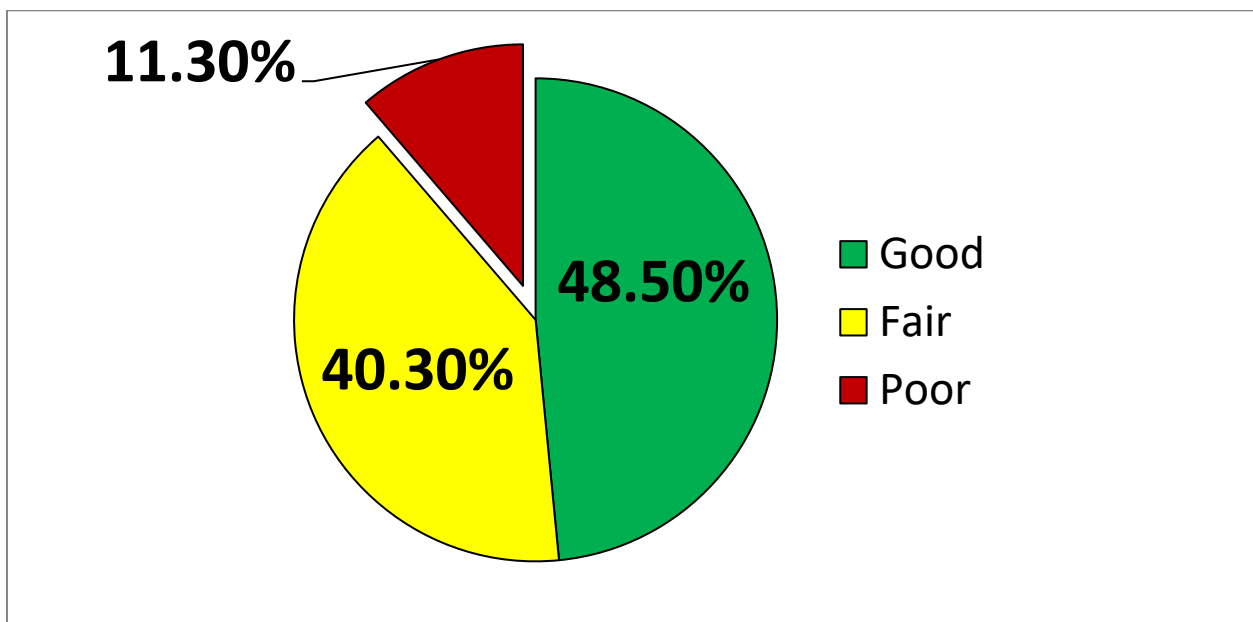


Figure 4 – Projected 10-year Street Conditions in Demonstration Area #1

Demonstration Area #2 – East of Aurelius Road, South of Forest Road

There are 5.8 miles of local streets located within Demonstration Area #2. Roadsoft was used to determine the funding needed to achieve street improvements to reach our goal of an average PASER of 7 in 10 years. A total of \$325,000 was determined to be need and will be used in this area annually to help achieve our goal.

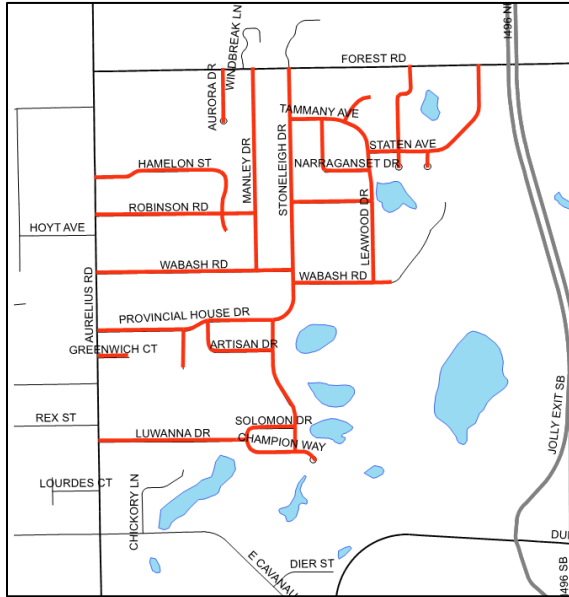


Figure 5 – Demonstration Area #2
– 5.8 Miles

Current Street Condition

The average PASER for demonstration area #2 was 2.08 (Poor) in 2018. Figure 6 shows the distribution of the conditions.

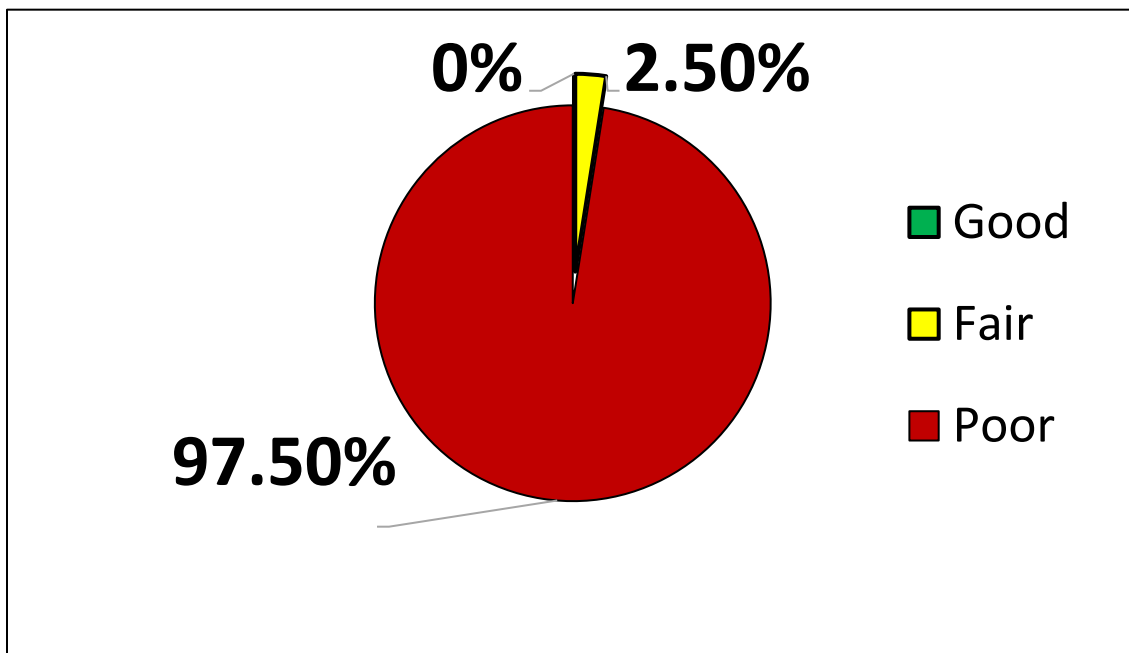


Figure 6 – 2018 Street Condition in Demonstration Area #2

After 4 years of the pilot program, the street conditions have improved, as shown in Figure 7

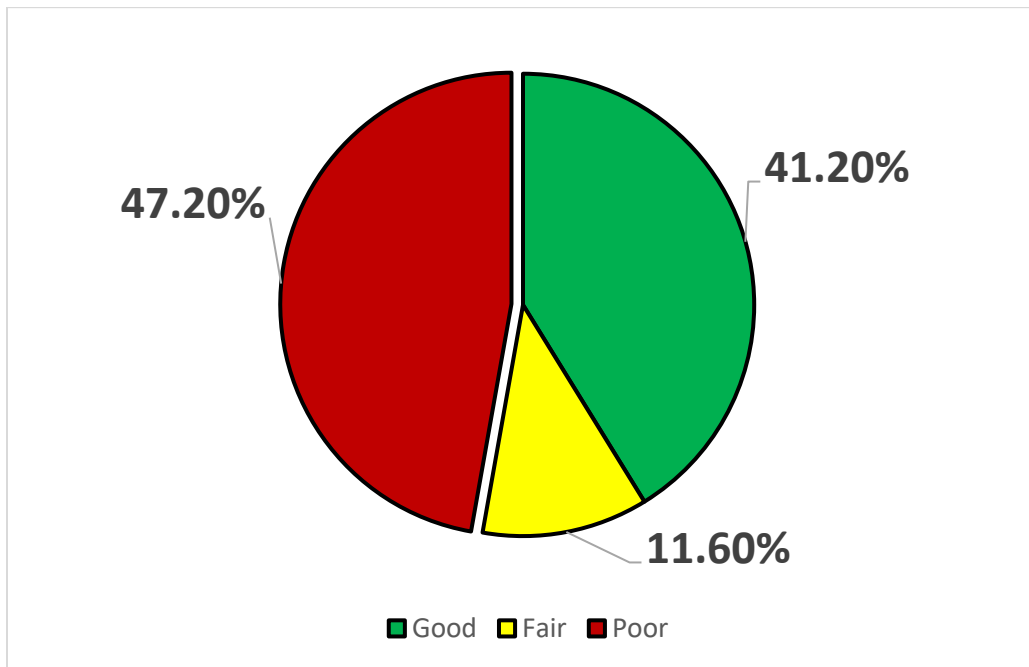


Figure 7 – 2022 Street Conditions in Demonstration Area #2

Using Asset Management, we predict the average PASER for the same area will be 7 in 10 years with adequate funding.

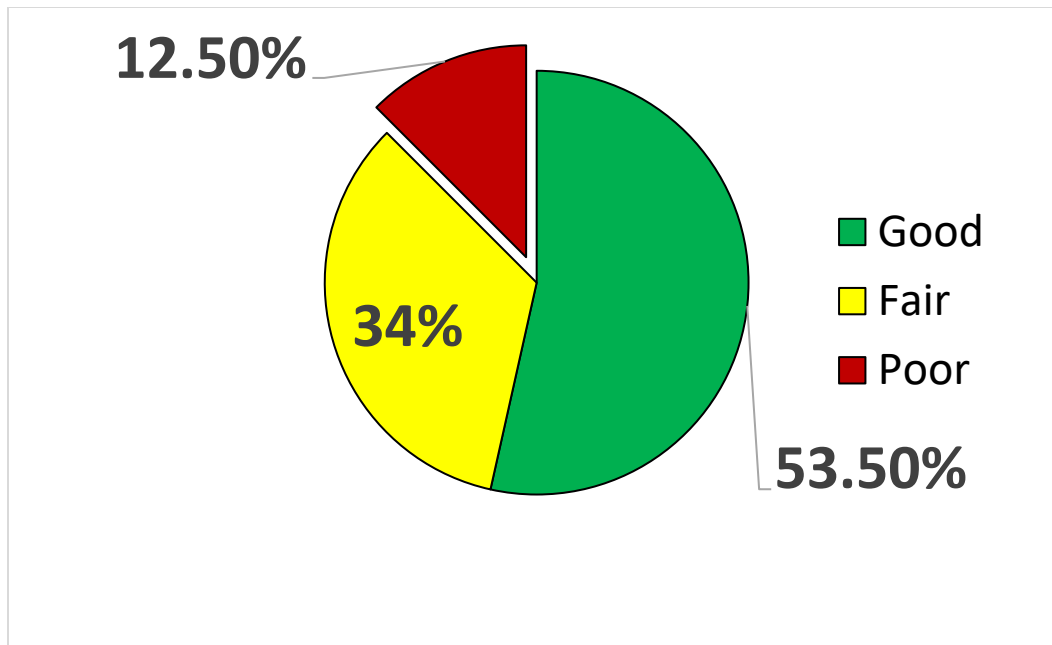


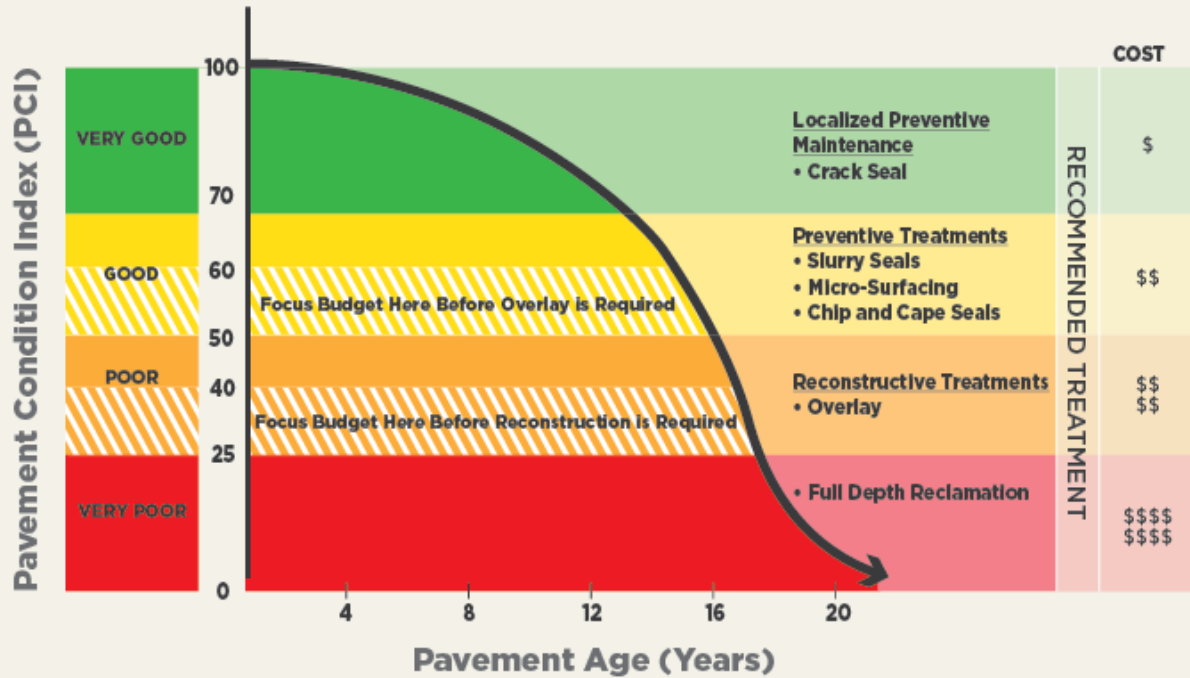
Figure 10 – Projected 10-year Street Conditions in Demonstration Area #2

Maintaining Improved Streets

Once streets are improved, by applying principles of asset management, we predict that maintaining the streets into the future would require about half of the funding needed to improve the streets. Asset Management means applying the “right fix at the right time”, like the use of CPM treatments to prevent deterioration of the streets. The following graphic (from the City of Elk Grove, California) shows a typical pavement deterioration curve (condition vs. time) and possible treatments to apply at the correct time. This also shows the relative costs of each area of treatment, showing that preserving a pavement in fair condition is less costly than waiting until the pavement is in poor condition.

THE CONCEPT OF PAVEMENT PRESERVATION

CATCH STREETS BEFORE THEY FAIL



APPENDIX F: MEETING MINUTES VERIFYING PLAN ACCEPTANCE BY GOVERNING BODY

B. BRIDGE ASSET MANAGEMENT PLAN

An attached bridge asset management plan follows.

City of Lansing Public Service Department 2023 Bridge Asset Management Plan



A plan describing the City of Lansing Public Service Department's bridge assets and conditions.

Prepared by:

Danie E. Danke, PE

Project Engineer

Public Service Department – Engineering

124 W. Michigan Ave. | Lansing, MI 48933

O: 517-483-4461 | C: 517-281-4613 | E: dan.danke@lansingmi.gov

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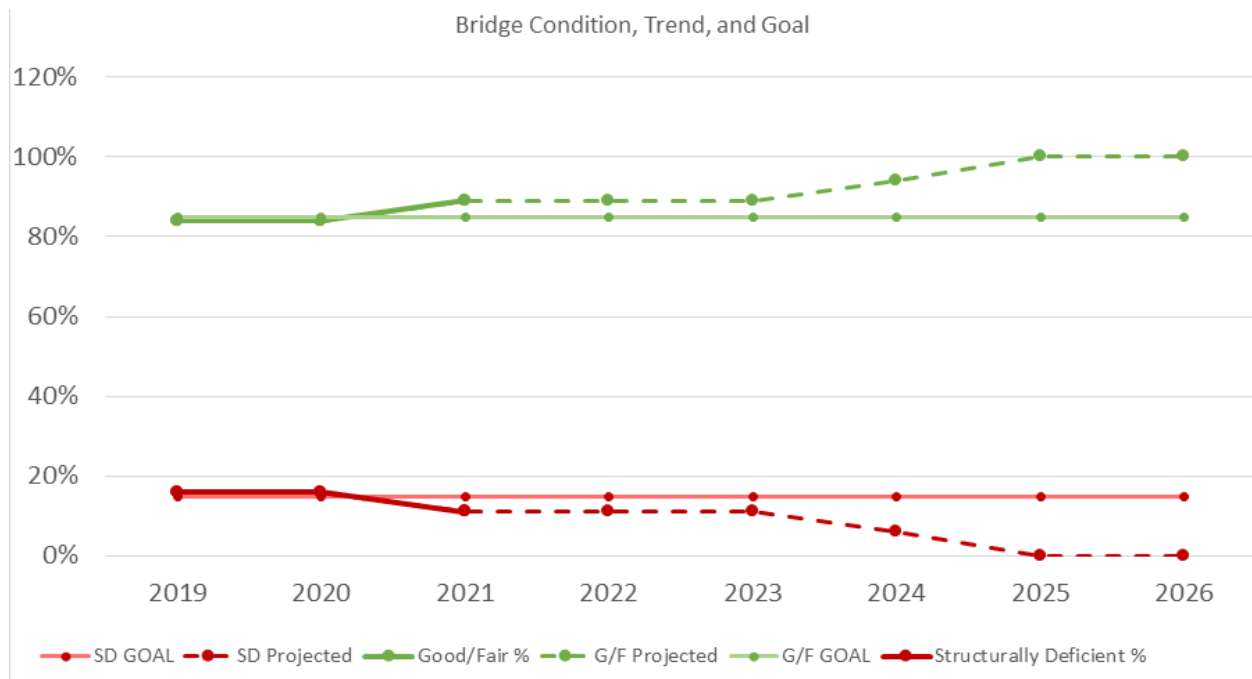
EXECUTIVE SUMMARY

As conduits for commerce and connections to vital services, bridges are among the most important assets in any community along with other assets like roads, culverts, traffic signs, traffic signals, and utilities that support and affect the road network. The City of Lansing Public Service Department's (PSD) bridges, other road-related assets, and support systems are some of the most valuable and extensive public assets, all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining bridges, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build, and maintain the road and bridge network in an efficient and effective manner. This asset management plan is intended to report on how PSD is meeting its obligations to maintain the bridges for which it is responsible.

This plan overviews PSD's bridge assets and conditions and explains how City of Lansing Public Service Department works to maintain and improve the overall condition of those assets. These explanations can help answer:

- What kinds of bridge assets PSD has in its jurisdiction and the different options for maintaining these assets.
- What tools and processes PSD uses to track and manage bridge assets and funds.
- What condition PSD's bridge assets are in compared to statewide averages.
- Why some bridge assets are in better condition than others and the path to maintaining and improving bridge asset conditions through proper planning and maintenance.
- How agency bridge assets are funded and where those funds come from.
- How funds are used and the costs incurred during PSD's bridge assets' normal life cycle.
- What condition PSD can expect of its bridge assets if those assets continue to be funded at the current funding levels
- How changes in funding levels can affect the overall condition of all of PSD's bridge assets.

PSD owns and/or manages 20 road bridges. A summary of its historical and current bridge asset conditions, projected trends, and goals can be seen in the figure, below.



.1.

An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of PSD's obligations towards meeting these requirements. This asset management plan also helps demonstrate PSD's responsible use of public funds by providing elected and appointed officials as well as the general public with inventory and condition information of PSD's bridge assets, and gives taxpayers the information they need to make informed decisions about investing in essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as “an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals”. In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). The City of Lansing Public Service Department is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the bridges in City of Lansing Public Service Department’s road network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing infrastructure with a limited budget.

The City of Lansing Public Service Department (PSD) has adopted an “asset management” business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet safety standards and bridge users’ expectations. PSD is responsible for maintaining and operating 20 bridges.

This 2023 plan outlines how PSD determines its strategy to maintain and upgrade bridge asset condition given agency goals, priorities of its bridge users, and resources provided. An updated plan is to be released approximately every two years to reflect changes in bridge conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to Daniel Danke at 124 W Michigan Avenue 7th Floor, Lansing, MI 48933 or at (517) 483-4456 and/or dan.danke@lansingmi.gov. A copy of this plan can be accessed on our website at <https://www.lansingmi.gov/877/Bridges-Trails>.

Key terms used in this plan are defined in PSD's comprehensive transportation asset management plan (also known as the "compliance plan") used for compliance with PA 325 or 2018.

Knowing the basic features of an asset class is a crucial starting point to understanding the rationale behind an asset management approach. The following primer provides an introduction to bridges.

Bridge Primer

Bridge Types

Bridges are structures that span 20 feet or more. These bridges can extend across one or multiple spans.

If culverts are placed side by side to form a span of 20 feet or more (for example, three 6-foot culverts with one-foot between each culvert), then this culvert system would be defined as a bridge. (Note: The Compliance Plan Appendix C contains a primer on culverts not defined as bridges.)

Bridge types are classified based on two features: design and material.

The most common bridge design is the **girder system** (Figure 1). With this design, the bridge deck transfers vehicle loads to girders (or beams) that, in turn, transfer the load to the piers or abutments (see Figure 6).

A similar design that lacks girders (or beams) is a **slab bridge** (Figure 2, and see Figure 6). A slab bridge transfers the vehicle load directly to the abutments and, if necessary, piers.

Truss bridges were once quite common and consist of a support structure that is created when structural members are connected at joints to form interconnected triangles (Figure 4). Structural members may consist of steel tubes or angles connected at joints with gusset plates.

Another common bridge design in Michigan is the three-sided pre-cast box or arch bridge (Figure 4).

Michigan is also home to several unique bridge designs.

Adding another layer of complexity to bridge typing is the primary construction materials used (Figure 5). Bridges are generally constructed from concrete, steel, pre-stressed concrete, or timber. Some historical bridges or bridge components in Michigan may be constructed from stone or masonry.

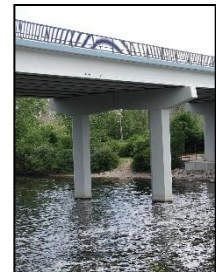


Figure 1: Girder bridge



Figure 2: Slab bridge

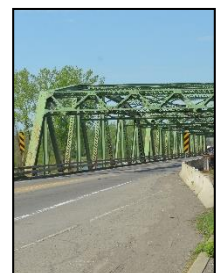


Figure 3: Truss bridge



Figure 4: Three-sided box bridge



Figure 5: Examples of common bridge construction materials used in Michigan

Bridge Condition

Michigan inspectors rate bridge condition on a 0-9 scale known as the National Bridge Inventory (NBI) rating scale (see Table for a summary of the NBI Rating scale). Elements of the bridge's superstructure, deck, and substructure receive a 9 if they are in excellent condition down to a 0 if they are in failed condition. A complete guide for Michigan bridge condition rating according to the NBI can be found in the MDOT Bridge Field Services' *Bridge Safety Inspection NBI Rating Guidelines* (https://www.michigan.gov/documents/mdot/BIR_Ratings_Guide_Combined_2017-10-30_606610_7.pdf).

Table 1: Summary of the NBI Rating Scale	
NBI Rating	General Condition
9-7	Like new/good
6-5	Fair
4-3	Poor/serious
2-0	Critical/failed

Bridge Treatments

Replacement

Replacement work is typically performed when a bridge is in poor condition (NBI rating of 4 or less) and will improve the bridge to good condition (NBI rating of 7 or more). The Local Bridge Program, a part of MDOT's Local Agency Program, defines bridge replacement as full replacement, which removes the entire bridge (superstructure, deck, and substructure) before re-building a bridge at the same location (Figure 6). The decision to perform a total replacement over rehabilitation (see below) should be made based on a life-cycle cost analysis. Generally, replacement is selected if rehabilitation costs more than two-thirds of the cost of replacement. Replacement is generally the most expensive of the treatment options.

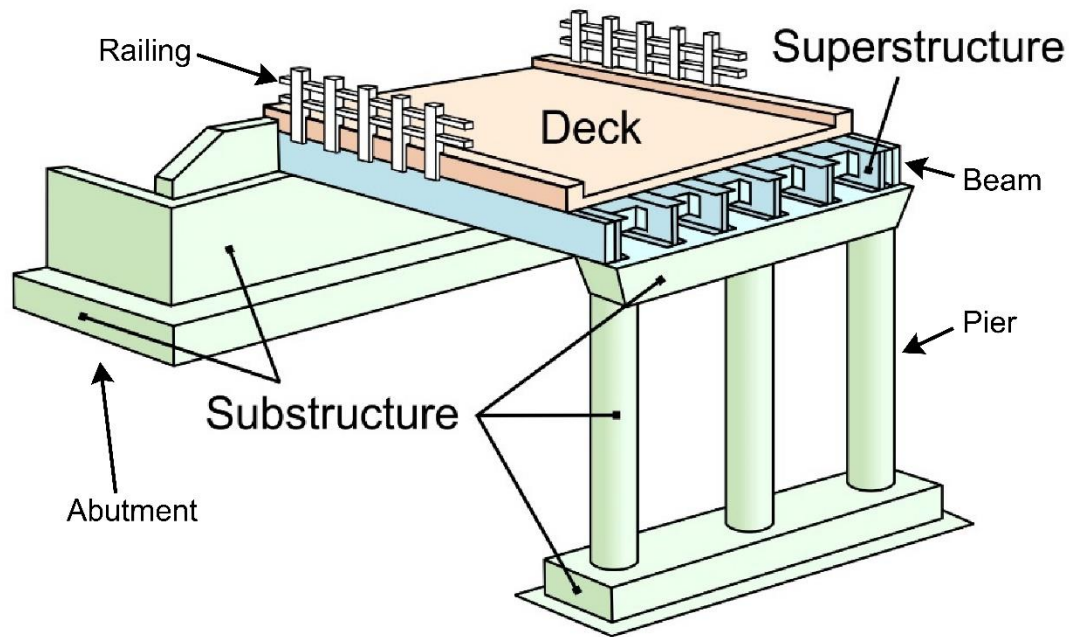


Figure 6: Diagram of basic elements of a bridge

Rehabilitation

Rehabilitation involves repairs that improve the existing condition and extend the service life of the structure and the riding surface. Most often, rehabilitation options are associated with bridges that have degraded beyond what can be fixed with preventive maintenance. Rehabilitation is typically performed on poor-rated elements (NBI rating of 4 or less) to improve them to fair or good condition (NBI rating of 5 or more). Rehabilitation can include superstructure replacement (removal and replacement of beams and deck) or deck replacement. While typically more expensive than general maintenance, rehabilitation treatments may be more cost-effective than replacing the entire structure.

- **Railing retrofit/replacement:** A railing retrofit or replacement either reinforces the existing railing or replaces it entirely (Figure 6). This rehabilitation is driven by a need for safety improvements on poor-rated railings or barriers (NBI rating less than 5).
- **Beam repair:** Beam repair corrects damage that has reduced beam strength (Figure 6). In the case of steel beams, it is performed if there is 25 percent or more of section loss in an area of the beam that affects load-carrying capacity. In the case of concrete beams, this is performed if there is 50 percent or more spalling (i.e., loss of material) at the ends of beams.
- **Substructure concrete patching and repair:** Patching and repairing the substructure is essential to keep a bridge in service. These rehabilitation efforts are performed when the abutments or piers are fair or poor (NBI rating of 5 or 4), or if spalling and delamination affect less than 30 percent of the bridge surface.

Preventive Maintenance

The Federal Highway Administration's (FHWA) *Bridge Preservation Guide* (2018) defines preventive maintenance as "a strategy of extending service life by applying cost-effective treatments to bridge elements...[that] retard future deterioration and avoid large expenses in bridge rehabilitation or replacements."

Preventive maintenance work is typically done on bridges rated fair (NBI rating of 5 or 6) in order to slow the rate of deterioration and keep them from falling into poor condition.

- **Concrete deck overlay:** A concrete deck overlay involves removing and replacing the driving surface. Typically, this is done when the deck surface is poor (NBI rating is less than 5) and the underneath portion of the deck is at least fair (NBI rating greater than 4). A shallow or deep concrete overlay may be performed depending on the condition of the bottom of the deck. The MDOT *Bridge Deck Preservation* matrices provide more detail on concrete deck overlays (see https://www.michigan.gov/mdot/0,4616,7-151-9625_24768_24773---,00.html).
- **Deck repairs:** Deck repairs include three common techniques: HMA overlay with or without waterproof membranes, concrete patching, deck sealing, crack sealing, and joint repair/replacement. An HMA overlay with an underlying waterproof membrane can be placed on bridge decks with a surface rating of fair or lower (NBI of 5 or less) and with deficiencies that cover between 15 and 30 percent of the deck surface and deck bottom. An HMA overlay without a waterproof membrane should be used on a bridge deck with a deck surface and deck bottom rating of serious condition or lower (NBI rating of 3 or less) and with deficiencies that cover greater than 30 percent of the deck surface and bottom; this is considered a temporary holdover to improve ride quality when a bridge deck is scheduled to undergo major rehabilitation within five years. All HMA overlays need to be accompanied by an updated load rating. Patching of the concrete on a bridge deck is done in response to an inspector's work recommendation or when the deck surface is in good, satisfactory, or fair condition (NBI rating of 7, 6, or 5) with minor delamination and spalling. To preserve a good bridge deck in good condition, a deck sealer can be used.

Deck sealing should only be done when the bridge deck has surface rating of fair or better (NBI of 5 or more). Concrete sealers should only be used when the top and bottom surfaces of the deck are free from major deficiencies, cracks, and spalling. An epoxy overlay may be used when between 2 and 5 percent of the deck surface has delaminations and spalls, but these deficiencies must be repaired prior to the overlay. An epoxy overlay may also be used to repair an existing epoxy overlay. Concrete crack sealing is an option to maintain concrete in otherwise good condition that has visible cracks with the potential of reaching the steel reinforcement. Crack sealing may be performed on concrete with a surface rating of good, satisfactory, or fair (NBI rating of 7, 6, or 5) with minor surface spalling and delamination; it may also be performed in response to a work recommendation by an inspector who has determined that the frequency and size of the cracks require sealing.

- **Steel bearing repair/replacement:** Rather than sitting directly on the piers, a bridge superstructure is separated from the piers by bearings. Bearings allow for a certain degree of movement due to temperature changes or other forces. Repairing or replacing the bearings is considered preventive maintenance. Girders and a deck in at least fair condition (NBI of 5 or higher) and bearings in poor condition (NBI rating of 4 or less) identifies candidates for this maintenance activity.
- **Painting:** Re-painting a bridge structure can either be done in totality or in part. Total re-painting is done in response to an inspector's work recommendation or when the paint condition is in serious condition (NBI rating of 3 or less). Partial re-painting can either consist of zone re-painting, which is a preventive maintenance technique, or spot re-painting, which is scheduled maintenance (see below). Zone re-painting is done when less than 15 percent of the paint in a smaller area, or zone, has failed while the rest of the bridge is in good or fair condition. It is also done if the paint condition is fair or poor (NBI rating of 5 or 4).
- **Channel improvements:** Occasionally, it is necessary to make improvements to the waterway that flows underneath the bridge. Such channel improvements are driven by an inspector's work recommendation based on a hydraulic analysis or to remove vegetation, debris, or sediment from the channel and banks (Figure 6).
- **Scour countermeasures:** An inspector's work recommendations or a hydraulic analysis may require scour countermeasures (see the *Risk Management* section of this plan for more information on scour). This is done when a structure is categorized as scour critical and is not scheduled for replacement or when NBI comments in abutment and pier ratings indicate the presence of scour holes.
- **Approach repaving:** A bridge's approach is the transition area between the roadway leading up to and away from the bridge and the bridge deck. Repaving the approach areas is performed in response to an inspector's work recommendation, when the pavement surface is in poor condition (NBI rating of 4 or less), or when the bridge deck is replaced or rehabilitated (e.g., concrete overlay).
- **Guardrail repair/replacement:** A guardrail is a safety feature on many roads and bridges that prevents or minimizes the effects of lane departure incidents. Keeping bridge guardrails in good condition is important. Repair or replacement of bridge guardrail should be done when a guardrail is missing or damaged, or when it needs a safety improvement.

Scheduled Maintenance

Scheduled maintenance activities are those activities or treatments that are regularly scheduled and intend to maintain serviceability while reducing the rate of deterioration.

- **Superstructure washing:** Washing the superstructure, or the main structure supporting the bridge, typically occurs in response to an inspector's work recommendation or when salt-

contaminated dirt and debris collected on the superstructure is causing corrosion or deterioration by trapping moisture.

- **Drainage system cleanout/repair:** Keeping a bridge's drainage system clean and in good working order allows the bridge to shed water effectively. An inspector's work recommendation may indicate drainage system cleanout/repair. Signs that a drainage system needs cleaning or repair include clogs and broken, deteriorated, or damaged drainage elements.
- **Spot painting:** Spot painting is a form of partial bridge painting. This scheduled maintenance technique involves painting a small portion of a bridge. Generally, this is done in response to an inspector's work recommendation and is used for zinc-based paint systems only.
- **Slope repair/reinforcement:** The terrain on either side of the bridge that slopes down toward the channel is called the slope. At times, it is necessary to repair the slope. Situations that call for slope repair include when the slope is degraded, when the slope has significant areas of distress or failure, when the slope has settled, or if the slope is in fair or poor condition (NBI rating of 5 or less). Other times, it is necessary to reinforce the slope. Reinforcement can be added by installing Riprap, which is a side-slope covering made of stones. Riprap protects the stability of side slopes of channel banks when erosion threatens the surface.
- **Vegetation control and debris removal:** Keeping the area around a bridge structure free of vegetation and debris safeguards the bridge structure from these potentially damaging forces. Removing or restricting vegetation around bridges prevents damage to the structure. Vegetation control is done in response to an inspector's work recommendation or when vegetation traps moisture on structural elements or is growing from joints or cracks. Debris in the water channel or in the bridge can also cause damage to the structure. Removing this debris is typically done in response to an inspector's work recommendation or when vegetation, debris, or sediment accumulates on the structure or channel.
- **Miscellaneous repairs:** These are uncategorized repairs in response to an inspector's work recommendation.

1. BRIDGE ASSETS

PSD seeks to implement an asset management program for its bridge structures. This program balances the decision to perform reconstruction, rehabilitation, preventive maintenance, scheduled maintenance, or new construction, with PSD's bridge funding in order to maximize the useful service life and to ensure the safety of the local bridges under its jurisdiction. In other words, PSD's bridge asset management program aims to preserve and/or improve the condition of its local bridge network within the means of its financial resources.

Nonetheless, PSD recognizes that limited funds are available for improving the bridge network. Since preservation strategies like preventive maintenance are generally a more effective use of these funds than costly alternative management strategies like major rehabilitation or replacement, PSD seeks to identify those bridges that will benefit from a planned maintenance program while addressing those bridges that pose usability and/or safety concerns.

The three-fold goal of PSD's asset management program is the preservation and safety of its bridge network, increase of its bridge assets' useful service life by extending of the time that bridges remain in good and fair condition, and reduction of future maintenance costs. To quantify this goal, PSD specifically aims to have to have 85% or more of the agency's local bridges in fair to good condition and to have less than 15% classify as structurally deficient over its five-year plan.

Thus, PSD's asset management plan objectives are:

- To establish the current condition of the city's bridges
- To develop a "mix of fixes" that will:
 - Program scheduled maintenance actions to impede deterioration of bridges in good condition
 - Implement selective corrective repairs or rehabilitation for degraded bridge elements order to restore functionality
 - Identify and program those eligible bridges in need of replacement
- To identify available funding sources, such as:

- Dedicated city resources
- City funding through Michigan’s Local Bridge Program
- Opportunities to obtain other funding
- To prioritize the programmed actions within available funding limitations
- To improve the condition of bridges currently rated poor (4 or lower) and preserve bridges currently rated fair (5) or higher in their current condition in order to extend their useful service life.

Inventory

PSD is responsible for 20 local bridges. Table 2 summarizes PSD’s bridge assets by type, sizes by bridge type, and condition by bridge type. Additional inventory data, condition ratings, and proposed preventive maintenance actions for each bridge are contained in the tables in Appendixes 3, 4, and 5. The bridge inventory data was obtained from MDOT MiBRIDGE and other sources, and the 2021 condition data and maintenance actions are taken from the inspector’s summary report (see Appendix 2).

Types

Of the PSD’s 20 structures, 1 is a concrete bridge, 11 are steel bridges, 8 are pre-stressed concrete bridges, and 0 are timber bridges.

Locations and Sizes

Figure 7 illustrates the locations of bridge assets owned by PSD. Details about the locations and sizes of each individual asset can be found in PSD’s MiBRIDGE database. For more information, please refer to the agency contact listed in the *Introduction* of this bridge asset management plan.

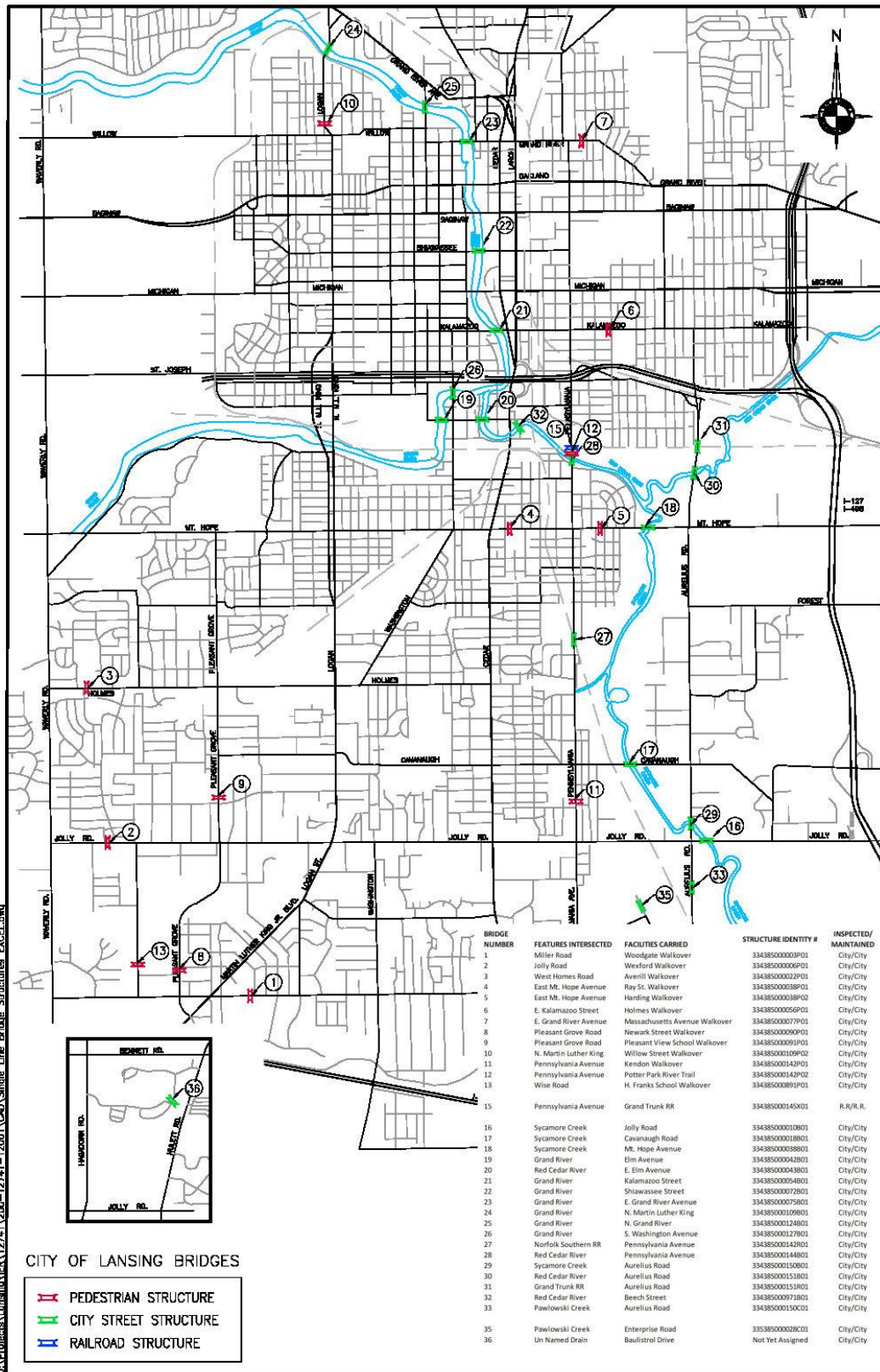


Figure 7: Map illustrating locations PSD's of bridge assets

Condition

PSD evaluates its bridges according to the National Bridge Inspection Standards rating scale, with a rating of 9 to 7 being like new to good condition, a rating of 6 and 5 being fair condition, and a rating of 4 or lower being poor or serious/critical condition. The current condition of PSD's bridge network is 8 (40%) are good, 10 (50%) are fair, and 2 (10%) are poor or lower.

Another layer of classification of PSD's bridge inventory classifies 2 (10%) bridges as structurally deficient, 1 (5%) bridges as posted, and 0 (0) bridges as closed. Structurally deficient bridges are those with a deck, superstructure, substructure, and/or culvert rated as "poor" according to the NBI rating scale, with a load-carrying capacity significantly below design standards, or with a waterway that regularly overtops the bridge during floods. Posted bridges are those that have declined in condition to a point where a restriction is necessary for what would be considered a safe vehicular or traffic load passing over the bridge; designating a bridge as "posted" has no influence on its condition rating. Closed bridges are those that are closed to all traffic; closing a bridge is contingent upon its ability to carry a set minimum live load.

Table 2: Bridge Assets by Type: Inventory, Size, and Condition								
Bridge Type	Total Number of Bridges	Total Deck Area (sq ft)	Condition: Structurally Deficient, Posted, Closed			2021 Condition		
			Struct. Defic.	Posted	Closed	Poor	Fair	Good
Concrete – Arch—deck	1	9,050	0	0	0	0	0	1
Prestressed concrete – Box beam/girders—multiple	3	15,262	1	1	0	1	2	0
Prestressed concrete – Multistringer	4	61,111	0	0	0	0	0	4
Steel – Culvert	2	3,225	1	0	0	1	1	0
Steel – Multistringer	8	94,465	0	0	0	0	6	2
Steel continuous – Multistringer	1	29,344	0	0	0	0	1	0
Concrete - Culvert	1	807	0	0	0	0	0	1
Total SD/Posted/Closed			2	1	0			
Total	20	213,264				2	10	8
Percentage (%)			10	5	0	10	50	40

Statewide, MDOT’s statistics for local agency bridges show that 14% are poor and 86% are good/fair, indicating that the PSD has a lesser percentage of poor bridges compared to the statewide average for local agencies. Correspondingly, PSD has 90% of its bridges in fair/good condition versus the statewide average of 86% for local agency bridges. Statewide, 97% of local agency bridge deck area classifies as structurally deficient compared to 3.4% of PSD’s bridge deck area.

Goals

The goal of PSD’s asset management program is the preservation and safety of its bridge network; it also aims to extend the period of time that bridges remain in good and fair condition, thereby increasing their useful service life and reducing future maintenance costs.

Specifically, this goal translates into long-range goals of having 85% of its bridges rated fair/good and having less than 15% classify as structurally deficient within five years. These goals are juxtaposed with the historic and current condition and the projected trend in Figure 8.

Several metrics will be used to assess the effectiveness of this asset management program. PSD will monitor and report the annual change in the number of its bridges rated fair/good (5 or higher) and the annual change in the number of its bridges classified as structurally deficient.

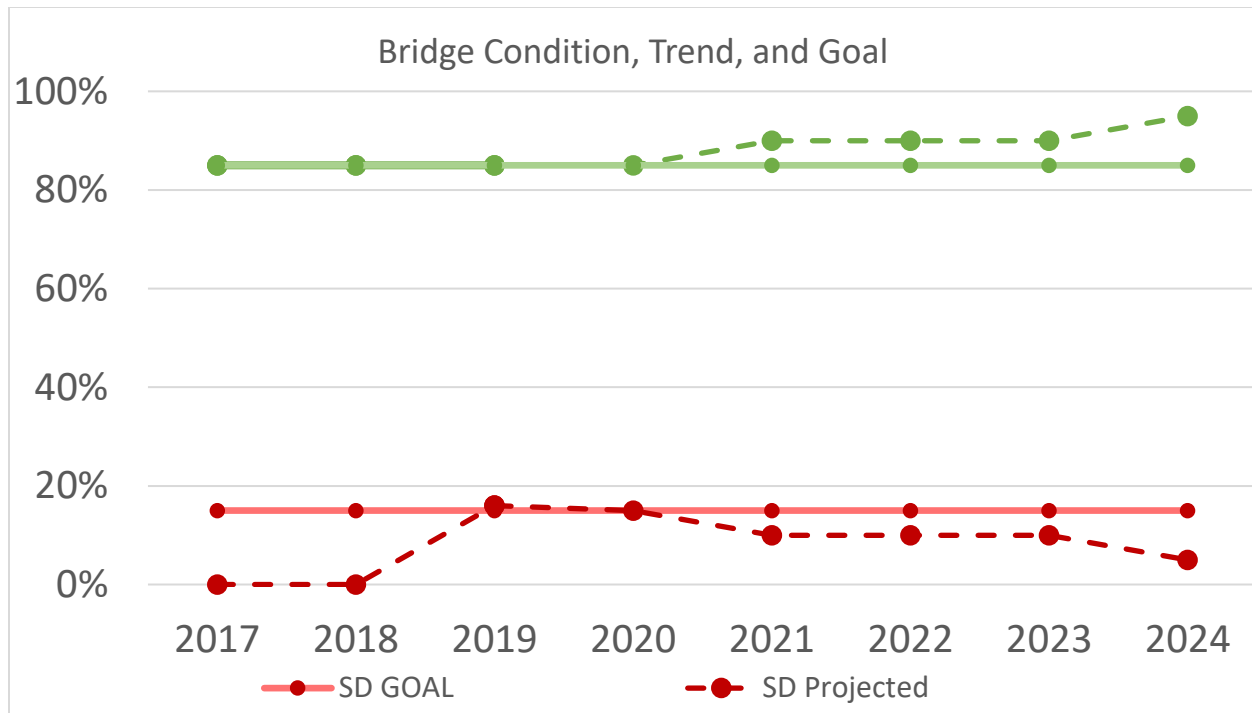


Figure 1: Progress tracking graph indicating COL, PSD's historic and current bridge conditions, projected trends, and goals.

Based on past inspection records and condition ratings, PSD will establish a baseline of past performance by determining the average period of time that a bridge remains in good or fair condition. The performance measure will be the increased average amount of time a bridge is in the good or fair

condition status after implementation of the asset management strategy when compared to the baseline time before implementation.

Prioritization, Programmed/Funded Projects, and Planned Projects

Prioritization

PSD's asset management program aims to address the structures of critical concern by targeting elements rated as being in poor condition and to improve and maintain the overall condition of the bridge network to good or fair condition through a "mix of fixes" strategy. Therefore, PSD prioritizes bridges for projects by evaluating five factors and weighting them as follows: condition –30%, load capacity –25%, traffic –20%, safety –20%, and detour –5%. There are several components within each factor that are used to arrive at its score. Each project under consideration is scored, and its total score is then compared with other proposed project to establish a priority order.

PSD annually reviews the current condition of each of its bridges using the NBIS inspection data contained in the *MDOT Bridge Safety Inspection Report* and the inspector's work recommendations contained in MDOT's *Bridge Inspection Report*. The inspection inventory and condition data are consolidated in spreadsheet format for PSD's bridges in Appendix 3. PSD then determines management and preservation needs and corresponding actions for each bridge (Appendix 4) As well as inspection follow-up actions (Appendix 5). The management and preservation actions are selected in accordance with criteria contained in the *Summary of Preservation Criteria* table (below) and adapted to PSD's specific bridge network.

Table 3: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
Replacement		
Total Replacement	- NBI rating of 3 or less [1] [2] - OR Cost of rehabilitation exceeds cost of replacement [1] - OR Bridge is scour critical with no counter-measures available [1]	70 years
Rehabilitation		
Superstructure Replacement	- NBI rating of 4 or less for the superstructure [1] [2] - OR Cost of superstructure and deck rehabilitation exceeds cost of replacement [1]	40 years ^[1]
Deck Replacement Epoxy Coated Steel Black Steel	- Use guidelines in MDOT's Bridge Deck Preservation Matrix [3] [4] - NBI rating of 4 or less for the deck surface and deck bottom [1] [2] - Deck bottom has more than 25% total area with deficiencies [1] - OR Replacement cost of deck is competitive with rehabilitation [1]	60+ years ^{[3] [4]}
Substructure Replacement (Full or Partial)	- NBI rating of 4 or less for abutments, piers, or pier cap [1] [2] - Has open vertical cracks, signs of differential settlement, or active movement [1] - Pontis rating of 3 or 5 for more than 30 percent of the substructure [1] [5]	40 years ^[1*]

Table 3: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
	• OR Bridge is scour critical with no counter-measures available	
Steel Beam Repair	• More than 25% section loss in an area of the beam that affects load carrying capacity [1] • OR To correct impact damage that impairs beam strength [1]	40 years ^[1*]
Prestressed Concrete Beam Repair	• More than 5% spalling at ends of prestressed I-beams [1] • OR Impact damage that impairs beam strength or exposes prestressing strands [1]	40 years ^[1*]
Substructure Concrete Patching and Repair	• NBI rating of 5 or 4 for abutments or piers, and surface has less than 30% area spalled and delaminated [1] [2] • OR Pontis rating of 3 or 4 for the column or pile extension, pier wall, and/or abutment wall and surface has between 2% and 30% area with deficiencies [1] [5] • OR In response to inspector's work recommendation for substructure patching [1]	
Abutment Repair/Replacement	• NBI rating of 4 or less for the abutment [1] [2] • OR Has open vertical cracks, signs of differential settlement, or active movement	
Railing/Barrier Replacement	• NBI rating greater than 5 for the deck [1] [2] • NBI rating less than 5 for the railing with more than 30% total area having deficiencies [1] [2] • OR Pontis rating is 4 for railing [1] [5] • OR Safety improvement is needed [1]	
Culvert Repair/Replacement	• NBI rating of 4 or less for culvert or drainage outlet structure • OR Has open vertical cracks, signs of deformation, movement, or differential settlement	
Preventive Maintenance		
Shallow Concrete Deck Overlay	• NBI rating is 5 or less for deck surface, and deck surface has more than 15% area with deficiencies [1] [2] • NBI rating of 4 or 5 for deck bottom, and deck bottom has between 5% and 30% area with deficiencies [1] [2] • OR In response to inspector's work recommendation [1]	12 years
Deep Concrete Deck Overlay	• NBI rating of 5 or less for deck surface, and deck surface has more than 15% area with deficiencies [1] [2] • NBI deck bottom rating is 5 or 6, and deck bottom has less than 10% area with deficiencies [1] [2] • OR In response to inspector's work recommendation [1]	25 years
HMA Overlay with Waterproofing Membrane	• NBI rating of 5 or less for deck surface, and both deck surface and bottom have between 15% and 30% area with deficiencies [1] [2] • OR Bridge is in poor condition and will be replaced in the near future and the most cost-effective fix is HMA overlay [1]	
HMA Overlay Cap without Membrane	• Note: All HMA caps should have membranes unless scheduled for replacement within five years. • NBI rating of 3 or less for deck surface and deck bottom, and deck surface and deck bottom have more than 30% area with deficiencies. Temporary holdover to improve ride quality for a bridge in the five-year plan for rehab/replacement. [1] [2]	3 years

Table 3: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
Concrete Deck Patching	- NBI rating of 5, 6, or 7 for deck surface, and deck surface has between 2% and 5% area with delamination and spalling [1] [2] - OR In response to inspector's work recommendation [1]	5 years
Steel Bearing Repair/Replacement	NBI rating of 5 or more for superstructure and deck, and NBI rating 4 or less for bearing [2]	
Deck Joint Replacement	- Always include when doing deep or shallow concrete overlays [1] - NBI rating of 4 or less for joints [1] [2] - OR Joint leaking heavily [1] - OR In response to inspector's work recommendation for replacement [1]	
Pin and Hanger Replacement	- NBI rating of 4 or less for superstructure for pins and hangers [1] [2] - Pontis rating of 1, 2, or 3 for a frozen or deformed pin and hanger [1] [5] - OR Presence of excessive section loss, severe pack rust, or out-of-plane distortion [1]	15 years
Zone Repainting	- NBI rating of 5 or 4 for paint condition, and paint has 3% to 15% total area failing [1] [2] - OR During routine maintenance on beam ends or pins and hangers [1] - OR less than 15% of existing paint area has failed and remainder of paint system is in good or fair condition [1]	10 years
Complete Repainting	- NBI rating of 3 or less for paint condition [1] [2] - OR Painted steel beams that have greater than 15% of the existing paint area failing [1]	
Partial Repainting	See Zone or Spot Painting	
Channel Improvements	- Removal of vegetation, debris, or sediment from channel and banks to improve channel flow - OR in response to inspector's work recommendation	
Scour Countermeasures	- Pontis scour rating of 2 or 3 and is not scheduled for replacement [1] [5] - OR NBI comments in abutment and pier ratings indicate presence of scour holes [1] [2]	
Approach Repaving	- Approach pavement relief joints should be included in all projects that contain a significant amount of concrete roadway (in excess of 1000' adjacent to the structure). The purpose is to alleviate the effects of pavement growth that may cause distress to the structure. Signs of pavement growth include: - Abutment spalling under bearings [1] - Beam end contact [1] - Closed expansion joints and/or pin and hangers [1] - Damaged railing and deck fascia at joints [1] - Cracking in deck at reference line (45 degree angle) [1]	
Guard Rail Repair/Replacement	- Guard rail missing or damaged ^[2*] - OR Safety improvement is needed ^[2*]	
Scheduled Maintenance		

Table 3: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
Superstructure Washing	- When salt contaminated dirt and debris collected on superstructure is causing corrosion or deterioration by trapping moisture [1] - OR Expansion or construction joints are to be replaced and the steel is not to be repainted [1] - OR Prior to a detailed replacement [1] - OR In response to inspector's work recommendation [1]	2 years
Drainage System Clean-Out/Repair	- When drainage system is clogged with debris [1] - OR Drainage elements are broken, deteriorated, or damaged [1] - OR NBI rating comments for drainage system indicate need for cleaning or repair [1] [2]	2 years
Spot Repainting	- For zinc-based paint systems only. Do not spot paint with lead-based paints. - Less than 5% of paint area has failed in isolated areas [1] - OR In response to inspector's work recommendation [1]	5 years
Slope Paving Repair	- NBI rating is 5 or less for slope protection [1] [2] - OR Slope is degraded or sloughed - OR Slope paving has significant areas of distress, failure, or has settled [1]	
Riprap Installation	To protect surface when erosion threatens the stability of side slopes of channel banks	
Vegetation Control	- When vegetation traps moisture on structural elements [1] - OR Vegetation is growing from joints or cracks [1] - OR In response to inspector's work recommendation for brush cut [1]	1 year
Debris Removal	- When vegetation, debris, or sediment accumulates on the structure or in the channel - OR In response to inspectors work recommendation	1 year
Deck Joint Repair	- Do not repair compression joint seals, assembly joint seals, steel armor expansions joints, and block out expansion joints; these should always be replaced. [1] - NBI rating is 5 for joint [1] [2] - OR In response to inspector's work recommendation for repair [1]	
Concrete Sealing	- Top surface of pier or abutments are below deck joints and, when contaminated with salt, salt can collect on the surface [1] - OR Surface of the concrete has heavy salt exposure. Horizontal surfaces of substructure elements are directly below expansion joints [1]	
Concrete Crack Sealing	- Concrete is in good or fair condition, and cracks extend to the depth of the steel reinforcement [1] - OR NBI rating of 5, 6, or 7 for deck surface, and deck surface has between 2% and 5% area with deficiencies [1] [2] - OR Unsealed cracks exist that are narrow and/or less than 1/8" wide and spaced more than 8' apart [1] - OR In response to inspector's work recommendation [1]	5 years
Minor Concrete Patching	Repair minor delaminations and spalling that cover less than 30% of the concrete substructure [1]	

Table 3: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
	• OR NBI rating of 5 or 4 for abutments or piers, and comments indicate that their surface has less than 30% spalling or delamination [1] [2] • OR Pontis rating of 3 or 4 for the column or pile extension, pier wall and/or abutment wall, and surface has between 2% and 30% area with deficiencies [1] [5] • OR In response to inspector's work recommendation [1]	
HMA Surface Repair/Replacement	• HMA surface is in poor condition • OR In response to inspector's work recommendation	
Seal HMA Cracks/Joints	• HMA surface is in good or fair condition, and cracks extend to the surface of the underlying slab or sub course • OR In response to inspector's work recommendation	
Timber Repair	• NBI rating of 4 or less for substructure for timber members • OR To repair extensive rot, checking, or insect infestation	
Miscellaneous Repair	• Uncategorized repairs in response to inspector's work recommendation	
This table was produced by TransSystems and includes information from the following sources: [1] MDOT, <i>Project Scoping Manual</i>, MDOT, 2019. [2] MDOT, <i>MDOT NBI Rating Guidelines</i>, MDOT, 2017. [3] MDOT, <i>Bridge Deck Preservation Matrix - Decks with Uncoated "Black" Rebar</i>, MDOT, 2017. [4] MDOT, <i>Bridge Deck Preservation Matrix - Decks with Epoxy Coated Rebar</i>, 2017. [5] MDOT, <i>Pontis Bridge Inspection Manual</i>, MDOT, 2009. * From source with interpretation added.		

In terms of management and preservation actions, PSD's asset management program uses a "mix of fixes" strategy that is made up of replacement, rehabilitation, preventive maintenance, and scheduled maintenance.

Replacement involves substantial changes to the existing structure, such as bridge deck replacement, superstructure replacement, or complete structure replacement, and is intended to improve critical or closed bridges to a good condition rating.

Rehabilitation is undertaken to extend the service life of existing bridges. The work will restore deficient bridges to a condition of structural or functional adequacy, and may include upgrading geometric features. Rehabilitation actions are intended to improve the poor or fair condition bridges to fair or good condition.

Preventive maintenance work will improve and extend the service life of fair bridges, and will be performed with the understanding that future rehabilitation or replacement projects will contain appropriate safety and geometric enhancements. Preventive maintenance projects are directed at limited bridge elements that are rated in fair condition with the intent of improving these elements to a good rating. Most preventive maintenance projects will be one-time actions in

response to a condition state need. Routine preventive work will be performed by the agency's in-house maintenance crews while larger, more complex work will be contracted.

PSD's **scheduled maintenance** program is an integral part of the preservation plan, and is intended to extend the service life of fair and good structures by preserving the bridges in their current condition for a longer period of time. Scheduled maintenance is proactive and not necessarily condition driven. In-house maintenance crews will perform much of this work.

Certain of the severely degraded and structurally deficient bridges require replacement or major rehabilitation. Several of the remaining bridges require one-time preventive maintenance actions to repair defects and restore the structure to a higher condition rating. Most bridges are included in a scheduled maintenance plan with appropriate maintenance actions programmed for groups of bridges of similar material and type, bundled by location.

The replacement, rehabilitation, and preventive maintenance projects are generally eligible for funding under the local bridge program, and any requests for funding will be submitted with City of Lansing Public Service Department's annual applications.

To achieve its goals, a primary objective of PSD's asset management program is improvement of one bridges rated poor (4 or lower) to a rating of fair (5) or higher within a five-year time period through management and/or preservation activities. The primary work activities that will be used to meet this improvement objective include replacement. The work has been prioritized by considering each individual bridge's needs, its importance, the present costs of improvements, and the impact of deferral (i.e., cost increase due to increased degradation). Additionally, PSD's asset management program incorporates preservation of bridges currently rated fair (5) or higher in their current condition in order to extend their useful service life. The primary work activities used to meet this preservation objective include replacement, rehabilitation, preventive maintenance, and scheduled maintenance. A bridge-by-bridge preservation—or maintenance—plan is presented in the Appendix 4.

Programmed/Funded Projects

PSD received \$898,500 in total funding per year for the years 2022-2023. To achieve its goals, PSD plans to spend \$98,500 per year on preventive maintenance of bridges. PSD plans to replace 0 bridges at a cost of \$0. By performing the aforementioned preventive maintenance and replacement of bridge structures, PSD will meet its overall bridge network condition goals.

PSD computes the estimated cost of each typical management and/or preservation action using unit prices in the latest *Bridge Repair Cost Estimate* spreadsheet contained in MDOT's *Local Bridge Program Call for Projects*. The cost of items of varying complexity, such as maintenance of traffic, staged construction, scour counter-measures, and so forth, are computed on a bridge-by-bridge basis. The cost estimates are reviewed and updated annually. A summary of the programmed/funded projects and investments can be found in Table 4, the Cost Projection table, below.

Planned Projects

PSD identifies additional priority projects that remain unfunded. These are identified according to high, medium, and low priority in Table 4.

Table 4: Cost Projection Table

Strategy	2023	2024	2025	2026	2027	GAP
New						
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Replacement						
13398		\$ 1,382,000				
3936			\$	\$5,045,000		
Subtotal	\$0	\$ 1,382,000		\$5,045,000	\$0	\$0
Rehabilitation						
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Scheduled Maintenance						
3944		\$510,018				
3939		\$289,036				
3948		\$425,326				
3951		\$140,000				
3940		\$86,000				
13685			\$444,000			
3937				\$258,000		
3958				\$110,000		
Subtotal		\$1,450,380	\$444,000	\$368,000	\$0	\$0
Preventive Maintenance						
3952					\$774,000	
3932					\$ 205,000	
Subtotal	\$0	\$0	\$0	\$	\$979,000	\$0
Other						
3930						\$29,000
3935						\$15,000
3955						\$59,000
Subtotal	\$0	\$0	\$0	\$0	\$0	\$103,000

As part of annual scheduled maintenance, all City bridges are swept, drainage structures are cleaned, and expansion joints have debris removed.

Gap Analysis

When PSD compares its funding and its programmed/funded projects with all of its prioritized projects as shown in Table 4, PSD believes it should be able to achieve most of its asset management goals for the period of this plan. For projects that it is unable to complete, PSD will continue to monitor those bridge assets and take any necessary steps within its budget to prevent or mitigate a condition decline or a need to post or close the structure.

2. FINANCIAL RESOURCES

Anticipated Revenues

PSD has programmed projects and/or has been granted both MDOT local-aid funding and a county appropriation of monies for bridge preservation for the purpose(s) of replacement, rehabilitation, preventive maintenance, and scheduled maintenance for the following bridge(s): 3939, 3940, 3944, 3948, 3951, 13398, 13685, 3937, and 3958. This funding is intended for use in the following funding year(s): 2024, 2025, 2026.

PSD applied for MDOT local-aid funding, a city appropriation of monies for bridge preservation, and federal funding, in 2026 for the purpose(s) of replacement and preventive maintenance for the following bridge(s): 3936, 3952, 3932. This funding would be intended for use in the following funding year(s): 2026

PSD plans to prepare and submit applications for funding from several sources including, but not limited to MDOT local aid, a city appropriation of monies for bridge preservation, and federal programs, for the purpose(s) of preventive maintenance for the following bridge(s): 3930, 3935, and 3955. This funding would be intended for use in the following funding year(s): 2027, 2028.

Any projects submitted to the local aid program that are not selected for funding will be added to the agency's program.

Anticipated Expenses

Scheduled maintenance activities and minor repairs that are not affiliated with any applications, grants, or other funded projects will be performed by the agency's in-house maintenance forces and funded through the agency's annual operating budget.

3. RISK MANAGEMENT

PSD recognizes that the potential risks associated with bridges generally fall into several categories:

- Personal injury and property damage resulting from a bridge collapse or partial failure;
- Loss of access to a region or individual properties resulting from bridge closures, restricted load postings, or extended outages for rehabilitation and repair activities; and
- Delays, congestion, and inconvenience due to serviceability issues, such as poor quality riding surface, loose expansion joints, or missing expansion joints.

PSD addresses these risks by implementing regular bridge inspections and a preservation strategy consisting of preventive maintenance.

PSD administers the biennial inspection of its bridges in accordance with NBIS and MDOT requirements. The inspection reports document the condition of PSD's bridges and evaluates them in order to identify new defects and monitor advancing deterioration. The summary inspection report in Appendix 1 identifies items needing follow-up, special inspection actions, and recommended bridge-by-bridge maintenance activities.

Bridges that are considered "scour critical" pose a risk to PSD's road and bridge network. Scour is the depletion of sediment from around the foundation elements of a bridge commonly caused by fast-moving water. According to MDOT's *Michigan Structure Inventory and Appraisal Coding Guide*, a scour critical bridge is one that has unstable abutment(s) and/or pier(s) due to observed or potential (based on an evaluation study) scour. Bridges receiving a scour rating of 3 or less are considered scour critical. PSD has scour critical bridges, which are listed in Table 5.

Table 5: Bridges that are Considered Scour Critical

Scour Critical Bridges	
Bridge Structure Number	Scour Critical Rating
3932	3
3935	3
3936	3
3937	3
3944	3
3947	3
3952	3
3955	3

PSD has posted or closed bridges that are critical to accessing entire areas or individual properties within its jurisdiction. These bridges are listed in Table 6.

Table 6: Posted or Close Bridges that are Critical Links

Posted/Closed Bridges that are Critical Links		
Bridge Structure Number	P/K	Comments
		E Elm Street over the red Cedar River is posted, but is not a critical link.

The preservation strategy identifies actions in the operations and maintenance plan that are preventive or are responsive to specific bridge conditions. The actions are prioritized to correct critical structural safety and traffic issues first, and then to address other needs based on the operational importance of each bridge and the long-term preservation of the network. The inspection results serve as a basis for modifying and updating the operations and maintenance plan annually.

Appendix 1

City of Lansing 2021 Bridge Inspection Report

EXECUTIVE SUMMARY

1. Federal and State Requirement

Inspection of bridges is required for all structures on the National Bridge Inventory (NBI) by the Federal Government through the Code of Federal Regulations 23 CFR Part 650 entitled the National Bridge Inspection Standards (NBIS). NBIS requires that inspection be performed by a qualified bridge inspector. NBIS establishes maximum bridge inspection frequencies for each type of bridge safety inspection. Routine inspections must occur at regular intervals that do not exceed 24 months. The regulations also require each state to establish criteria for reduced inspection frequencies through the consideration of factors such as age, traffic characteristics, and condition state. The NBIS does not apply to tunnels, bridges that carry only pedestrians, railroad tracks, pipelines, or other types of non-highway passageways. However, MDOT requires that all structures that are over moving traffic be inspected to the same guidelines as NBIS.

For bridges over waterways there are additional requirements based on scour concerns, including scour action plans, taking waterway cross sections, and underwater inspections. Scour action plans are required for all bridges that are deemed scour critical. To determine if a bridge is not scour critical, a scour analysis is required. There are two levels of scour analysis. A Level One analysis is the first step and it consists of gathering information that covers stream characteristics, land use, stream stability, lateral stability, vertical stream stability, and channel response to change. If the results of a Level One analysis do not conclude that a bridge is not scour critical then a Level Two analysis is required. A Level Two scour analysis is an analytical process to define stream stability and scour problems that incorporates flood history, hydraulic conditions, geotechnical evaluation, watershed sediment yield, incipient motion analysis, armoring potential, rating curve shifts, and scour conditions.

For all bridges that are scour critical, a scour action plan needs to be created. These action plans need to be updated each time a routine inspection is completed at a minimum, as well as after each major storm event. Waterway cross sections frequency is determined based on MDOT's Guidelines for Bridge Inspection Frequencies. The City of Lansing's bridges that are coded as scour critical have not had any observed scour, so the cross-section frequency is 48 months.

Underwater inspections are performed where the water depth exceeds 10 feet where normal probing is not sufficient to detect any signs of scour. All bridges where the water depth meets these requirements require an underwater inspection regardless if the bridge is scour critical or not. The City has six bridges that require underwater inspections. All six bridges have a 60-month inspection frequency.

Bridge load ratings need to be updated any time work has been done to a structure that has changed the loading to the bridge, or the condition of the bridge has dropped to a level where the load carrying member capacities have been reduced.

2. Bridge Inspection Frequency

This year's routine inspections were completed for all the City's bridges. The City's bridges are all on a 24-month inspection cycle, except where noted otherwise below:

- 1 - SN 3927 Woodgate Walkover over Miller Road
- 2 - SN 3928 Wexford Road Walkover over Jolly Road (12-month inspection cycle)
(Closed)
- 3 - SN 3931 Averill Walkover over West Holmes Road
- 4 - SN 3933 Ray Street Walkover over East Mount Hope Avenue (12-month inspection cycle)
- 5 - SN 3934 Harding Avenue Walkover over East Mount Hope Avenue
- 6 - SN 3938 Holmes Street Walkover over East Kalamazoo Street
- 7 - SN 3941 Massachusetts Avenue Walkover over Cesar Chavez Avenue
- 8 - SN 3942 Newark Street Walkover over Pleasant Grove Road
- 9 - SN 3943 Pleasant View School Walkover over Pleasant Grove Road
(Closed)
- 10 - SN 3946 Willow Street Walkover over North Martin Luther King Jr.
- 11 - SN 3949 Kendon Walkover over Pennsylvania Avenue (12-month inspection cycle)
(Closed)
- 12 - SN 3950 Potter Park River Trail over Pennsylvania Avenue
- 13 - SN 3957 Harley Franks School Walkover over Wise Road
- 14 - N/A
- 15 - SN 3953 Grand Trunk Railroad over Pennsylvania Avenue
- 16 - SN 3929 Jolly Road over Sycamore Creek
- 17 - SN 3930 Cavanaugh Road over Sycamore Creek
- 18 - SN 3932 Mount Hope Avenue over Sycamore Creek
- 19 - SN 3935 Elm Avenue over the Grand River
- 20 - SN 3936 East Elm Street over the Red Cedar River (12-month inspection cycle)
- 21 - SN 3937 Kalamazoo Street over the Grand River
- 22 - SN 3939 Shiawassee Street over the Grand River
- 23 - SN 3940 Cesar Chavez Avenue over the Grand River
- 24 - SN 3944 North Martin Luther King Jr. Boulevard over the Grand River
- 25 - SN 3947 North Grand River Avenue over the Grand River
- 26 - SN 3948 South Washington Avenue over the Grand River
- 27 - SN 3951 Pennsylvania Avenue over Norfolk Southern Railroad
- 28 - SN 3952 Pennsylvania Avenue over the Red Cedar River
- 29 - SN 3954 Aurelius Road over Sycamore Creek
- 30 - SN 3955 Aurelius Road over the Red Cedar River
- 31 - SN 3956 Aurelius Road over Grand Trunk Railroad
- 32 - SN 3958 Beech Street over Red Cedar River
- 33 - SN 13398 Aurelius Road over Pawlowski Creek Drain (12-month inspection cycle)
- 34 - N/A
- 35 - SN 13398 Enterprise Drive over Pawlowski Creek Drain
- 36 - SN 14606 Baulistrol Drive over Unnamed Drain

3. Summary of RFA's and Work Recommendations

The list of work recommendations can be seen in the Bridge Maintenance Items and Priorities Table. Four Requests for Action were submitted for 2021:

- I. SN 3953 Grand Trunk Railroad over Pennsylvania Avenue
- II. SN 3937 Kalamazoo Street over the Grand River
- III. SN 3939 Shiawassee Street over the Grand River
- IV. SN 3952 Pennsylvania Avenue over the Red Cedar River

There were no Request for Actions submitted in the 2022 off-year inspections.

4. Underwater Inspection

The City's bridges requiring underwater inspection have a 60-month frequency.

The following bridges had underwater inspections last performed in 2018 and will require underwater inspections in 2023:

- I. SN 3935 Elm Avenue over Grand River
- II. SN 3936 East Elm Street over the Red Cedar River
- III. SN 3937 Kalamazoo Street over the Grand River
- IV. SN 3939 Shiawassee Street over the Grand River

The following bridges had underwater inspections last performed in 2021 and will require underwater inspections in 2026:

- I. SN 3952 Pennsylvania Avenue over the Red Cedar
- II. SN 3955 Aurelius over the Red Cedar

5. Scour Criticality, Channel Cross-Sections and Scour Action Plans

Channel cross-sections are taken and plotted for the bridges that are over water and are currently considered scour critical. The cross-sections are taken on both the upstream and downstream faces of the bridge. The purpose of the cross-sections is to determine if the channel is changing over time which could provide an indication of ongoing scour. Small variations in the channel cross-sections are to be expected due to difficulties in taking elevations underwater and since the measurements are not taken in the exact same locations each time. Since the channels appear stable without notable change, the channel cross-sections are on a four-year cycle.

Channel cross-sections were last taken for all the City's scour critical bridges in 2020. Cross sections were taken at Baulistrol Drive this year.

All of the City's bridges over water require new Level I Scour Analyses and, if required, revised Item #112 coding in conformance with current MDOT guidelines. These are being updated as part of the current bridge inspection cycles.

Two bridges required updates to the Level I Scour Analysis this year:

- I. East Elm Street over the Red Cedar River
- II. Aurelius Road over Pawlowski Creek Drain

One bridge required a new Level I Scour Analysis this year:

- I. Baulistrol Drive over Unnamed Drain

Nine bridges will require updates to the Level I Scour Analysis in 2023:

- I. Cavanaugh Road over Sycamore Creek
- II. Mount Hope Avenue over Sycamore Creek
- III. Kalamazoo Street over the Grand River
- IV. North Martin Luther King over the Grand River
- V. South Washington Avenue over the Grand River
- VI. Pennsylvania Avenue over the Red Cedar River
- VII. Aurelius Road over Sycamore Creek
- VIII. Aurelius Road over the Red Cedar River
- IX. Enterprise Drive over Pawlowski Creek Drain

6. Load ratings

All structures are required to have a load rating on file. Load ratings are required to be updated if any changes are made to a structural that affect the structure's loading, or any changes to condition of the structure that would affect its load carrying capacity.

One bridge required a load rating this year because there was not one in the file:
Baulistrol Drive over Unnamed Drain (To be completed in 2023)

7. Completing the process

After the inspections are complete, the reports (including photographs) are completed on MDOT's MiBridge website. The results of the inspection are then reviewed by the City of Lansing to determine which bridges will be submitted to receive funding under the Michigan Local Agency Bridge Program.

8. Upcoming Inspections

The next full round of biennial inspections will be held in October 2023.

Appendix 2

City of Lansing Public Service Department 2021 Bridge Inspection Report Executive Summary

General Recommendations

3929 Jolly Road over Sycamore Creek

Constructed: 1963 **Widened:** 1993 **Rehabilitated:** 2017 **General Condition:** Fair

Description: The structure is a two-span steel bridge constructed in 1963, widened in 1993 and rehabilitated in 2017. The 2017 work consisted of hydrodemolition and a deep concrete overlay, expansion joint replacement, beam end repairs, zone painting, substructure repair, placement of rip rap, and approach pavement replacement. The bridge is in fair condition.

Recommendations:

- Coordinate with utility company to support hanging conduit in second bay from south.
- Coordinate with utility company for repair of damaged conduit hangers on south fascia.
- Remove trees/brush adjacent to the bridge.
- Retrofit concrete parapet railing to meet current AASHTO standards for clear openings.

3930 Cavanaugh Road over Sycamore Creek

Constructed: 1990

Rehabilitation: 2017

General Condition: Fair

Description: The structure is a single-span constructed in 1990 and rehabilitated in 2017. The superstructure consists of 33-inch deep adjacent precast concrete box beams with a concrete deck. Rehabilitation work consisted of hydrodemolition, shallow concrete overlay, replacement of the south sidewalk and railing, southwest and southeast returnwall replacement (above the bearing seats), abutment crack repair, and approach work. The bridge is in overall fair condition.

Recommendations:

- Patch small spalls/popout in deck overlay (west end in eastbound lanes).
- Clean and seal joints between approach pavement and bridge deck at each reference line.
- Place additional riprap at the abutments.

3932 Mt Hope Avenue over Sycamore Creek

Constructed: 1962

Reconstructed: 2013, 2018 (paint) **General Condition:** Fair

Description: The structure is a two-span steel bridge originally constructed in 1962, rehabilitated in 2013, and the beams cleaned and recoated in 2018. The rehabilitation consisted of a new deck sidewalk and railings, beam end repairs, beam cleaning & coating, and approach work. The bridge is in overall good condition..

Recommendations:

- Replace broken bolts at north pedestrian railing.
- Place bituminous wedges at north approach sidewalks.

- Patch the cracks in grouted rip rap at abutments.
- Place additional rip rap along the sides of the piers.
- Remove debris caught on upstream end of pier

3935

W Elm Street over the Grand River

Constructed: 2003

Reconstructed:

General Condition: Good

Description: The bridge consists of a 2-span prestressed concrete I-beam superstructure on a concrete pier wall and cantilever abutments. It was constructed in 2003. The bridge is in good condition.

Recommendations: [☐ Add additional riprap scour protection in SE quadrant in front of abutment.

- Spray for vegetation along curb line in approaches.
- Repair erosion on NW quadrant and fill void under approach sidewalk.
- Reseal poured joints adjacent to the east sleeper slab.

3936

E Elm Street over the Red Cedar River

Constructed: 1980

Reconstructed:

General Condition: Poor

Description: This bridge consists of a 2-span, adjacent prestressed concrete box beam superstructure super by a single pier wall and tall cantilever abutments. The superstructure and pier were reconstructed in 1980. The bridge is in poor condition due to severe box beam deterioration.

Recommendations:

- **Fill spalls in sidewalk surface with epoxy patch material.**
- **Remove incipient spalls on the bottom of beams over the pedestrian walkway as required.**
- **Install tube or fencing to fill gap at bottom of open parapet railings.**
- **Replace missing nuts at north aluminum tube railing.**
- **Total bridge replacement.**

3937

Kalamazoo Street over the Grand River

Constructed: 1979

Reconstructed: 2010

General Condition: Fair

Description: The bridge is three spans continuous steel plate girders constructed in 1979. In 2010 the structure has a new concrete overlay placed and the girders were painted. The bridge is in fair condition..

Recommendations:

- Add scour countermeasures at east pier footing and near the drainage culvert outlet.
- Seal cracks in HMA approaches with hot poured rubber sealant.
- Repair erosion in the southwest quadrant under sidewalk.
- Scale shallow spalls in railing posts and coat with sealer.
- Apply healer sealer or epoxy overlay on the deck and sidewalk surfaces.
- Replace end diaphragm cross frames with holes in bay 1S near both abutments.
- Re-attach drain extension.
- Re-align rocker bearings at east abutment.

- 3939 Shiawassee Street over the Grand River**
Constructed: 1996 **Reconstructed:** **General Condition:** Good
Description: . The bridge consists of a 3-span, prestressed concrete I-beam superstructure built in 1996. The bridge is in good condition.
Recommendations:
- Add riprap at pier 1W to address footing exposure.
 - Replace HMA approaches due to poor surface and settlement issues at joint ends.
 - Patch spalled areas of brush blocks. Apply a silane surface sealer to aesthetic balustrade rail.
 - Apply epoxy healer sealer to sidewalk.
 - Chase cracks with epoxy sealer in deck surface.
- 3940 E Cesar Chavez Avenue over the Grand River**
Constructed: 1929 **Reconstructed:** 2006 **General Condition:** Good
Description: The bridge consists of a 3-span, prestressed concrete I-beam superstructure on two pier walls in the water and tall cantilever abutments. Constructed in 1929, it received a superstructure replacement in 2006. The bridge is in good condition.
Recommendations:
- Place additional riprap near face of abutments to prevent future scour.
 - Correct settlement problems at NW and SE quadrants.
 - Seal Sidewalk surface with Epoxy healer sealer.
- 3944 N Martin Luther king Jr Boulevard over the Grand River**
Constructed: 1960 **Reconstructed:** 2001 **General Condition:** Good
Description: The bridge consists of a 7-span rolled steel beam superstructure on 6-column piers built in 1960. The deck was replaced in 2001. The bridge is in good condition..
Recommendations:
- Detailed inspection of beam ends with pitting and verify condition of tack welds for stiffeners.
 - Place riprap along Pier 6S to prevent further slumping.
 - Fill small potholes near end joints.
 - Patch spalls in the curb faces (50 sft total), repair spalls in railing, consider railing replacement for north half of bridge.
 - Patch deck surface and apply healer sealer to sidewalks and deck surface.
- 3947 N Gran River Avenue over the Grand River**
Constructed: 1924 **Reconstructed:** 2021 **General Condition:** Good
Description: The bridge consists of three closed-spandrel, earth-filled, reinforced concrete arches with two concrete pier walls. The bridge was constructed in 1924, and the sidewalks and railings replaced in 1979. This structure was recently rehabilitated and was re-opened to traffic in November 2021. The bridge is now in good condition.
Recommendations:

- Complete Updated Scour Evaluation to included recent scour countermeasures.

3948

S Washington Avenue over the Grand River

Constructed: 1986

Reconstructed:

General Condition: Fair

Description: The bridge is a single-span steel bridge constructed in 1986. The bridge is in overall fair condition.

Recommendations:

- Replace missing expansion plate cover at the east sidewalk.
- Zone paint corroded beam ends at north abutment and at splice at second beam from east.
- Replace approach guardrail.
- Replace railing tube with hole on southeast returnwall.
- Retrofit concrete parapet railing to meet current AASHTO standards for clear openings.
- Periodically clean out expansion joint.

3951

Pennsylvania Avenue over the Norfolk Southern (Jackson & Lansing) Railroad

Constructed: 2005

Reconstructed:

General Condition: Good

Description: The structure is a single-span steel bridge constructed in 2005. The bridge consists of steel plate girders spanning on a skew relative to the direction of traffic due to the orientation of the railroad tracks below. Each fascia beam has a kicker beam parallel to traffic. The resulting superstructure has “bumpout” area behind the railing on each side. The bridge is in good condition.

Recommendations:

- Repair spalls in approach pavement.
- Repair surface spalls in bridge deck.
- Repair spall on top of the south backwall in southbound lanes.
- Repair cracks and spalls at the northwest returnwall and the at the west end of the north backwall.
- Fill in settlement at top of north MSE wall at west end.
- Periodically clean out expansion joint.
- Remove trees from southeast and northwest corners of bridge MSE walls.
- Remove trees from in front of south MSE wall.
- Replace or place bituminous wedges at approach sidewalks.

3952

Pennsylvania Avenue over the Red Cedar River

Constructed: 1963

Reconstructed: 2011-12

General Condition: Fair

Description: The bridge consists of a 3-span rolled steel beam superstructure on two pier walls and tall cantilever abutments. It was constructed in 1963, received an overlay in 2011 and several beam end repairs in 2012.

Recommendations:

- Place riprap in front of abutments to prevent future scour.
- Remove timber logs and debris along NE and west quadrants (RFA)
- Replace south approach and reseal south end joints.
- Scale and patch median brush block. Apply healer sealer.
- Epoxy inject vertical cracks in substructure.

- 3954 Aurelius Road over Sycamore Creek**
Constructed: 1978 **Reconstructed:** 2017 **General Condition:** Good
Description: The structure is a single-span steel bridge constructed in 1978. The bridge had maintenance work in 2017 consisting of deck patching, epoxy overlay, and east sidewalk patching. The bridge is in overall good condition.
Recommendations:
- Clean and seal joints between bridge deck and approach pavement at each reference line.
 - Replace approach guardrail.
 - Retrofit the east concrete parapet railing to meet current AASHTO standards for clear openings.
- 3955 Aurelius Road over the Red Cedar River**
Constructed: 1972 **Reconstructed:** 2009 **General Condition:** Good
Description: The structure is a three-span steel bridge constructed in 1972 and rehabilitated in 2009. The bridge is in overall good condition.
Recommendations:
- Clean out expansion joints.
- 3956 Aurelius Road over the Grand Trunk Railroad**
Constructed: 2021 **Reconstructed:** **General Condition:** Excellent
Description: The structure is a single-span constructed in 2021. The superstructure consists of 42-inch deep precast concrete bulb tee beams with a concrete deck. The bridge is in excellent condition.
Recommendations:
- The bridge was replaced in 2021. There are no current recommendations.
- 3958 Beech Street over the Red Cedar River**
Constructed: 2007 **Reconstructed:** **General Condition:** Fair
Description: The structure is a three-span concrete box beam bridge constructed in 2007. The bridge is in generally very good condition.
Recommendations:
- Remove weeds behind slope walls in northeast and northwest quadrants.
 - Place additional rip rap along south slope in front of abutment.
 - Remove logs and debris in front of timber retaining wall on the north side.
 - Periodically clean out expansion joints.
 - Apply healer-sealer to deck.
- 13398 Aurelius Road over Pawlowski Creek Drain**
Constructed: South pipe – pre-1973; North pipe - 1978 **General Condition:** Serious
Description: The Aurelius Road Culvert at the Pawlowski Creek Drain consists of two galvanized steel corrugated steel plate arched pipes. The larger north pipe is the main culvert while the south pipe is for overflow during high water events. The construction date of the south pipe is unknown. In 1978 the north pipe was added, the south pipe extended and new concrete headwalls constructed. The culvert is in serious condition and is on a 12-month inspection cycle.
Recommendations:

- Replace culvert.
- Seal cracks in road surface.

13685 Enterprise Drive over Pawlowski Creek Drain

Constructed: North Pipe- 1968; South Pipe - 1978

General Condition: Fair

Description: The structure consists of two galvanized steel corrugated steel plate arched pipes. It originally consisted as a single pipe constructed in 1968. A second pipe was added on the south side in 1978. The culvert is in fair condition.

Recommendations:

- Remove debris against west headwall.
- Replace settled curb in northeast quadrant.
- Patch leaking around pipe penetrations in north pipe.

14606 Baulistrol Drive over Unnamed Drain

Constructed: 2003

General Condition: Good

Description: Single span precast concrete Hyspan 3-sided box culvert. The culvert is in fair condition.

Recommendations:

- Install railing or fencing at east headwall.

Appendix 3

STRC_NUM	FACILITY_CARR	FEATURE_INT	LOCAL_REGION	FREEWAY	INSP_DATE	OPER_STATUS_41	DECK_RTG_58	SURF_RTG_58A	DK_BOTT_RTG_58B	SUPR_RTG_59	SUB_RTG_60	CHAN_RTG_61	CULV_RTG_62
3929	JOLLY ROAD	SYCAMORE CREEK	University	Non-Freeway	2021/10/11	A	6	7	6	5	7	6	N
3930	CAVANAUGH ROAD	SYCAMORE CREEK	University	Non-Freeway	2021/10/13	A	7	6	6	6	7	7	N
3932	MT HOPE AVENUE	SYCAMORE CREEK	University	Non-Freeway	2021/10/11	A	8	8	N	5	7	5	N
3935	ELM STREET	GRAND RIVER	University	Non-Freeway	2021/10/22	A	7	8	7	8	7	7	N
3936	E ELM STREET	RED CEDAR RIVER	University	Non-Freeway	2021/10/22	P	5	4	N	3	5	6	N
3937	KALAMAZOO STREET	GRAND RIVER	University	Non-Freeway	2021/10/22	A	6	7	6	6	6	6	N
3939	SHIAWASSEE STREET	GRAND RIVER	University	Non-Freeway	2021/10/22	A	7	7	7	8	7	7	N
3940	CESAR CHAVEZ AVE	GRAND RIVER	University	Non-Freeway	2021/10/22	A	7	7	8	8	7	7	N
3944	N MARTINLUTHERKING	GRAND RIVER	University	Non-Freeway	2021/10/22	A	6	6	7	6	7	6	N
3947	N GRAND RIVER	GRAND RIVER	University	Non-Freeway	2021/10/22	A	7	9	N	7	7	7	N
3948	S WASHINGTON AVE	GRAND RIVER	University	Non-Freeway	2021/10/13	A	7	6	7	5	6	8	N
3951	PENNSYLVANIA AVE	NORFOLK SOUTHERN RR	University	Non-Freeway	2021/10/13	A	6	7	N	7	7	N	N
3952	PENNSYLVANIA AVE	RED CEDAR RIVER	University	Non-Freeway	2021/10/24	A	6	7	6	6	6	6	N
3954	AURELIUS ROAD	SYCAMORE CREEK	University	Non-Freeway	2021/10/11	A	7	7	7	7	7	7	N
3955	AURELIUS ROAD	RED CEDAR RIVER	University	Non-Freeway	2021/10/11	A	8	8	N	7	7	7	N
3956	AURELIUS ROAD	GRAND TRUNK RAILROAD	University	Non-Freeway	2021/11/18	A	9	9	N	9	9	N	N
3958	BEECH STREET	RED CEDAR RIVER	University	Non-Freeway	2021/10/13	A	7	7	N	5	7	8	N
13398	AURELIUS ROAD	PAWLOWSKI CREEK DRAIN	University	Non-Freeway	2021/10/11	A	N			N	N	4	3
13685	ENTERPRISE DRIVE	PAWLOWSKI CREEK DRAIN	University	Non-Freeway	2021/10/11	A	N			N	N	5	5

14606 Baulistrol Drive Unnamed Drain University Non-freeway 2022/10/10 A N N N 8 8

STRC_NUM	FACILITY_CARR	FEATURE_INT	SCOUR_113	NBI	FRAC_CRIT	SDFO_STATUS	ITEM_141	MDOT_SUFF_RTG	TRUCK_TYPE	MI_OPER_RTG	NBI_RTG	YRBUILT_27	YRRECON_106
3929	JOLLY ROAD	SYCAMORE CREEK	7	Y		Funct Obs		66.4	18	1.2	0	1992	
3930	CAVANAUGH ROAD	SYCAMORE CREEK	7	Y				80.5	18	1.31	0	1990	
3932	MT HOPE AVENUE	SYCAMORE CREEK	3	Y				84.1	16	1.04	0	1962	2013
3935	ELM STREET	GRAND RIVER	3	Y		Funct Obs		85.4	18	1.66	0	2003	
3936	E ELM STREET	RED CEDAR RIVER	3	Y		Struct Def	161720	34.6	17	0.29	1	1980	
3937	KALAMAZOO STREET	GRAND RIVER	3	Y				80.1	25	1.28	0	1979	
3939	SHIAWASSEE STREET	GRAND RIVER	5	Y		Funct Obs		80.3	17	2.07	0	1996	
3940	CESAR CHAVEZ AVE	GRAND RIVER	5	Y				81.5	17	1.32	0	1929	2006
3944	N MARTINLUTHERKING	GRAND RIVER	3	Y		Funct Obs		79.3	17	1.31	0	1960	2001
3947	N GRAND RIVER	GRAND RIVER	3	Y		Funct Obs		80.3	18	1	0	1924	1979
3948	S WASHINGTON AVE	GRAND RIVER	7	Y				80	18	1.12	0	1987	
3951	PENNSYLVANIA AVE	NORFOLK SOUTHERN RR	N	Y		Funct Obs		76.5	18	1.1	0	2005	
3952	PENNSYLVANIA AVE	RED CEDAR RIVER	3	Y		Funct Obs		74.8	17	1.11	0	1963	
3954	AURELIUS ROAD	SYCAMORE CREEK	7	Y				79	18	1.68	0	1978	
3955	AURELIUS ROAD	RED CEDAR RIVER	3	Y				91.2	18	1.05	0	1972	2009
3956	AURELIUS ROAD	GRAND TRUNK RAILROAD	N	Y				89.4	8	1.05	0	2021	
3958	BEECH STREET	RED CEDAR RIVER	5	Y				80.2	18	1.16	0	2007	
13398	AURELIUS ROAD	PAWLOWSKI CREEK DRAIN	7	Y		Struct Def		29.3	19	2.02	1	1978	
13685	ENTERPRISE DRIVE	PAWLOWSKI CREEK DRAIN	7	Y				81.4	9	122	0	1978	

14606 Baulistrol Drive Unnamed Drain 8 Y 2003

STRC_NUM	FACILITY_CARR	FEATURE_INT	PAINT_RTG	DECK_AREA	NHS	PRIMARY	BRIDGE_TYPE	ITEM_43A	ITEM43_B	MAINSPANS_45	LENGTH_49	WIDTH_52	EXP_JT_RTG	OTHER_JT_RTG
3929	JOLLY ROAD	SYCAMORE CREEK	5	8989	NHS	Primary		3	02	2	142	63.3	8	5
3930	CAVANAUGH ROAD	SYCAMORE CREEK	N	3815	Non-NHS	Primary		5	05	1	76	50.2	N	7
3932	MT HOPE AVENUE	SYCAMORE CREEK	8	6765	Non-NHS	Primary		3	02	2	110	61.5	N	8
3935	ELM STREET	GRAND RIVER	N	11369	Non-NHS	Primary		5	02	2	174.1	65.3	7	5
3936	E ELM STREET	RED CEDAR RIVER	N	5453	Non-NHS	Primary		5	05	2	128.6	42.4	7	4
3937	KALAMAZOO STREET	GRAND RIVER	7	29344	Non-NHS	Primary		4	02	3	418	70.2	7	6
3939	SHIAWASSEE STREET	GRAND RIVER	N	28831	Non-NHS	Primary		5	02	3	383.9	75.1	7	4
3940	CESAR CHAVEZ AVE	GRAND RIVER	N	14923	Non-NHS	Primary		5	02	3	179.8	83	7	7
3944	N MARTIN LUTHER KING	GRAND RIVER	7	26691	NHS	Primary		3	02	7	441.9	60.4	6	4
3947	N GRAND RIVER	GRAND RIVER	N	9050	Non-NHS	Primary		1	11	3	202	44.8	N	9
3948	S WASHINGTON AVE	GRAND RIVER	5	11920	Non-NHS	Primary		3	02	1	154	77.4	6	6
3951	PENNSYLVANIA AVE	NORFOLK SOUTHERN RR	7	12883	Non-NHS	Primary		3	02	1	213.3	60.4	7	7
3952	PENNSYLVANIA AVE	RED CEDAR RIVER	7	11636	Non-NHS	Primary		3	02	3	152.9	76.1	7	3
3954	AURELIUS ROAD	SYCAMORE CREEK	N	3861	Non-NHS	Primary		3	02	1	65	59.4	N	7
3955	AURELIUS ROAD	RED CEDAR RIVER	7	11720	Non-NHS	Primary		3	02	3	195	60.1	8	8
3956	AURELIUS ROAD	GRAND TRUNK RAILROAD	N	5988	Non-NHS	Primary		5	02	1	104.5	57.3	9	9
3958	BEECH STREET	RED CEDAR RIVER	N	5994	Non-NHS	Primary		5	05	3	159	37.7	7	8
13398	AURELIUS ROAD	PAWLOWSKI CREEK DRAIN		1769	Non-NHS	Primary		3	19	2	26.8	66		
13685	ENTERPRISE DRIVE	PAWLOWSKI CREEK DRAIN		1456	Non-NHS	Secondary		3	19	2	23.3	62.5		

14606 Baulistrol Drive Unnamed Drain 807 1 19 1 20.7 39.0

STRC_NUM	FACILITY_CARR	FEATURE_INT	DECK_AREA	ADT	YEAR_AD	GOOD	FAIR	POOR	STRUCT_EVAL	SECT_LOSS
3929	JOLLY ROAD	SYCAMORE CREEK	8989	15500	2015		X		5	3
3930	CAVANAUGH ROAD	SYCAMORE CREEK	3815	4000	2015		X		6	N
3932	MT HOPE AVENUE	SYCAMORE CREEK	6765	8725	2013		X		5	3
3935	ELM STREET	GRAND RIVER	11369	950	2011	X			7	N
3936	E ELM STREET	RED CEDAR RIVER	5453	2000	2011			X	3	1
3937	KALAMAZOO STREET	GRAND RIVER	29344	7875	2006		X		6	2
3939	SHIAWASSEE STREET	GRAND RIVER	28831	5675	2010	X			7	N
3940	CESAR CHAVEZ AVE	GRAND RIVER	14923	5825	2006	X			7	N
3944	N MARTIN LUTHER KING	GRAND RIVER	26691	9625	2006		X		6	2
3947	N GRAND RIVER	GRAND RIVER	9050	3815	2009	X			7	N
3948	S WASHINGTON AVE	GRAND RIVER	11920	9050	2011		X		5	2
3951	PENNSYLVANIA AVE	NORFOLK SOUTHERN RR	12883	13400	2007		X		7	N
3952	PENNSYLVANIA AVE	RED CEDAR RIVER	11636	17675	2010		X		6	2
3954	AURELIUS ROAD	SYCAMORE CREEK	3861	5500	2015	X			7	N
3955	AURELIUS ROAD	RED CEDAR RIVER	11720	9450	2010	X			7	3
3956	AURELIUS ROAD	GRAND TRUNK RAILROAD	5988	8715	2019	X			9	N
3958	BEECH STREET	RED CEDAR RIVER	5994	1580	2001		X		5	N
13398	AURELIUS ROAD	PAWLOWSKI CREEK DRAIN	1769	13294	2010			X	3	
13685	ENTERPRISE DRIVE	PAWLOWSKI CREEK DRAIN	1456	4525	2009		X		5	
14606	Baulistrol Drive	Unnamed Drain	807	-----	----	X			8	

Appendix 4

A bridge-by-bridge preservation/or maintenance plan.

Bridge No.'s		Feature Carried	Feature Intersected	Work Recommendations and Priorities	
	3929	Jolly Road	Sycamore Creek	Remove trees/brush adjacent to bridge. Retrofit concrete parapet railing to meet current AASHTO standards. Coordinate with utilities to repair broken conduit hangers on south fascia and to support hanging conduit in second bay from south	L L L
	3930	Cavanaugh Road	Sycamore Creek	Place additional riprap at abutments. Clean and seal joints between approach pavement and bridge deck at each reference line. Patch spalls/popout in deck overlay west end in eastbound lane.	L M M
	3932	Mount Hope Avenue	Sycamore Creek	Place additional riprap along sides of pier. Place bituminous wedges at north approach sidewalks. Patch cracks in rip rap at abutments. Remove debris on upstream end of pier. Replace broken bolts at north pedestrian railing.	M M L M H
	3935	Elm Street	Grand River	Provide more riprap in SE quadrant in front of abutment. Spray for vegetation along curb line in approaches. Repair erosion on NW quadrant and fill void under approach sidewalk. Reseal HPR at east sleeper slab.	L M H M
	3936	East Elm Street	Red Cedar River	Fill spalls in sidewalk surface with epoxy patch material. Seal cracks in bituminous wearing surface, consider adding chip and seal until structure is replaced. Remove incipient spalls on the bottom of the beams over the pedestrian walkway. Replace beams and deck, provide joints off bridge with sleeper slabs.	M H M H
	3937	Kalamazoo Street	Grand River	Scour countermeasures at east pier footing. Seal cracks in HMA approaches w/ HPR Repair erosion in the southwest quadrant under sidewalk. Scale shallow spalls in railing posts and coat w/ sealer. Apply healer sealer or epoxy overlay on the deck and sidewalk surfaces. Replace end diaphragm cross frames with holes in bay 1S at both abutments. Re-attach drain extension.	M H M L H M M

	3939	Shiawassee Street	Grand River	Add riprap at pier 1w to address footing exposure. Replace HMA approaches due to poor surface and settlement issues at end joints. Provide joint material during replacement at end joints. Patch spalled areas of brush blocks. Apply a silanen surface sealer to aesthetic balustrade rail Apply epoxy healer sealer to sidewalk. Chase cracks with epoxy sealer in deck surface.	M M L M M
	3940	East Cesar Chavez Avenue	Grand River	Place additional riprap near face of abutments to prevent future scour. Correct settlement problems at NW and SE quadrants. Seal sidewalk surface with Epoxy Healer Sealer.	L M M
	3944	N. Martin Luther King Blvd.	Grand River	Detailed inspection of beam ends with pitting and verify condition of tackwelds for stiffeners. Place riprap along Pier 6S to prevent further slumping. Fill small potholes near end joints. Patch spalls in the curb faces (50 sft total) repair spalls in railing, consider railing replacement for north half of bridge. Patch deck surface and apply healer sealer to sidewalks and deck surface.	M L H H M
	3947	North Grand River Avenue	Grand River	No work recommended. Bridge reconstructed in 2021.	
	3948	South Washington Avenue	Grand River	Upgrade bridge railings to meet AASHTO standards for clear openings. Clean out expansion joint. Possible expansion joint replacement. Epoxy overlay candidate. Zone paint corroded beams at north abutment and splice at second beam from east. Replace approach guardrail.	M H L M M
Bridge No.'s		Feature Carried	Feature Intersected	Work Recommendations and Priorities	
	3951	Pennsylvania Avenue	Norfolk Southern R.R.	Repair spalls in approach pavement. Replace or place bituminous wedges at approach sidewalks. Remove trees at top of MSE walls in southeast and northwest quadrants. Remove trees in front of MSE wall at base. Fill in settlement at top of north MSE wall at west end. Clean out expansion joint. Repair surface spalls in bridge deck. Repair spall on top of south backwall in southbound lanes. Repair cracks and spalls at northwest returnwall and at west end of north backwall.	H L L L H M

	3952	Pennsylvania Avenue	Red Cedar River	Place riprap in front of abutments and piers to prevent future scour. Remove timber logs and debris along NE and West quadrants. Replace south approach and reseal south end joints. Scale and patch median brush block. Apply healer sealer Epoxy inject vertical cracks in substructure. Fix utility cover plate in span 3s, West sidewalk.	M H H M L H
	3954	Aurelius Road	Sycamore Creek	Upgrade east bridge railing to meet AASHTO standards for clear openings. Clean and seal joints between bridge deck and approaches. Replace approach guardrail.	M M M
	3955	Aurelius Road	Red Cedar River	Clean out expansion joints.	L
	3956	Aurelius Road	Grand Trunk Railroad	The bridge was replaced in 2021. There are no current recommendations.	
	3958	Beech Street	Red Cedar River	Remove weeds behind slopewalls in NE and NW quadrants. Place additional riprap along south slope. Remove logs and debris in front of timber retaining wall on north side. Clean out expansion joints. Apply healer-sealer to deck.	L L L L L
	13398	Aurelius Road	Pawlowski Creek Drain	Replace culvert. Seal cracks in road surface.	H L
	13685	Enterprise Drive	Pawlowski Creek Drain	Remove debris against west headwall. Replace settled curb in northeast quadrant. Patch leaking around pipe penetrations in north pipe.	M M M
	14606	Baulistrol Drive	Unnamed Drain	Install railing or fencing at east headwall.	M

Appendix 5

INSPECTION FOLLOW-UP ACTIONS

The City of Lansing will be performing in October 2023 biennial inspections for all bridges, except Baulistrol over Unnamed Drain, which had its biennial inspection in 2022:

The City of Lansing will be performing in October 2023 underwater inspections for the following bridges:

- W. Elm Avenue over Grand River
- E. Elm Street over the Red Cedar River
- Kalamazoo Street over the Grand River
- Shiawassee Street over the Grand River

The City of Lansing will be performing in October 2025 underwater inspections for the following bridges.

- Pennsylvania Avenue over the Red Cedar
- Aurelius over the Red Cedar

The following bridges will have a Level I Scour Analysis performed in 2023.

- Cavanaugh Road over Sycamore Creek
- Mt Hope Avenue over Sycamore Creek
- Kalamazoo Street over the Grand River
- N Martin Luther King over the Grand River
- S Washington Ave over the Grand River
- Pennsylvania Ave over the Red Cedar River
- Aurelius Road over Sycamore Creek
- Aurelius Road over the Red Cedar River
- Enterprise Drive over Pawlowski Creek Drain

The following bridge is programmed for replacement in 2024.

- Aurelius Road over Pawlowski Creek Drain

The following bridges are programmed to have preventative maintenance performed on them in 2024.

- N Martin Luther King Boulevard over the Grand River
- E Shiawassee Street over the Grand River
- S Washington Avenue over the Grand River
- Pennsylvania Avenue over Norfolk Southern Railroad
- Cesar Chavez Avenue over the Grand River

The City's Operation and Maintenance (O&M) Division performs minor maintenance on all bridges as needed. Maintenance items include the following:

- Removal of vegetation adjoining the bridge
- Removal of river debris
- Cleaning of joints and drainage structures
- Minor surface repairs
- Minor railing repair
- Minor guard rail repair

Other work recommendations and priorities will be reviewed to determine if they should be included the 2024 preventative maintenance contract.

All bridges will be re-inspected in 2023 as part of the federally required 24-month bridge inspections.

C. CULVERT ASSET MANAGEMENT PLAN SUPPLEMENT

Culvert Primer

Culverts are structures that lie underneath roads, enabling water to flow from one side of the roadway to the other (Figure C-1 and Figure C-2). The important distinguishing factor between a culvert and a bridge is the size. Culverts are considered anything under 20 feet while bridges, according to the Federal Highway Administration, are 20 feet or more. While similar in function to storm sewers, culverts differ from storm sewers in that culverts are open on both ends, are constructed as straight-line conduits, and lack intermediate drainage structures like manholes and catch basins. Culverts are critical to the service life of a road because of the important role they play in keeping the pavement layers well drained and free from the forces of water building up on one side of the roadway.

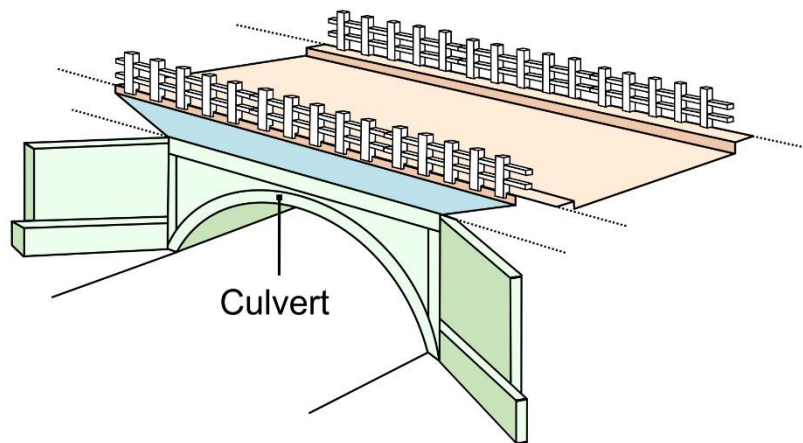


Figure C-1: Diagram of a culvert structure



Figure C-2: Examples of culverts. Culverts allow water to pass under the roadway (left), they are straight-line conduits with no intermediate drainage structures (middle), and they come in various materials (left: metal; middle and right: concrete) and shapes (left: arch; middle: round; right: box).

Culvert Types

Michigan conducted its first pilot data collection on local agency culverts in the state in 2018. Of almost 50,000 culverts inventoried as part of the state-wide pilot project, the material type used for constructing culverts ranged from (in order of predominance) corrugated steel, concrete, plastic, aluminum, and masonry/tile, to timber materials. The shapes of the culverts were (in order of predominance) circular, pipe arch, arch, rectangular, horizontal ellipse, or box. The diameter for the majority of culverts ranged from less than 12 inches to 24 inches; a portion, however, ranged from 30 inches to more than 48 inches.

Culvert Condition

Several culvert condition assessment practices exist. The FHWA has an evaluation method in its 1986 *Culvert Inspection Manual*. In conjunction with descriptions and details in the Ohio Department of Transportation's 2017 *Culvert Inspection Manual* and Wisconsin DOT's *Bridge Inspection Field Manual*, the FHWA method served as the method for evaluating Michigan culverts in the pilot. In 2018, Michigan local agencies participated in a culvert pilot data collection, gathering inventory and condition data; full detail on the condition assessment system used in the data collection can be found in Appendix G of the final report (https://www.michigan.gov/documents/tamc/TAMC_2018_Culvert_Pilot_Report_Complete_634795_7.pdf).

The Michigan culvert pilot data collection used a 1 through 10 rating system, where 10 is considered a new culvert with no deterioration or distress and 1 is considered total failure. Each of the different culvert material types requires the assessment of features unique to that material type, including structural deterioration, invert deterioration, section deformation, blockage(s) and scour. Corrugated metal pipe, concrete pipe, plastic pipe, and masonry culverts require an additional assessment of joints and seams. Slab abutment culverts require an additional assessment of the concrete abutment and the masonry abutment. Assessment of timber culverts only relied on blockage(s) and scour. The assessments come together to generate condition rating categories of good (rated as 10, 9, or 8), fair (rated as 7 or 6), poor (rated as 5 or 4), or failed (rated as 3, 2, or 1).

Culvert Treatments

The *MDOT Drainage Manual* addresses culvert design and treatments. Of most importance to the longevity of culverts is regular cleaning to prevent clogs. More extensive treatments may include re-positioning the pipe to improve its grade and lining a culvert to achieve more service life after structural deterioration has begun.

D. TRAFFIC SIGNALS ASSET MANAGEMENT PLAN SUPPLEMENT

Traffic Signals Primer

Types

Electronic traffic control devices come in a large array of configurations, which include case signs (e.g., keep right/left, no right/left turn, reversible lanes), controllers, detection (e.g., cameras, push buttons), flashing beacons, interconnects (e.g., DSL, fire station, phone line, radio), pedestrian heads (e.g., hand-man), and traffic signals. This asset management plan is only concerned with traffic signals (Figure D-1) as a functioning unit and does not consider other electronic traffic control devices.



Figure D-1: Example of traffic signals

Condition

Traffic signal assessment considers the functioning of basic tests on a pass/fail basis. These tests include battery backup testing, components testing, conflict monitor testing, radio testing, and underground detection.

Treatments

Traffic signals are maintained in accordance with the *Michigan Manual on Uniform Traffic Control Devices*. Maintenance of traffic signals includes regular maintenance of all components, cleaning and servicing to prevent undue failures, immediate maintenance in the case of emergency calls, and provision of stand-by equipment. Timing changes are restricted to authorized personnel only.

E. GLOSSARY & ACRONYMS

Glossary

Alligator cracking: Cracking of the surface layer of an asphalt pavement that creates a pattern of interconnected cracks resembling alligator hide. This is often due to overloading a pavement, sub-base failure, or poor drainage.⁵

Asset management: A process that uses data to manage and track road assets in a cost-effective manner using a combination of engineering and business principles. Public Act 325 of 2018 provides a legal definition: “an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals”.⁶

Biennial inspection: Inspection of an agency’s bridges every other year, which happens in accordance with National Bridge Inspection Standards and Michigan Department of Transportation requirements.

Bridge inspection program: A program implemented by a local agency to inspect the bridges within its jurisdiction systematically in order to ensure proper functioning and structural soundness.

Capital preventative maintenance: Also known as CPM, a planned set of cost-effective treatments to address of fair-rated infrastructure before the structural integrity of the system has been severely impacted. These treatments aim to slow deterioration and to maintain or improve the functional condition of the system without significantly increasing the structural capacity. Light capital preventive maintenance is a set of treatments designed to seal isolated areas of the pavement from water, such as crack and joint sealing, to protect and restore pavement surface from oxidation with limited surface thickness material, such as fog seal; generally, application of a light CPM treatment does not provide a corresponding increase in a segment’s PASER score. Heavy capital preventive maintenance is a set of surface treatments designed to protect pavement from water intrusion or environmental weathering without adding significant structural strength, such as slurry seal, chip seal, or thin (less than 1.5-inch) overlays for bituminous surfaces or patching or partial-depth (less than 1/3 of pavement depth) repair for concrete surfaces.

Chip seal: An asphalt pavement treatment method consisting of, first, spraying liquid asphalt onto the old pavement surface and, then, a single layer of small stone chips spread onto the wet asphalt layer.

City major: A road classification, defined in Michigan Public Act 51, that encompasses the generally more important roads in a city or village. City major roads are designated by a municipality’s governing body and are subject to approval by the State Transportation Commission. These roads do not include roads under the jurisdiction of a county road commission or trunkline highways.

City minor: A road classification, defined in Michigan Public Act 51, that encompasses the generally less important roads in a city or village. These roads include all city or village roads that are not city major road and do not include roads under the jurisdiction of a county road commission.

⁵ https://en.wikipedia.org/wiki/Crocodile_cracking

⁶ Inventory-based Rating System for Gravel Roads: Training Manual

Composite pavement: A pavement consisting of concrete and asphalt layers. Typically, composite pavements are old concrete pavements that were overlaid with HMA in order to gain more service life.

Concrete joint resealing: Resealing the joints of a concrete pavement with a flexible sealant to prevent moisture and debris from entering the joints. When debris becomes lodged inside a joint, it inhibits proper movement of the pavement and leads to joint deterioration and spalling.

Concrete pavement: Also known as rigid pavement, a pavement made from portland cement concrete. Concrete pavement has an average service life of 30 years and typically does not require as much periodic maintenance as HMA.

Cost per lane mile: Associated cost of construction, measured on a per lane, per mile basis. Also see *lane-mile segment*.

County local: A road classification, defined in Michigan Public Act 51, that encompasses the generally less important and low-traffic roads in a county. This includes all county roads that are not classified as county primary roads.

County primary: A road classification, defined in Michigan Public Act 51, that encompasses the generally more important and high-traffic roads in a county. County primary roads are designated by board members of the county road commissions and are subject to approval by the State Transportation Commission.

CPM: See *Capital preventive maintenance*.

Crack and seat: A concrete pavement treatment method that involves breaking old concrete pavement into small chunks and leaving the broken pavement in place to provide a base for a new surface. This provides a new wear surface that resists water infiltration and helps prevent damaged concrete from reflecting up to the new surface.

Crack seal: A pavement treatment method for both asphalt and concrete pavements that fills cracks with asphalt materials, which seals out water and debris and slows down the deterioration of the pavement. Crack seal may encompass the term “crack filling”.

Crush and shape: An asphalt pavement treatment method that involves pulverizing the existing asphalt pavement and base and then reshaping the road surface to correct imperfections in the road’s profile. Often, a layer of gravel is added along with a new wearing surface such as an HMA overlay or chip seal.

Crust: A very tightly compacted surface on an unpaved road that sheds water with ease but takes time to be created.

Culvert: A pipe or structure used under a roadway that allows cross-road drainage while allowing traffic to pass without being impeded; culverts span up to 20 feet.⁷

Dowel bar retrofit repair: A concrete pavement treatment method that involves cutting slots in a cracked concrete slab, inserting steel bars into the slots, and placing concrete to cover the new bars and fill the slots. It aims to reinforce cracks in a concrete pavement.

⁷ Adapted from Inventory-based Rating System for Gravel Roads: Training Manual

Dust control: A gravel road surface treatment method that involves spraying chloride or other chemicals on the gravel surface to reduce dust loss, aggregate loss, and maintenance. This is a relatively short-term fix that helps create a crusted surface.

Expansion joint: Joints in a bridge that allow for slight expansion and contraction changes in response to temperature. Expansion joints prevent the build up of excessive pressure, which can cause structural damage to the bridge.

Federal Highway Administration: Also known as FHWA, this is an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the nation's highway system.⁸

Federal-aid network: Portion of road network that is comprised of federal-aid routes. According to Title 23 of the United States Code, federal-aid-eligible roads are “highways on the federal-aid highways systems and all other public roads not classified as local roads or rural minor collectors”.⁹ Roads that are part of the federal-aid network are eligible for federal gas-tax monies.

FHWA: See *Federal Highway Administration*.

Flexible pavement: See *hot-mix asphalt pavement*.

Fog seal: An asphalt pavement treatment method that involves spraying a liquid asphalt coating onto the entire pavement surface to fill hairline cracks and prevent damage from sunlight and oxidation. This method works best for good to very good pavements.

Full-depth concrete repair: A concrete pavement treatment method that involves removing sections of damaged concrete pavement and replacing it with new concrete of the same dimensions in order to restore the riding surface, delay water infiltration, restore load transfer from one slab to the next, and eliminate the need to perform costly temporary patching.

Geographic divides: Areas where a geographic feature (e.g., river, lake, mountain) limits crossing points of the feature.

Grants: Competitive funding gained through an application process and targeted at a specific project type to accomplish a specific purpose. Grants can be provided both on the federal and state level and often make up part of the funds that a transportation agency receives.

Gravel surfacing: A low-cost, easy-to-maintain road surface made from aggregate and fines.

Heavy capital preventive maintenance: See *Capital preventive maintenance*.

HMA: See *hot-mix asphalt pavement*.

Hot-mix asphalt overlay: Also known as HMA overlay, this a surface treatment that involves layering new asphalt over an existing pavement, either asphalt or concrete. It creates a new wearing surface for traffic and to seal the pavement from water, debris, and sunlight damage, and it often adds significant structural strength.

Hot-mix asphalt pavement: Also known as HMA pavement, this type of asphalt creates a flexible pavement composed of aggregates, asphalt binder, and air voids. HMA is heated for placement and

⁸ Federal Highway Administration webpage <https://www.fhwa.dot.gov/>

⁹ Inventory-based Rating System for Gravel Roads: Training Manual

compaction at high temperatures. HMA is less expensive to construct than concrete pavement, however it requires frequent maintenance activities and generally lasts 18 years before major rehabilitation is necessary. HMA makes up the vast majority of local-agency-owned pavements.

IBR: See *IBR element*, *IBR number*, and/or *Inventory-based Rating System*TM.

IBR element: A feature used in the IBR SystemTM for assessing the condition of roads. The system relies on assessing three elements: surface width, drainage adequacy, and structural adequacy.¹⁰

IBR number: The 1-10 rating determined from assessments of the weighted IBR elements. The weighting relates each element to the intensity road work needed to improve or enhance the IBR element category.¹¹

Interstate highway system: The road system owned and operated by each state consisting of routes that cross between states, make travel easier and faster. The interstate roads are denoted by the prefix “I” or “U.S.” and then a number, where odd routes run north-south and even routes run east-west. Examples are I-75 or U.S. 2.¹²

Inventory-based Rating SystemTM: Also known as the IBR SystemTM, a rating system designed to assess the capabilities of gravel and unpaved roads to support intended traffic volumes and types year round. It assesses roads based on how three IBR elements, or features—surface width, drainage adequacy, and structural adequacy—compare to a baseline, or “good”, road.¹³

Investment Reporting Tool: Also known as IRT, a web-based system used to manage the process for submitting required items to the Michigan Transportation Asset Management Council. Required items include planned and completed maintenance and construction activity for roads and bridges and comprehensive asset management plans.

IRT: See *Investment Reporting Tool*.

Jurisdiction: Administrative power of an entity to make decisions for something. In Michigan, the three levels of jurisdiction classification for transportation assets are state highways, county roads, and city and village streets. State highways are under the jurisdiction of the Michigan Department of Transportation, county roads are under the jurisdiction of the road commission for the county in which the roads are located, and city and village streets are under the jurisdiction of the municipality in which the roads are located.

Jurisdictional borders: Borders between two road-owning-agency jurisdictions, or where the roads owned by one agency turn into roads owned by another agency. Examples of jurisdictional borders are township or county lines.

Lane-mile segment: A segment of road that is measured by multiplying the centerline miles of a roadway by the number of lanes present.

Lane-mile-years: A network’s total lane-miles multiplied by one year; a method to quantify the measurable loss of pavement life.

¹⁰ Inventory-based Rating System for Gravel Roads: Training Manual

¹¹ Inventory-based Rating System for Gravel Roads: Training Manual

¹² <https://www.fhwa.dot.gov/interstate/faq.cfm#question3>

¹³ Adapted from Inventory-based Rating System for Gravel Roads: Training Manual

Light capital preventive maintenance: See *Capital preventive maintenance*.

Limited access areas: Areas—typically remote areas—serviced by few or seasonal roads that require long detours routes if servicing roads are closed.

Main access to key commercial districts: Areas where large number or large size business will be significantly impacted if a road is unavailable.

Maintenance grading: A surface treatment method for unpaved roads that involves re-grading the road to remove isolated potholes, washboarding, and ruts, and then restoring the compacted crust layer.

MDOT: See *Michigan Department of Transportation*.

MDOT's Local Bridge Program Call for Projects: A call for project proposals for replacement, rehabilitation, and/or preventive maintenance of local bridges that, if granted, receives bridge funding from the Michigan Department of Transportation. The Call for Projects is made by the Local Bridge Program.

MGF: See *Michigan Geographic Framework*.

Michigan Department of Transportation: Also known as MDOT, this is the state of Michigan's department of transportation, which oversees roads and bridges owned by the state or federal government in Michigan.

Michigan Geographic Framework: Also known as MGF, this is the state of Michigan's official digital base map that contains location and road information necessary to conduct state business. The Michigan Department of Transportation uses the MGF to link transportation assets to a physical location.

Michigan Public Act 51 of 1951: Also known as PA 51, this is a Michigan legislative act that served as the foundation for establishing a road funding structure by creating transportation funding distribution methods and means. It has been amended many times.¹⁴

Michigan Public Act 325 of 2018: Also known as PA 325, this legislation modified PA 51 of 1951 in regards to asset management in Michigan, specifically 1) re-designating the TAMC under Michigan Infrastructure Council (MIC); 2) promoting and overseeing the implementation of recommendations from the regional infrastructure asset management pilot program; 3) requiring local road three-year asset management plans beginning October 1, 2020; 4) adding asset classes that impact system performance, safety or risk management, including culverts and signals; 5) allowing MDOT to withhold funds if no asset management plan submitted; and 6) prohibiting shifting finds from a country primary to a county local, or from a city major to a city minor if no progress toward achieving the condition goals described in its asset plan.¹⁵

Michigan Public Act 499 of 2002: Also known as PA 499, this legislation requires road projects for the upcoming three years to be reported to the TAMC.

Michigan Transportation Asset Management Council: Also known as the TAMC, a council comprised of professionals from county road commissions, cities, a county commissioner, a township official, regional and metropolitan planning organizations, and state transportation department personnel. The

¹⁴ Inventory-based Rating System for Gravel Roads: Training Manual

¹⁵ Inventory-based Rating System for Gravel Roads: Training Manual

council reports directly to the Michigan Infrastructure Council.¹⁶ The TAMC provides resources and support to Michigan's road-owning agencies, and serves as a liaison in data collection requirements between agencies and the state.

Michigan Transportation Fund: Also known as MTF, this is a source of transportation funding supported by vehicle registration fees and the state's per-gallon gas tax.

Microsurface treatment: An asphalt pavement treatment method that involves applying modified liquid asphalt, small stones, water, and portland cement for the purpose of protecting a pavement from damage caused by water and sunlight.

Mill and hot-mix asphalt overlay: Also known as a mill and HMA overlay, this is a surface treatment that involves the removal of the top layer of pavement by milling and the replacement of the removed layer with a new HMA layer.

Mix-of-fixes: A strategy of maintaining roads and bridges that includes generally prioritizes the spending of money on routine maintenance and capital preventive maintenance treatments to impede deterioration and then, as money is available, performing reconstruction and rehabilitation.

MTF: See *Michigan Transportation Fund*.

National Bridge Inspection Standards: Also known as NBIS, standards created by the Federal Highway Administration to locate and evaluate existing bridge deficiencies in the federal-aid highway system to ensure the safety of the traveling public. The standards define the proper safety for inspection and evaluation of all highway bridges.¹⁷

National Center for Pavement Preservation: Also known as the NCPP, a center that offers education, research, and outreach in current and innovative pavement preservation practices. This collaborative effort of government, industry, and academia entities was established at Michigan State University.

National Functional Class: Also known as NFC, a federal grouping system for public roads that classifies roads according to the type of service that the road is intended to provide.

National highway system: Also known as NHS, this is a network of roads that includes the interstate highway system and other major roads managed by state and local agencies that serve major airports, marine, rail, pipelines, truck terminals, railway stations, military bases, and other strategic facilities.

NBIS: See *National Bridge Inspection Standards*.

NCPP: See *National Center for Pavement Preservation*.

NCPP Quick Check: A system created by the National Center for Pavement Preservation that works under the premise that a one-mile road segment loses one year of life each year that it is not treated with a maintenance, rehabilitation, or reconstruction project.

NFC: See *National Functional Class*.

Non-trunkline: A local road intended to be used over short distances but not recommended for long-distance travel.

¹⁶ Inventory-based Rating System for Gravel Roads: Training Manual

¹⁷ <https://www.fhwa.dot.gov/bridge/nbis/>

Other funds: Expenditures for equipment, capital outlay, debt principal payment, interest expense, contributions to adjacent governmental units, principal, interest and bank fees, and miscellaneous for cities and villages.

PA: See *Michigan Public Act 51*, *Michigan Public Act 325*, and/or *Michigan Public Act 499*.

Partial-depth concrete repair: A concrete pavement treatment method that involves removing spalled or delaminated areas of concrete pavement, usually near joints and cracks, and replacing with new concrete. This is done to provide a new wearing surface in isolated areas, to slow down water infiltration, and to help delay further freeze-thaw damage.

PASER: See *Pavement Surface Evaluation and Rating system*.

Pavement reconstruction: A complete removal of the old pavement and base and construction of an entirely new road. This is the most expensive rehabilitation of the roadway and also the most disruptive to traffic patterns.

Pavement Surface Evaluation and Rating system: Also known as the PASER system, the PASER system rates surface condition on a 1-10 scale, where 10 is a brand new road with no defects, 5 is a road with distress but that is structurally sound and requires only preventative maintenance, and 1 is a road with extensive surface and structural distresses that is in need of total reconstruction. This system provides a simple, efficient, and consistent method for evaluating the condition of paved roads.¹⁸

Pothole: A defect in a road that produces a localized depression.¹⁹

Preventive maintenance: Planned treatments to an existing asset to prevent deterioration and maintain functional condition. This can be a more effective use of funds than the costly alternative of major rehabilitation or replacement.

Proactive preventive maintenance: Also known as PPM, a method of performing capital preventive maintenance treatments very early in a pavement's life, often before it exhibits signs of pavement defect.

Public Act 51: See *Michigan Public Act 51 of 1951*

Public Act 325: See *Michigan Public Act 325 of 2018*

Public Act 499: See *Michigan Public Act 499 of 2002*

Reconstruction and rehabilitation programs: Programs intended to reconstruct and rehabilitate a road.

Restricted load postings: A restriction enacted on a bridge structure when is incapable of transporting a state's legal vehicle loads.

Rights-of-way ownership: The owning of the right-of-way, which is the land over which a road or bridge travels. In order to build a road, road agencies must own the right-of-way or get permission to build on it.

Rigid pavement: See *concrete pavement*.

¹⁸ Adapted from Inventory-based Rating System for Gravel Roads: Training Manual

¹⁹ Inventory-based Rating System for Gravel Roads: Training Manual

Road infrastructure: An agency's road network and assets necessary to make it function, such as traffic signage and ditches.

Road: The area consisting of the roadway (i.e., the travelled way or the portion of the road on which vehicles are intended to drive), shoulders, ditches, and areas of the right of way containing signage.²⁰

Roadsoft: An asset management software suit that enables agencies to manage road and bridge related infrastructure. The software provides tools for collecting, storing, and analyzing data associated with transportation infrastructure. Built on an optimum combination of database engine and GIS mapping tools, Roadsoft provides a quick, smooth user experience and almost unlimited data handling capabilities.²¹

Ruts/rutting: Deformation of a road that usually forms as a permanent depression concentrated under the wheel path parallel to the direction of travel.²²

Scheduled maintenance: Low-cost, day-to-day activities applied to bridges on a scheduled basis that mitigates deterioration.²³

Sealcoat pavement: A gravel road that has been sealed with a thin asphalt binder coating that has stone chips spread on top.

Service life: Time from when a road or treatment is first constructed to when it reaches a point where the distresses present change from age-related to structural-related (also known as the critical distress point).²⁴

Slurry seal: An asphalt pavement treatment method that involves applying liquid asphalt, small stones, water, and portland cement in a very thin layer with the purpose of protecting an existing pavement from being damaged by water and sunlight.

Structural improvement: Pavement treatment that adds strength to the pavement. Roads requiring structural improvement exhibit alligator cracking and rutting and are considered poor by the TAMC definitions for condition.

Subsurface infrastructure: Infrastructure maintained by local agencies that reside underground, for example, drinking water distribution systems, wastewater collection systems, and storm sewer systems.

TAMC: See *Michigan Transportation Asset Management Council*.

TAMC pavement condition dashboard: Website for viewing graphs of pavement and bridge conditions, traffic and miles travelled, safety statistics, maintenance activities, and financial data for Michigan's cities and villages, counties, and regions, as well as the state of Michigan.

TAMC's good/fair/poor condition classes: Classification of road conditions defined by the Michigan Transportation Asset Management Council based on bin ranges of PASER scores and similarities in defects and treatment options. Good roads have PASER scores of 8, 9, or 10, have very few defects, and require minimal maintenance. Fair roads have PASER scores of 5, 6, or 7, have good structural support but a deteriorating surface, and can be maintained with CPM treatments. Poor roads have PASER scores

²⁰ Inventory-based Rating System for Gravel Roads: Training Manual

²¹ Inventory-based Rating System for Gravel Roads: Training Manual

²² Paving Class Glossary

²³ Inventory-based Rating System for Gravel Roads: Training Manual

²⁴ Inventory-based Rating System for Gravel Roads: Training Manual

of 1, 2, 3, or 4, exhibit evidence that the underlying structure is failing, such as alligator cracking and rutting. These roads must be rehabilitated with treatments like heavy overlay, crush and shape, or total reconstruction.

Tax millages: Local tax implemented to supplement an agency’s budget, such as road funding.

Thin hot-mix asphalt overlay: Application of a thin layer of hot-mix asphalt on an existing road to re-seal the road and protect it from damage caused by water. This also improves the ride quality and provides a smoother, uniform appearance that improves visibility of pavement markings.²⁵

Transportation infrastructure: All of the elements that work together to make the surface transportation system function including roads, bridges, culverts, traffic signals, and signage.

Trigger: When a PASER score gives insight to the preferred timeline of a project for applying the correct treatment at the correct time.

Trunkline abbreviations: The prefixes *M-*, *I-*, and *US* indicate roads in Michigan that are part of the state trunkline system, the Interstate system, and the US Highway system. These roads consist of anything from 10-lane urban freeways to two-lane rural highways and even one non-motorized highway; they cover 9,668 centerline miles. Most of the roads are maintained by MDOT.

Trunkline bridges: Bridge present on a trunkline road, which typically connects cities or other strategic places and is the recommended route for long-distance travel.²⁶

Trunkline maintenance funds: Expenditures under a maintenance agreement with MDOT for maintenance activities performed on MDOT trunkline routes.

Trunkline: Major road that typically connects cities or other strategic places and is the recommended route for long-distance travel.²⁷

Washboarding: Ripples in the road surface that are perpendicular to the direction of travel.²⁸

Wedge/patch sealcoat treatment: An asphalt pavement treatment method that involves correcting the damage frequently found at the edge of a pavement by installing a narrow, 2- to 6-foot-wide wedge along the entire outside edge of a lane and layering with HMA. This extends the life of an HMA pavement or chip seal overlay by adding strength to significantly settled areas of the pavement.

Worst-first strategy: Asset management strategy that treats only the problems, often addressing the worst problems first, and ignoring preventive maintenance. This strategy is the opposite of the “mix of fixes” strategy. An example of a worst-first approach would be purchasing a new automobile, never changing the oil, and waiting till the engine fails to address any deterioration of the car.

List of Acronyms

CPM: capital preventive maintenance

²⁵ [second sentence] <http://www.kentcountyroads.net/road-work/road-treatments/ultra-thin-overlay>

²⁶ https://en.wikipedia.org/wiki/Trunk_road

²⁷ https://en.wikipedia.org/wiki/Trunk_road

²⁸ Inventory-based Rating System for Gravel Roads: Training Manual

FHWA: Federal Highway Administration
HMA: hot-mix asphalt
I: trunkline abbreviation for routes on the Interstate system
IBR: Inventory-based Rating
M: trunkline abbreviation for Michigan state highways
MDOT: Michigan Department of Transportation
MTF: Michigan Transportation Fund
NBIS: National Bridge Inspection Standards
NCPP: National Center for Pavement Preservation
NHS: National Highway System
PA 51: Michigan Public Act 51 of 1951
PASER: Pavement Surface Evaluation and Rating
R&R: reconstruction and rehabilitation programs
TAMC: (Michigan) Transportation Asset Management Council
US: trunkline abbreviation for routes on the US Highway system

Resolution #2024-###

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the appointment of Nikki Thompson Frazier as a Business Representative member of the Downtown Lansing Inc. Board for a term to expire June 30, 2027; and

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development and Planning took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Nikki Thompson Frazier as a Business Representative member of the Downtown Lansing Inc. Board for a term to expire June 30, 2027.

Nikki Thompson Frazier

2400 Tulane Dr. Lansing, MI 48823 • (240) 620-5930 • nthompsonfrazier@gmail.com

QUALIFICATIONS

- Over 10 years college level teaching experience both online and in the classroom.
- Achieved Master Trainer (train the trainer); multiple experiences as a Professional Development Trainer.
- 10 years of progressive marketing and communications experience in corporate, higher education and non profit.
- Managed marketing and sales campaigns; directed departmental communications for a Fortune 500 company.
- Recognized and awarded community leader with proven networking skills.
- Small Business Owner – online bakery specializing in allergen friendly desserts

PROFESSIONAL EXPERIENCE (MOST RELEVANT EXPERIENCE IN ORDER)

PROFESSIONAL DEVELOPMENT TRAINER, The Princeton Review ~ New York, NY (7/06 – 11/07)

- ◆ Trained teachers and administrators on educational software: math, science and reading curriculums.
- ◆ Designed and developed supplemental training materials (i.e. presentations and handouts)

Accomplishments: Named Master Trainer (train the trainer) within first year. Consistently ranked "Above Average" with a 99% recommendation rate.

ADJUNCT FACULTY, Indiana Wesleyan University (Online) ~ Indianapolis, IN (1/03 – 12/13)

Stephen F. Austin State University (Classroom) ~ Nacogdoches, TX (1/10 – 12/10)

- ◆ Taught English Composition and Business Communications in the online adult learning program.
- ◆ Taught Public Speaking and Business Communication on campus at Stephen F. Austin State University.
- ◆ Educated students on skills necessary for successful writing and how to effectively brand and market a product using proven business communication techniques.
- ◆ Developed curriculum and teaching materials based on the industry's best practices.

Accomplishment: Consistently ranked "Above Average" based on student evaluations at IWU and SFA.

PHARMACEUTICAL SPECIALTY SALES REPRESENTATIVE, Eli Lilly ~ Indianapolis, IN (4/04 – 5/05)

- ◆ Developed and executed business and marketing plans for territory targeting over 150 psychiatrists.
- ◆ Educated doctors on new and current medicines and discuss the benefits and side effects.
- ◆ Planned and implemented team building activities for quarterly district sales team meetings.

Accomplishments: successfully launched new medication, increased sales numbers and implemented two innovation marketing events to target key doctors.

COMMUNICATIONS ASSOCIATE, Eli Lilly ~ Indianapolis, IN (5/02 – 4/04)

- ◆ Handled marketing and brand management for manufacturing IT department.
- ◆ Authored and implemented a strategic communications plan to increase supervisor-employee communications and relations within department.
- ◆ Taught a training and development course: Insights into Personal Effectiveness.

Accomplishments: increased the volume of quality communications throughout department and increased employee morale as measured by survey.

OWNER/CEO, Sweet Encounter Bakery Café, LLC. ~ East Lansing, MI (6/15-present)

- ◆ Manage production and quality control of all products.
- ◆ Work with organizations and investors to generate startup capital and in-kind resources for the company.
- ◆ Generate sales leads and secure new corporate and individual accounts. Oversee wholesale distribution to area grocery store.
- ◆ Build company brand and product awareness; handle all marketing and advertising.

Accomplishments: won 3 out of 4 business plan and pitch competitions, totaling \$22K. Featured multiple times in local media: morning news, Sunday newspaper and online publications.

EXECUTIVE DIRECTOR, Christmas Charities Year Round, Inc. ~ Huntsville, AL (1/14 – 10/14)

- ◆ Assured organization had a short and long-range strategy to achieve its mission, making consistent and timely progress.
- ◆ Cultivated relationships with new and existing donors to strengthen their ties and support of the organization.
- ◆ Expanded revenue generating and fundraising events to support existing programs and operations; planned the organization's most successful fundraising event to date.
- ◆ Managed an annual budget of over \$240,000.
- ◆ Lead, coached and developed a staff of six.
- ◆ Developed a strong working relationship with media and handled all marketing, communication and advertising.
- ◆ Deepened and refined all aspects of communications, creating a stronger brand for the organization.

Accomplishments: exceeded fundraising and programming goals; achieved noted increase in marketing and branding; forged mutually beneficial relationships with key community leaders and businesses supporters.

PROGRAM MANAGER, United Way of Madison County ~ Huntsville, AL (12/12 – 4/13)

- ◆ Managed marketing and communications for CA\$H program.
- ◆ Coordinated and managed volunteers who prepared taxes for site.
- ◆ Served as subject matter expert and quality reviewer.
- ◆ Oversaw daily operations of tax preparation site and e-filed all federal and state returns.

Accomplishments: increased marketing and public awareness of program and exceeded 2013 goals tax prep goals.

RECENT HONORS & AWARDS

- ◆ Entrepreneur of the Year Award ~ Sparrow Foundation (2017)
- ◆ Hatched Winner ~ Grand Prize Winner & People's Choice Winner in Business Pitch Competition (2015)
- ◆ Michigan Women's Foundation Entrepreneur YOU Business Plan & Pitch 1st place Winner (2015)
- ◆ Notable Leader of the Nacogdoches Community ~ Progressive Leadership Group (2012)
- ◆ Women of Achievement, Rising Star Award ~ YWCA of Ames, IA (2009)

EDUCATION

MASTER OF SCIENCE IN INFORMATION AND COMMUNICATION SCIENCES

Ball State University, Muncie, Indiana (May 2002)

BACHELOR OF ARTS IN JOURNALISM

Indiana University, Bloomington, Indiana (June 1999)

CERTIFICATIONS: Certified Training Consultant (2002); Insights Learning & Development Trainer (2002); Accelerating Implementation Methodology Accreditation (2003)

Resolution #2024-###

By the Committee _____
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the appointment of Stephanie Palagyi as an At-Large member of the Arts and Culture Commission for a term to expire June 30, 2025; and

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee _____ took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Stephanie Palagyi as an At-Large member of the Arts and Culture Commission for a term to expire June 30, 2025.

Resolution #2024-###

By the Committee _____
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the appointment of Kristina Schmidgall as a member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2027; and

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee _____ took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Kristina Schmidgall as a member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2027.

Resolution #2024-###

By the Committee _____
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the reappointment of Stephen Young as an At-Large member of the Elected Officers Compensation Commission for a term to expire October 1, 2030; and

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee _____ took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the reappointment of Stephen Young as an At-Large member of the Elected Officers Compensation Commission for a term to expire October 1, 2030.

Resolution #2024-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, in 2006 in an effort to promote economic development in qualifying communities, the Michigan Legislature passed Act 501 of the Public Acts of 2006, being Section 521a of the Michigan Liquor Control Code of 1998, being MCL 436.1521a, which established the criteria for Development District or Area Liquor Licenses; and

WHEREAS, through the provisions of Public Act 501 of 2006, as amended (“Act”) the Michigan Liquor Control Commission (LCC) may issue new public on-premises liquor licenses in order to allow cities to enhance the quality of life for their residents and visitors to their communities; and

WHEREAS, the issuance of a Development District Liquor License under Section 521a(1)(b) of the Act requires a proposed licensed premises to be located in one of the development districts or areas listed in MCL 436.1521a(1)(b); and

WHEREAS, pursuant to Public Act 120 of 1961 for Principal Shopping Districts, the Lansing City Council created the Lansing Principal Shopping District by Resolution in 1996 which is listed as a qualifying development district or area under MCL 436.1521a(1)(b); and

WHEREAS, the City of Lansing received a request from MACOTTA CLUB, LLC (“Applicant”) regarding its intention to apply to the Michigan Liquor Control Commission for a new Class C Development District or Area Liquor License for its business located at 300 S. Washington Square, Lansing, MI 48933 (“Proposed Licensed Premises”) which is located within the Lansing Principal Shopping District; and

WHEREAS, the Applicant has affirmed that the Proposed Licensed Premises meets the statutory requirements for a Development District or Area Liquor License under the Act including 1) that its business must be engaged in activities of dining, entertainment, or recreation, and 2) the licensed business must be open to the general public and have a seating capacity of not less than 25 persons; and

WHEREAS, the Applicant will provide evidence with its application that it can document the expenditure to the Michigan Liquor Control Commission, of not less than \$75,000.00 in the rehabilitation or restoration of the building that will house the licensed premises over a period of the preceding five (5) years or a commitment for a capital investment of at least that amount in the building that houses the licensed premises, which must be expended before the issuance of the license, as required by the Act; and

WHEREAS, the Committee on City Operations met on [INSERT DATE], to review the request with affirmative action taken;

WHEREAS, the Applicant has been informed that licensure of the Proposed Licensed Premises will be subject to approval by the Michigan Liquor Control Commission.

NOW, THEREFORE, BE IT RESOLVED, that City Council recommend for the reasons stated above that the Michigan Liquor Control Commission consider the request from MACOTTA CLUB, LLC, for a new Class C License issued under the provisions of MCL 436.1521a(1)(b) for its business located at 300 S. Washington Square, Lansing, MI 48933.

BE IT FURTHER RESOLVED, the City Council affirms that the Proposed Licensed Premises, 300 S. Washington Square, Lansing, MI 48933 is within the established boundaries of the Lansing Principal Shopping District; and

BE IT FURTHER RESOLVED, the City Council directs the City Assessor to verify via an Affidavit the total amount of public and private investment in real and personal property within the Lansing Principal Shopping District amounts to \$200,000.00 or more over the preceding 5 years.

BE IT FURTHER RESOLVED, the Applicant meets the qualifications of Lansing's City Liquor Ordinances, and those required under MCL 436.1521a(1)(b) and that the license is approved "Above all others."

BE IT FINALLY RESOLVED, the City Council directs the City Clerk to complete the Local Governmental Unit Approval Form (LCC-106) for the specific license approval of a New Class C license issued under MCL 436.1521a(1)(b) and to forward a copy of the certified form and this resolution to MACOTTA CLUB, LLC and the Michigan Liquor Control Commission.



New On-Premises Redevelopment or Development District License Questionnaire

Complete and submit this questionnaire along with a fully completed On-Premises Retailer License & Permit Application (LCC-100a) with the documents required to be submitted with that form and any other documents required as listed below.

Part 1 - Applicant Information

Individuals, please state your legal name. Corporations or Limited Liability Companies, please state your name as it is filed with the State of Michigan Corporation Division.

Applicant name(s): Cathleen Edgerly/The Macotta Club		
Address to be licensed: 300 S. Washington Square		
City: Lansing	Zip Code: 48933	
City/township/village where license will be issued: Lansing		County: Ingham
Contact Name: Cathleen Edgerly	Phone: 517-648-0670	Email: cathleen@downtownlansing.org
Mailing address (if different from above): 112 S. Washington Square		
City: Lansing	Zip Code: 48933	

I am applying for the following on-premises redevelopment or development district license:

☐ **MCL 436.1521a(1)(a) - Redevelopment (RDA) License - Complete Parts 2a, 3, 4, & 5**

Select one: ☐ Class C ☐ B-Hotel ☐ Tavern ☐ A-Hotel

- The proposed licensed premises must be located in a redevelopment project area defined by the local governmental unit and the investment in the redevelopment project area must meet one (1) of following requirements:
 - Investment of not less than \$50 million in cities, townships, or villages having a population of 50,000 or more
 - Investment of not less than \$1 million per 1,000 people in cities, townships, or villages having a population of less than 50,000
- The licensed business must be engaged in activities related to dining, entertainment, or recreation and provide that activity not less than five (5) days per week
- The licensed business must be open to the public not less than ten (10) hours per day, five (5) days per week
- The initial enhanced license fee for a license issued under this section is \$20,000.00

☒ **MCL 436.1521a(1)(b) - Development District (DDA) License - Complete Parts 2b, 3, 4, & 5**

Select one: ☒ Class C ☐ B-Hotel ☐ Tavern ☐ A-Hotel

- The proposed licensed premises must be located in one of the development districts or areas listed in MCL 436.1521a(1)(b):
 - Tax Increment Finance Authority District Under Part 3 of Public Act 57 of 2018 (Formerly Public Act 450 of 1980)
 - Corridor Improvement Authority Act Development Area under Part 6 of Public Act 57 of 2018 (Formerly Public Act 280 of 2005)
 - Downtown Development Authority (DDA) District under Part 2 of Public Act 57 of 2018 (Formerly Public Act 197 of 1975)
 - Principal Shopping District under Public Act 120 of 1961
- The total investment in real and personal property within the development district or area shall not be less than \$200,000.00 over a period of the preceding five (5) years.
- The building may be new construction or the restoration or rehabilitation of an existing building.
- The building that will house the proposed licensed premises must have at least \$75,000.00 expended for new construction or the rehabilitation or restoration of the building over the preceding five (5) years or a commitment for a capital investment of at least \$75,000.00 in the building that must be expended before the license is issued.
- The licensed business must be engaged in activities related to dining, entertainment, or recreation.
- The licensed business must be open to the general public and have a seating capacity of not less than 25 persons.
- The initial enhanced license fee for a license issued under this section is \$20,000.00.

Please Note: Pursuant to MCL 436.1521a(8) a license issued under MCL 436.1521a cannot be transferred to another location and if the licensee goes out of business the license issued under MCL 436.1521a shall be surrendered by the licensee to the Commission and the Commission will terminate the license.

Part 2a - MCL 436.1521a(1)(a) - Redevelopment (RDA) License Required Documents

☐ Resolution from local governmental unit establishing the redevelopment project area
☐ Affidavit from the assessor, certified by the city, township, or village clerk, which states the following: • The amount of investment money expended for manufacturing, industrial, residential, and commercial development within the redevelopment project area during the preceding three (3) years (must specifically state start and end dates for the investment, i.e. January 1, 2013, to December 31, 2015). • Statement that the amount of commercial investment in the redevelopment project area constitutes not less than 25% of the total investment in real and personal property in the area.
☐ Legible map of the redevelopment project area which clearly labels all street names

Part 2b - MCL 436.1521a(1)(b) - Development District (DDA) License Required Documents

☐ Resolution from local governmental unit establishing the development district or area which specifically references the statute under which the area was established: • Part 3 of Public Act 57 of 2018 (Formerly Public Act 450 of 1980) for Tax Increment Finance Authorities • Part 6 of Public Act 57 of 2018 (Formerly Public Act 280 of 2005) for Corridor Improvement Authorities • Part 2 of Public Act 57 of 2018 (Formerly Public Act 197 of 1975) for Downtown Development Authorities • Public Act 120 of 1961 for Principal Shopping Districts
☐ Affidavit from the assessor, certified by the city, township, or village clerk, which states the following: • The total amount of public and private investment in real and personal property within the development district or area over a period of the preceding five (5) years (must specifically state start and end dates for the investment, i.e. January 1, 2011, to December 31, 2015).
☐ Legible map of the development district or area which clearly labels all street names

Part 3 - Available License Search

MCL 436.1521a(9) requires any person signing an application for an on-premises Redevelopment or Development District license to verify that he or she attempted to purchase any of the on-premises licenses that are in escrow that do not have a pending transfer on file with the MLCC within the county in which the applicant for the on-premises Redevelopment or Development District license proposes to operate.

You should not apply for an on-premises Redevelopment or Development District license if there is an available quota license in the local governmental unit in which the proposed licensed business will be located. You may verify the availability of quota licenses on the Commission's website using the [Local Government Quota search page](#).

☐ I verify that I have attempted to purchase any readily available on-premises escrowed licenses that do not have pending transfers on file with the MLCC in the county where the proposed licensed business will be located. • Applicant should provide a notarized affidavit outlining all attempts and responses (or lack thereof) to secure a readily available on-premises license. • Applicant should send certified letters of inquiry as to the availability of the license to each licensee at the address listed on the licensee listing report provided by the MLCC. • Applicant should submit copies of the letters sent, certified tags, signed certified return receipts, copies of any envelopes returned by the USPS, and copies of any correspondence received from the licensees. • Applicant should provide dates, the name of the person contacted, and a synopsis of the conversation if escrowed licensees are contacted by telephone. • Applicant should provide documentation regarding the fair market value of the license based on where the applicant will be located, if determinable, the size and scope of the proposed operation, and/or the existence of mandatory contractual restrictions or inclusion attached to the sale of the license when indicating to the MLCC that purchase of a license is not economically feasible or the license is not readily available.
☐ There are no readily available on-premises licenses in escrow in the county where the proposed licensed business will be located.
☐ There are no unissued, on-premises quota licenses readily available in the local governmental unit where the proposed licensed business will be located.

Part 4 - Local Governmental Approval

An applicant for a new on-premises Redevelopment or Development District license requires approval by the legislative body of the local governmental unit in which the licensed premises will be located. Applicants for a license in a city that has a population of 600,000 or more do not require local governmental approval. Please use the Local Governmental Unit Approval Form (LCC-106) or obtain a resolution from the local governmental unit that contains the same information required on the form. The form or a resolution from the city, village, or township must specifically state the applicant's legal name, if an individual person, or the corporate name of the business, the proposed licensed address, and contain a recommendation for the issuance of a license under one of the two following options:

- New Class C* license issued under the provisions of MCL 436.1521a(1)(a)
- New Class C* license issued under the provisions of MCL 436.1521a(1)(b)

**May substitute other license types such as Tavern, A-Hotel, or B-Hotel licenses*

Part 5 - Signature of Applicant

I certify that the information contained in this form is true and accurate to the best of my knowledge and belief. I agree to comply with all requirements of the Michigan Liquor Control Code and Administrative Rules. I also understand that providing **false** or **fraudulent** information is a violation of the Liquor Control Code pursuant to MCL 436.2003.

I certify that I understand that pursuant to MCL 436.1521a(8) a license issued under MCL 436.1521a cannot be transferred to another location and that if the licensee goes out of business the license issued under MCL 436.1521a shall be surrendered by the licensee to the Commission and the Commission will terminate the license.

Cathleen Edgerly



11/1/2023

Print Name of Applicant & Title

Signature of Applicant

Date

Please return this completed form along with corresponding documents:

Michigan Liquor Control Commission

Mailing address: P.O. Box 30005, Lansing, MI 48909

Hand deliveries: Constitution Hall - 525 W. Allegan, Lansing, MI 48933

Overnight packages: 2407 N. Grand River Ave., Lansing, MI 48906

Fax to: 517-763-0059

Application for Development District Liquor License – City of Lansing

To apply for a Development District Liquor license, a business must be located in either a Business District listed below or in a City Redevelopment Area, as defined in Sec. 521a (2)(c)

- Tax Increment Finance Authority (TIFA) PA 450 of 1980
- Corridor Improvement Authority (CIA) PA 280 of 2006
- Downtown Development Authority (DDA) PA 197 of 1975
- Principal Shopping District (PSD) PA 120 of 1961

Per State Law, Development District Liquor Licenses require the following:

1. The amount expended for the rehabilitation or restoration of the building that houses the licensed premises shall be not less than \$75,000 over a period of the preceding 5 years, or a commitment for a capital investment of at least that amount in the building that houses the licensed premises, which must be expended before the issuance of the license.
2. That the licensed business is engaged in dining, entertainment, or recreation, that is open to the general public, with a seating capacity of not less than 25 persons.

You should also be aware of the following:

- The initial enhanced license fee for licenses issued is \$20,000.
- The licenses issued under the Development District Liquor License criteria may **not be** transferred to another location.
- If the licensee goes out of business, the licensee shall surrender the license to the Commission. The governing body of the local governmental unit may approve another applicant within the redevelopment project area or development district area to replace a licensee who has surrendered the license to the Commission.
- Do not invest any money in improvements or bind yourself in any agreements until you have been officially notified by the Michigan Liquor Control Commission that your request has been approved.
- The individual signing the application shall state and demonstrate that they attempted to secure an appropriate on-premises escrowed license first or quota license which may be available within the local unit of government in which the applicant proposes to operate.

The Lansing Economic Development Corporation (LEDC) will receive, process, and represent an application for a development liquor license for the initial approval through City Council. Once City Council has approved the application it is the applicant's responsibility to carry out the remaining application process with the State Liquor Control Commission.

There is a local fee of \$1,500 per application, due to LEDC at the time of application.

Please return the completed and signed application form along with corresponding documents to:

Lansing Economic Development Corporation (LEDC)
401 S. Washington Sq. Ste 101
Lansing, MI 48933

Applicant and Property Information

Address to be licensed:	300 S. Washington Square, Lansing MI 48933
Applicant's Legal Entity Name:	Macotta Club, LLC
FEIN #:	
Doing business as: (if applicable)	The Macotta Club
Contact Name:	Cathleen Edgerly
Phone #:	517-648-0670
Email Address:	Cathleen@downtownlansing.org
Seating Capacity:	300
Usage: (circle all that apply)	Dining Entertainment Recreation

Please write a brief description of your business below and why you would like to apply for a development liquor license:

The Macotta Club is a food-hall style restaurant and bar. The restaurants are managed by individual start-up businesses and the bar is run by The Macotta Club, LLC. The Macotta Club will serve as an accelerator program and a restaurant industry educational hub that will encourage growth and sustainability for, not only the 16 in house participants, but for the restaurant industry throughout Lansing and the Mid-Michigan. A liquor license obtained from the local market is financial unattainable for this program which is why we are seeking a development license.

Please fill out the following:

Estimated Private Investment:	\$6,000,000
Estimated Jobs Created:	50
Estimated Jobs Retained:	new entity

Additional Applicant Information*:

- ☐ Completed New On-Premises Development District License Questionnaire (LCC-109b)
- ☐ Completed Retailer License & Permit Application (LCC-100)
- ☐ Completed City of Lansing Treasury Information Request Form
- ☐ Completed City of Lansing Litigation Affidavit
- ☐ \$1,500 Application Fee: Lansing Economic Development Corporation (LEDC)
- ☐ Completed IRS Form W-9 for Applicant Entity
- ☐ Proof of ownership of the property where Development Liquor License is requested (a copy of the deed).
 - ☐ If not the owner of subject address, please provide a valid copy of the signed and executed lease.
- ☐ Proof that at least \$75,000 worth of personal and or real property improvements to the subject address has been made within the previous five (5) years.
 - *If \$75,000 has not been expended on the subject address please sign statement below that you agree to make such expenditures prior to any issuance of a Development Liquor License.

**Additional information may be required of the applicant to process the request.*

(Signature page follows.)

I, the undersigned, state that, to the best of my knowledge, am current on all City of Lansing and State of Michigan taxes, personal and real, as they pertain to the property and entity located at the address indicated above, and that, failure to remain current on all taxes, personal and real, may result in the denial of application, or revocation of any issued Development Liquor License.

Signature

Date

Print Name

***I, the undersigned, commit to making expenditures equal to or in excess of \$75,000 relating to real and personal property at the address indicated above, having not done so in any of the previous five years, prior to the issuance of any Development Liquor License.**

Signature

Date

Print Name

By signing below, the undersigned represents and warrants their authority to submit this Development District Liquor License Application on behalf of the Applicant and certifies all information provided by Application is true and correct to the best of their knowledge.

Signature

Date

Print Name

ORDINANCE NO. _____

An ordinance of the City of Lansing, Michigan, to add Chapter 887 of the Lansing Codified Ordinances, Sections 887.01-887.07, to authorize a payment in lieu of taxes program in conformity with the State of Michigan property tax exemption alternative, authorized under 1966 PA 346, as amended; specifically MCL 125.1415a, which permits a city to elect to consider a payment in lieu of taxes for a housing project developed or rehabilitated for workforce housing after the passage of an enabling ordinance.

THE CITY OF LANSING ORDAINS:

Section 1. That Chapter 887, Section 887.01, of the Codified Ordinances of the City of Lansing, Michigan, be and is hereby enacted to read as follows:

887.01 - Property Tax Exemption and Payment in Lieu of Taxes for Workforce Housing Projects

Pursuant to Michigan 1966 PA 346, as amended; specifically MCL 125.1415a (the Act), the City of Lansing hereby adopts and authorizes the City's participation in the property tax exemption program under the Act for a housing project developed or rehabilitated for workforce housing in Lansing, provided that all of the conditions of this Chapter and the Act are met.

887.02 - Definitions

(A) "Additional Amount" means an amount equal to the difference between the following:

1 **(1) the millage rate levied for operating purposes by the County**
2 **multiplied by the current Taxable Value of a workforce housing project for which a**
3 **PILOT Resolution has been adopted, and**

4 **(2) the amount of the annual service charge paid in lieu of ad**
5 **valorem property taxes by the housing project under subsection (4)(C) that is**
6 **distributed to the County pursuant to MCL 125.1415a(5).**

7 **(B) “Annual Shelter Rent” means the total payments collected during an agreed**
8 **annual period paid by or on behalf of the occupants of a housing project representing rent**
9 **or occupancy charges, exclusive of charges for gas, electricity, heat, or other utilities**
10 **furnished to the occupants and paid for by the housing project.**

11 **(C) “Authority” means the Michigan State Housing Development Authority, also**
12 **abbreviated as MSHDA.**

13 **(D) “County” means the County in which the project is located.**

14 **(E) “Housing project” means either: a residential real property developed or to**
15 **be developed pursuant to or receiving benefits provided under the Act or this Ordinance;**
16 **or a specific work or improvement either for rental or for subsequent sale to an individual**
17 **purchaser undertaken by a nonprofit housing corporation, consumer housing cooperative,**
18 **limited dividend housing corporation, pursuant to or receiving benefits under the Act or**
19 **this Ordinance to provide dwelling accommodations, including the acquisition,**
20 **construction, or rehabilitation of lands, buildings, and improvements.**

21 **(F) “PILOT” means a payment of annual service charge for public services in**
22 **lieu of taxes under the terms of the Act or this ordinance.**

1 **(G) “PILOT Resolution” means a project-specific resolution adopted by the City**
2 **Council that approves a housing project for exemption under this Ordinance.**

3 **(H) “Restrictive Covenant” means a recorded agreement between the Sponsor**
4 **and the City of Lansing running with the land that restricts the use of the housing project**
5 **to workforce housing, as defined in this Ordinance, for a period not to exceed 15 years, or**
6 **such greater or lesser period of time as may be authorized by state law and as may be**
7 **required by the PILOT Resolution.**

8 **(I) “Sponsor” means any individual or entity applying for a workforce housing**
9 **exemption under this Ordinance, and includes any individual or entity who subsequently**
10 **owns the housing project.**

11 **(J) “Taxable Value” means taxable value as calculated under section 27a of the**
12 **General Property Tax Act, 1893 PA 206 as amended, being MCL 211.27a.**

13 **(K) “Workforce housing” means residential rental units or other housing**
14 **structures or units that are reasonably affordable to, and occupied by, a household whose**
15 **total household income is not greater than 120% of the area median income for any given**
16 **year as most recently published by the United States Department of Housing and Urban**
17 **Development.**

18
19 **887.03 – Authorization and Establishment of Workforce Housing Exemption**

20 **(A) The class of housing projects to which the tax exemption shall apply and for**
21 **which a service charge may be paid in lieu of all ad valorem property taxes are housing**
22 **projects being developed or rehabilitated for workforce housing.**

1 **(B) Workforce housing and the property on which such housing is or will be**
2 **located shall be exempt from all ad valorem property taxes beginning the year following**
3 **December 31 of the year in which construction or rehabilitation commences, provided that**
4 **all of the following have occurred:**

5 **(1) Commencement of construction began within one year of the date of**
6 **the Authority’s notification of exemption or such longer period of time as may be**
7 **provided by the PILOT Resolution;**

8 **(2) The Restrictive Covenant instrument required by the Act and this**
9 **Ordinance has been accepted, approved, and recorded by the City in the same year**
10 **as commencement of construction; and**

11 **(3) The City has received a certified notification of exemption from the**
12 **Authority.**

13 **If any of these have not occurred, an otherwise approved PILOT Resolution for exemption**
14 **shall automatically be null and void.**

15 **(C) Subject to subsections (B), (D), and (E), the City of Lansing will accept a**
16 **PILOT payment from the owner of a housing project for which the City has received a**
17 **certified notification of exemption from the Authority in accordance with the following:**

18 **(1) For a new construction project, an amount that is the greater of the**
19 **tax on the property on which the project is located for the tax year preceding the**
20 **date on which the construction is commenced or 10% of the Annual Shelter Rent**
21 **obtained from the project.**

1 **(2) For a rehabilitation project, an amount that is the lesser of the tax on**
2 **the property on which the project is located for the tax year proceeding the date on**
3 **which rehabilitation is commenced or 10% of the Annual Shelter Rent obtained**
4 **from the project.**

5 **(3) The PILOT shall not exceed the amount in ad valorem taxes that the**
6 **Sponsor would have otherwise paid if the workforce housing project were not tax**
7 **exempt.**

8 **(D) In compliance with the Act and as determined by the City, the PILOT for**
9 **that part of a workforce housing project that is tax exempt under this Ordinance but not**
10 **used for workforce housing shall be equal to the full amount of the taxes that would be paid**
11 **on that portion of the project as if the project were not tax exempt. The owner of the**
12 **project shall allocate the benefits of any tax exemption granted pursuant to this Ordinance**
13 **exclusively to workforce housing and to the maintenance and preservation of the workforce**
14 **housing portion of the project as a safe, decent, and sanitary workforce housing.**

15 **(E) In compliance with the Act, the annual service charge under subsection (C)**
16 **for a workforce housing project for which a PILOT Resolution has been adopted must be**
17 **increased by the Additional Amount if both of the following requirements are met:**

18 **(1) Not later than 45 days after the county treasurer's receipt of the**
19 **certified notification of exemption, the County Board of Commissioners passes a**
20 **resolution, by majority vote, that provides that the Additional Amount must be**
21 **paid.**

1 **(2) The approval of the resolution described in subparagraph (1) is in**
2 **accordance with an ordinance or resolution adopted by the County Board of**
3 **Commissioners establishing the factors to be considered when assessing whether the**
4 **Additional Amount must be paid.**

5
6 **887.04 – Workforce Housing Exemption Application, Review, and Approval Process**

7 **(A) The Sponsor of a workforce housing project must own the property that is**
8 **the subject of the application or must be the purchaser under a purchase or option**
9 **agreement or otherwise demonstrate that is has control over the property. The property**
10 **that is the subject of the application must be zoned for the intended use at the time of**
11 **application.**

12 **(B) Prior to applying for a workforce housing exemption, the Sponsor shall**
13 **submit a written proposed workforce housing project plan to the Mayor. The plan shall**
14 **include at a minimum: the legal description and survey of the proposed exempt property,**
15 **proof of ownership interest or control, a site plan, a description of the Sponsor's**
16 **organizational structure and development experience, a narrative describing the scope of**
17 **the workforce housing project, including location, number and type of units, typical floor**
18 **plans and exterior elevations, the targeted median income and proposed rent limits, a**
19 **schedule with projected milestones, a development income and expense pro forma**
20 **(including the estimated Annual Shelter Rents), a ten-year cash flow projection, and**
21 **additional or supplemental information as the City administration may request or require.**

1 **(C) The Sponsor shall submit its request for a workforce housing exemption**
2 **using the form provided by City Assessor and include the information identified in**
3 **subsection (B). The fully completed form, and any supplements thereto, shall be filed with**
4 **the City Clerk along with the administrative review fee for workforce housing PILOTs, as**
5 **established by City Council resolution.**

6 **(D) If a complete application is received, and the Administration determines in**
7 **its sole discretion to proceed, a Resolution will be advanced to the City Council for**
8 **consideration. If approved by a City Council PILOT Resolution, the final completed**
9 **application shall form a binding commitment and agreement by the Sponsor to perform**
10 **the workforce housing project presented in the application.**

11 **(E) When reviewing an application for a workforce housing exemption, the City**
12 **Council’s independent decision to approve or deny the request shall be guided by the**
13 **following factors:**

14 **(1) Whether the workforce housing project will increase the number of available**
15 **workforce housing units in the City.**

16 **(2) Whether the workforce housing project will reduce the functional**
17 **obsolescence of an existing building or housing unit(s).**

18 **(3) Whether the workforce housing project is likely to encourage expansion of**
19 **the population of the City.**

20 **(4) Whether the location of the workforce housing project is consistent with the**
21 **goals and objectives of the City of Lansing Master Plan.**

1 **(5) Whether the development or rehabilitation of the workforce housing project**
2 **requires zoning variances or results in the continuation of a nonconforming**
3 **use.**

4 **(6) Whether the workforce housing project will include a level of amenities**
5 **desired by or appropriate for the community.**

6 **(7) Whether the workforce housing project will add attractive, viable housing**
7 **units to the community.**

8 **(8) Whether the workforce housing project incorporates green technologies or**
9 **energy-efficient components.**

10 **(9) Such additional consideration as the City Council deems appropriate or**
11 **important to the workforce housing project purpose.**

12 **(F) Approval of an exemption for a workforce housing project requires passage**
13 **of a PILOT Resolution by a majority vote of the City Council that includes the findings**
14 **with respect to the standards of subsection (E) above.**

15
16 **887.05 – Authority Affidavit and Assessor Notification**

17 **(A) Following adoption of the PILOT Resolution, the Sponsor must submit an**
18 **affidavit to the Authority in the form required by the Authority for certification by the**
19 **Authority that the project is eligible for the workforce housing exemption.**

20 **(B) Upon receipt of notification from the Authority that the project is eligible for**
21 **a workforce housing exemption, the Sponsor or the Authority must file the certified**

1 notification of exemption with the City Assessor before November 1 of the year preceding
2 the tax year in which the exemption is to be effective.

3 (C) Not later than 5 business days after receipt of the certified notification of
4 exemption, the assessor shall provide a copy of the certified notification of exemption to the
5 County treasurer.

6
7 **887.06 – Payment of Service Charge in Lieu of Taxes**

8 (A) No later than May 31, or such other date provided for in the PILOT
9 Resolution, the Sponsor shall submit to the City Treasurer, the Sponsor's budget for
10 Annual Shelter Rent for the current calendar year and a copy of the Sponsor's audited
11 financial statements for the preceding calendar year, prepared in accordance with
12 generally accepted auditing standards or, if the Sponsor is not subject to an audit
13 requirement, the Sponsor's compiled financial statements for the preceding calendar year
14 prepared in accordance with generally accepted accounting principles and certified by the
15 Sponsor. Within 45 days of receipt of the foregoing documents, the treasurer shall issue an
16 invoice showing the PILOT payment due for the current year, which payment shall be due
17 no later than August 15. Failure by the City to timely issue an invoice does not relieve the
18 Sponsor's obligation to pay any PILOT.

19 (B) Except as otherwise provided in this Section and Section 887.03, any PILOT
20 payment under this Ordinance shall be distributed to the governmental units levying the
21 general property tax in the same proportion as prevailed with the general property tax in
22 the previous calendar year. The distribution to those governmental units shall be made as

1 **if the number of mills levied for local school district operating purposes were equal to the**
2 **number of mills levied for the purposes in 1993 minus the number of mills levied under the**
3 **state education tax act, 1993 PA 331, as amended, being MCL 211.901 to 211.906, for the**
4 **year for which the distribution is calculated. The amount of the PILOT to be distributed to**
5 **a local school district for operating purposes under this subsection must not be distributed**
6 **to the local school district but instead must be paid to the state treasury and credited to the**
7 **state school aid fund established by Section 11 of Article IX of the State Constitution of**
8 **1963.**

9 **(C) Any PILOT payment or portion of PILOT payment remaining unpaid as of**
10 **the due date shall bear interest at 1% per month and require payment of a 3% penalty fee.**
11 **The collection of past due PILOT payments shall otherwise be in accordance with the**
12 **provisions of Chapter 211 of the General Property Tax Act, Act 206 of 1893, as amended,**
13 **MCL 211.44 et seq.**

14
15 **887.07 – Duration and Recorded Restrictive Covenant**

16 **(A) A workforce housing project approved for an exemption by a PILOT**
17 **Resolution shall be encumbered by a valid and binding Restrictive Covenant recorded in**
18 **the office of the register of deeds for the County, and in compliance with Section 887.03.**

19 **(B) The Restrictive Covenant shall acknowledge all of the following: (i) that the**
20 **economic feasibility of the workforce housing project depends on the approval and**
21 **continuing effect of the exemption and PILOT as approved by the PILOT resolution; (ii)**
22 **the City’s agreement to accept payment of a PILOT in consideration of the Sponsor’s**

1 binding offer to construct or rehabilitate workforce housing as detailed in its accepted
2 application in accordance with Section 887.04; and (iii) the amount of the annual service
3 charge to be paid for each operating year.

4 (3) The Restrictive Covenant shall provide for all of the following: (i) the
5 reporting and monitoring of the Sponsor's compliance with the Restrictive Covenant, this
6 Ordinance and the PILOT Resolution; (ii) that the Restrictive Covenant is enforceable by
7 the City and any Tenants to be benefitted at law or in equity; (iii) any additional remedies
8 available to the City for non-compliance, including termination of the exemption and
9 repayment of all prior years' tax savings under the workforce housing exemption after
10 notice and hearing; and (iv) that the Restrictive Covenant cannot be modified or
11 terminated except in a written instrument executed by the Sponsor or then current owner
12 and the City.

13
14 Section 2. All ordinances, resolutions or rules, parts of ordinances, resolutions or rules
15 inconsistent with the provisions are repealed.

16 Section 3. Should any section, clause or phrase of this ordinance be declared to be
17 invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof
18 other than the part so declared to be invalid.

19 Section 4. This ordinance shall take effect on the 30th day after enactment, unless given
20 immediate effect by City Council, and shall expire December 31, 2032.

21
22 Approved as to form:
23

CITY OF LANSING WORKFORCE PILOT ORDINANCE

DRAFT # 6
DATE: 2/5/2024

1
2
3
4

City Attorney

Dated: _____

PASSAGE OF ORDINANCE

An ordinance of the City of Lansing, Michigan, to add Chapter 887 of the Lansing Codified Ordinances, Sections 887.01-887.07, to authorize a payment in lieu of taxes program in conformity with the State of Michigan property tax exemption alternative, authorized under 1966 PA 346, as amended; specifically MCL 125.1415a, which permits a city to elect to consider a payment in lieu of taxes for a housing project developed or rehabilitated for workforce housing after the passage of an enabling ordinance.

Is read a second time by its title. The Ordinance was reported from the Committee _____ and is on the order of immediate passage.

COUNCIL MEMBER	YEAS	NAYS
Brown	☐	☐
Carter	☐	☐
Garza	☐	☐
Hussain	☐	☐
Jackson	☐	☐
Kost	☐	☐
Pehlivanoglu	☐	☐
Spadafore	☐	☐
	_____	_____
☐ ADOPTED	☐ FAILED	

ORDINANCE NO. _____

An ordinance of the City of Lansing, Michigan, to add Chapter 887 of the Lansing Codified Ordinances, Sections 887.01-887.07, to authorize a payment in lieu of taxes program in conformity with the State of Michigan property tax exemption alternative, authorized under 1966 PA 346, as amended; specifically MCL 125.1415a, which permits a city to elect to consider a payment in lieu of taxes for a housing project developed or rehabilitated for workforce housing after the passage of an enabling ordinance.

THE CITY OF LANSING ORDAINS:

Section 1. That Chapter 887, Section 887.01, of the Codified Ordinances of the City of Lansing, Michigan, be and is hereby enacted to read as follows:

887.01 - Property Tax Exemption and Payment in Lieu of Taxes for Workforce Housing Projects

Pursuant to Michigan 1966 PA 346, as amended; specifically MCL 125.1415a (the Act), the City of Lansing hereby adopts and authorizes the City's participation in the property tax exemption program under the Act for a housing project developed or rehabilitated for workforce housing in Lansing, provided that all of the conditions of this Chapter and the Act are met.

887.02 - Definitions

(A) "Additional Amount" means an amount equal to the difference between the following:

1 **(1) the millage rate levied for operating purposes by the County**
2 **multiplied by the current Taxable Value of a workforce housing project for which a**
3 **PILOT Resolution has been adopted, and**

4 **(2) the amount of the annual service charge paid in lieu of ad**
5 **valorem property taxes by the housing project under subsection (4)(C) that is**
6 **distributed to the County pursuant to MCL 125.1415a(5).**

7 **(B) “Annual Shelter Rent” means the total payments collected during an agreed**
8 **annual period paid by or on behalf of the occupants of a housing project representing rent**
9 **or occupancy charges, exclusive of charges for gas, electricity, heat, or other utilities**
10 **furnished to the occupants and paid for by the housing project.**

11 **(C) “Authority” means the Michigan State Housing Development Authority, also**
12 **abbreviated as MSHDA.**

13 **(D) “County” means the County in which the project is located.**

14 **(E) “Housing project” means either: a residential real property developed or to**
15 **be developed pursuant to or receiving benefits provided under the Act or this Ordinance;**
16 **or a specific work or improvement either for rental or for subsequent sale to an individual**
17 **purchaser undertaken by a nonprofit housing corporation, consumer housing cooperative,**
18 **limited dividend housing corporation, pursuant to or receiving benefits under the Act or**
19 **this Ordinance to provide dwelling accommodations, including the acquisition,**
20 **construction, or rehabilitation of lands, buildings, and improvements.**

21 **(F) “PILOT” means a payment of annual service charge for public services in**
22 **lieu of taxes under the terms of the Act or this ordinance.**

1 **(G) “PILOT Resolution” means a project-specific resolution adopted by the City**
2 **Council that approves a housing project for exemption under this Ordinance.**

3 **(H) “Restrictive Covenant” means a recorded agreement between the Sponsor**
4 **and the City of Lansing running with the land that restricts the use of the housing project**
5 **to workforce housing, as defined in this Ordinance, for a period not to exceed 15 years, or**
6 **such greater or lesser period of time as may be authorized by state law and as may be**
7 **required by the PILOT Resolution.**

8 **(I) “Sponsor” means any individual or entity applying for a workforce housing**
9 **exemption under this Ordinance, and includes any individual or entity who subsequently**
10 **owns the housing project.**

11 **(J) “Taxable Value” means taxable value as calculated under section 27a of the**
12 **General Property Tax Act, 1893 PA 206 as amended, being MCL 211.27a.**

13 **(K) “Workforce housing” means residential rental units or other housing**
14 **structures or units that are reasonably affordable to, and occupied by, a household whose**
15 **total household income is not greater than 120% of the area median income for any given**
16 **year as most recently published by the United States Department of Housing and Urban**
17 **Development.**

18
19 **887.03 – Authorization and Establishment of Workforce Housing Exemption**

20 **(A) The class of housing projects to which the tax exemption shall apply and for**
21 **which a service charge may be paid in lieu of all ad valorem property taxes are housing**
22 **projects being developed or rehabilitated for workforce housing.**

1 **(B) Workforce housing and the property on which such housing is or will be**
2 **located shall be exempt from all ad valorem property taxes beginning the year following**
3 **December 31 of the year in which construction or rehabilitation commences, provided that**
4 **all of the following have occurred:**

5 **(1) Commencement of construction began within one year of the date of**
6 **the Authority’s notification of exemption or such longer period of time as may be**
7 **provided by the PILOT Resolution;**

8 **(2) The Restrictive Covenant instrument required by the Act and this**
9 **Ordinance has been accepted, approved, and recorded by the City in the same year**
10 **as commencement of construction; and**

11 **(3) The City has received a certified notification of exemption from the**
12 **Authority.**

13 **If any of these have not occurred, an otherwise approved PILOT Resolution for exemption**
14 **shall automatically be null and void.**

15 **(C) Subject to subsections (B), (D), and (E), the City of Lansing will accept a**
16 **PILOT payment from the owner of a housing project for which the City has received a**
17 **certified notification of exemption from the Authority in accordance with the following:**

18 **(1) For a new construction project, an amount that is the greater of the**
19 **tax on the property on which the project is located for the tax year preceding the**
20 **date on which the construction is commenced or 10% of the Annual Shelter Rent**
21 **obtained from the project.**

1 **(2) For a rehabilitation project, an amount that is the lesser of the tax on**
2 **the property on which the project is located for the tax year proceeding the date on**
3 **which rehabilitation is commenced or 10% of the Annual Shelter Rent obtained**
4 **from the project.**

5 **(3) The PILOT shall not exceed the amount in ad valorem taxes that the**
6 **Sponsor would have otherwise paid if the workforce housing project were not tax**
7 **exempt.**

8 **(D) In compliance with the Act and as determined by the City, the PILOT for**
9 **that part of a workforce housing project that is tax exempt under this Ordinance but not**
10 **used for workforce housing shall be equal to the full amount of the taxes that would be paid**
11 **on that portion of the project as if the project were not tax exempt. The owner of the**
12 **project shall allocate the benefits of any tax exemption granted pursuant to this Ordinance**
13 **exclusively to workforce housing and to the maintenance and preservation of the workforce**
14 **housing portion of the project as a safe, decent, and sanitary workforce housing.**

15 **(E) In compliance with the Act, the annual service charge under subsection (C)**
16 **for a workforce housing project for which a PILOT Resolution has been adopted must be**
17 **increased by the Additional Amount if both of the following requirements are met:**

18 **(1) Not later than 45 days after the county treasurer's receipt of the**
19 **certified notification of exemption, the County Board of Commissioners passes a**
20 **resolution, by majority vote, that provides that the Additional Amount must be**
21 **paid.**

1 **(2) The approval of the resolution described in subparagraph (1) is in**
2 **accordance with an ordinance or resolution adopted by the County Board of**
3 **Commissioners establishing the factors to be considered when assessing whether the**
4 **Additional Amount must be paid.**

5
6 **887.04 – Workforce Housing Exemption Application, Review, and Approval Process**

7 **(A) The Sponsor of a workforce housing project must own the property that is**
8 **the subject of the application or must be the purchaser under a purchase or option**
9 **agreement or otherwise demonstrate that is has control over the property. The property**
10 **that is the subject of the application must be zoned for the intended use at the time of**
11 **application.**

12 **(B) Prior to applying for a workforce housing exemption, the Sponsor shall**
13 **submit a written proposed workforce housing project plan to the Mayor. The plan shall**
14 **include at a minimum: the legal description and survey of the proposed exempt property,**
15 **proof of ownership interest or control, a site plan, a description of the Sponsor's**
16 **organizational structure and development experience, a narrative describing the scope of**
17 **the workforce housing project, including location, number and type of units, typical floor**
18 **plans and exterior elevations, the targeted median income and proposed rent limits, a**
19 **schedule with projected milestones, a development income and expense pro forma**
20 **(including the estimated Annual Shelter Rents), a ten-year cash flow projection, and**
21 **additional or supplemental information as the City administration may request or require.**

1 **(C) The Sponsor shall submit its request for a workforce housing exemption**
2 **using the form provided by City Assessor and include the information identified in**
3 **subsection (B). The fully completed form, and any supplements thereto, shall be filed with**
4 **the City Clerk along with the administrative review fee for workforce housing PILOTs, as**
5 **established by City Council resolution.**

6 **(D) If a complete application is received, and the Administration determines in**
7 **its sole discretion to proceed, a Resolution will be advanced to the City Council for**
8 **consideration. If approved by a City Council PILOT Resolution, the final completed**
9 **application shall form a binding commitment and agreement by the Sponsor to perform**
10 **the workforce housing project presented in the application.**

11 **(E) When reviewing an application for a workforce housing exemption, the City**
12 **Council’s independent decision to approve or deny the request shall be guided by the**
13 **following factors:**

14 **(1) Whether the workforce housing project will increase the number of available**
15 **workforce housing units in the City.**

16 **(2) Whether the workforce housing project will reduce the functional**
17 **obsolescence of an existing building or housing unit(s).**

18 **(3) Whether the workforce housing project is likely to encourage expansion of**
19 **the population of the City.**

20 **(4) Whether the location of the workforce housing project is consistent with the**
21 **goals and objectives of the City of Lansing Master Plan.**

1 **(5) Whether the development or rehabilitation of the workforce housing project**
2 **requires zoning variances or results in the continuation of a nonconforming**
3 **use.**

4 **(6) Whether the workforce housing project will include a level of amenities**
5 **desired by or appropriate for the community.**

6 **(7) Whether the workforce housing project will add attractive, viable housing**
7 **units to the community.**

8 **(8) Whether the workforce housing project incorporates green technologies or**
9 **energy-efficient components.**

10 **(9) Such additional consideration as the City Council deems appropriate or**
11 **important to the workforce housing project purpose.**

12 **(F) Approval of an exemption for a workforce housing project requires passage**
13 **of a PILOT Resolution by a majority vote of the City Council that includes the findings**
14 **with respect to the standards of subsection (E) above.**

15
16 **887.05 – Authority Affidavit and Assessor Notification**

17 **(A) Following adoption of the PILOT Resolution, the Sponsor must submit an**
18 **affidavit to the Authority in the form required by the Authority for certification by the**
19 **Authority that the project is eligible for the workforce housing exemption.**

20 **(B) Upon receipt of notification from the Authority that the project is eligible for**
21 **a workforce housing exemption, the Sponsor or the Authority must file the certified**

1 notification of exemption with the City Assessor before November 1 of the year preceding
2 the tax year in which the exemption is to be effective.

3 (C) Not later than 5 business days after receipt of the certified notification of
4 exemption, the assessor shall provide a copy of the certified notification of exemption to the
5 County treasurer.

6
7 **887.06 – Payment of Service Charge in Lieu of Taxes**

8 (A) No later than May 31, or such other date provided for in the PILOT
9 Resolution, the Sponsor shall submit to the City Treasurer, the Sponsor's budget for
10 Annual Shelter Rent for the current calendar year and a copy of the Sponsor's audited
11 financial statements for the preceding calendar year, prepared in accordance with
12 generally accepted auditing standards or, if the Sponsor is not subject to an audit
13 requirement, the Sponsor's compiled financial statements for the preceding calendar year
14 prepared in accordance with generally accepted accounting principles and certified by the
15 Sponsor. Within 45 days of receipt of the foregoing documents, the treasurer shall issue an
16 invoice showing the PILOT payment due for the current year, which payment shall be due
17 no later than August 15. Failure by the City to timely issue an invoice does not relieve the
18 Sponsor's obligation to pay any PILOT.

19 (B) Except as otherwise provided in this Section and Section 887.03, any PILOT
20 payment under this Ordinance shall be distributed to the governmental units levying the
21 general property tax in the same proportion as prevailed with the general property tax in
22 the previous calendar year. The distribution to those governmental units shall be made as

1 **if the number of mills levied for local school district operating purposes were equal to the**
2 **number of mills levied for the purposes in 1993 minus the number of mills levied under the**
3 **state education tax act, 1993 PA 331, as amended, being MCL 211.901 to 211.906, for the**
4 **year for which the distribution is calculated. The amount of the PILOT to be distributed to**
5 **a local school district for operating purposes under this subsection must not be distributed**
6 **to the local school district but instead must be paid to the state treasury and credited to the**
7 **state school aid fund established by Section 11 of Article IX of the State Constitution of**
8 **1963.**

9 **(C) Any PILOT payment or portion of PILOT payment remaining unpaid as of**
10 **the due date shall bear interest at 1% per month and require payment of a 3% penalty fee.**
11 **The collection of past due PILOT payments shall otherwise be in accordance with the**
12 **provisions of Chapter 211 of the General Property Tax Act, Act 206 of 1893, as amended,**
13 **MCL 211.44 et seq.**

14
15 **887.07 – Duration and Recorded Restrictive Covenant**

16 **(A) A workforce housing project approved for an exemption by a PILOT**
17 **Resolution shall be encumbered by a valid and binding Restrictive Covenant recorded in**
18 **the office of the register of deeds for the County, and in compliance with Section 887.03.**

19 **(B) The Restrictive Covenant shall acknowledge all of the following: (i) that the**
20 **economic feasibility of the workforce housing project depends on the approval and**
21 **continuing effect of the exemption and PILOT as approved by the PILOT resolution; (ii)**
22 **the City’s agreement to accept payment of a PILOT in consideration of the Sponsor’s**

1 binding offer to construct or rehabilitate workforce housing as detailed in its accepted
2 application in accordance with Section 887.04; and (iii) the amount of the annual service
3 charge to be paid for each operating year.

4 (3) The Restrictive Covenant shall provide for all of the following: (i) the
5 reporting and monitoring of the Sponsor's compliance with the Restrictive Covenant, this
6 Ordinance and the PILOT Resolution; (ii) that the Restrictive Covenant is enforceable by
7 the City and any Tenants to be benefitted at law or in equity; (iii) any additional remedies
8 available to the City for non-compliance, including termination of the exemption and
9 repayment of all prior years' tax savings under the workforce housing exemption after
10 notice and hearing; and (iv) that the Restrictive Covenant cannot be modified or
11 terminated except in a written instrument executed by the Sponsor or then current owner
12 and the City.

13
14 Section 2. All ordinances, resolutions or rules, parts of ordinances, resolutions or rules
15 inconsistent with the provisions are repealed.

16 Section 3. Should any section, clause or phrase of this ordinance be declared to be
17 invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof
18 other than the part so declared to be invalid.

19 Section 4. This ordinance shall take effect on the 30th day after enactment, unless given
20 immediate effect by City Council, and shall expire December 31, 2032.

21
22 Approved as to form:
23

CITY OF LANSING WORKFORCE PILOT ORDINANCE

DRAFT # 6
DATE: 2/5/2024

1
2
3
4

City Attorney

Dated: _____

INTRODUCTION OF ORDINANCE

_____ introduced:

An ordinance of the City of Lansing, Michigan, to add Chapter 887 of the Lansing Codified Ordinances, Sections 887.01-887.07, to authorize a payment in lieu of taxes program in conformity with the State of Michigan property tax exemption alternative, authorized under 1966 PA 346, as amended; specifically MCL 125.1415a, which permits a city to elect to consider a payment in lieu of taxes for a housing project developed or rehabilitated for workforce housing after the passage of an enabling ordinance.

The Ordinance is read a first time by its title and referred to the Committee

Resolution #2024-###

By the Committee _____

Resolved by the City Council of the City of Lansing

Resolved by the City Council of the City of Lansing that a public hearing be set for _____ at 7 p.m. in Tony Benavides Lansing City Council Chambers, Tenth Floor, Lansing City Hall, 124 West Michigan Avenue, Lansing, Michigan, in consideration of An ordinance of the City of Lansing, Michigan, to add Chapter 887 of the Lansing Codified Ordinances, Sections 887.01-887.07, to authorize a payment in lieu of taxes program in conformity with the State of Michigan property tax exemption alternative, authorized under 1966 PA 346, as amended; specifically MCL 125.1415a, which permits a city to elect to consider a payment in lieu of taxes for a housing project developed or rehabilitated for workforce housing after the passage of an enabling ordinance.



January 22, 2024

Lansing City Council
124 W. Michigan Ave.
10th Floor City Hall
Lansing, MI 48933

Lansing City Council,

On behalf of our combined organizations, we are writing regarding the upcoming 2024 agenda and the incredible opportunities that lie ahead, specifically, the state dollars that were secured for the city of Lansing.

Downtown Lansing's growth is important to the region's growth and an imperative signal of success and prosperity throughout the city itself, its neighborhoods, and corridors. Recognizing the critical role a thriving downtown plays in positioning our region for future growth, more than a dozen regional and statewide organizations united to champion the Capital Region Improvement Support Package, a comprehensive plan addressing various facets, including support for small businesses and communities, workforce development and job creation, infrastructure enhancement, social services and housing support. The successful collaboration

culminated in securing over \$250 million in state funds for our region, with a substantial allocation earmarked for the city of Lansing.

While we applaud the progress achieved thus far, we respectfully encourage the Lansing City Council to build upon this momentum by accepting the state funds allocated for the city of Lansing. The projects supported by these funds are poised to make a tangible difference in the transformation of our city. Your decisive actions in accepting these state funding dollars will not only demonstrate your commitment to our community's growth but will also establish a vision and direction for not only Lansing but for the region as well.

We thank you for your attention to this matter and look forward to building on our strong collaboration and working closely with you in Lansing's future growth and success!

Sincerely,

Tim Daman
President & CEO
Lansing Regional Chamber of Commerce

Bob Trezise
President & CEO
Lansing Economic Area Partnership

Julie Pingston
President & CEO
Choose Lansing

Meghan Webber
CEO
Greater Lansing Association of REALTORS®

Scott Keith
President & CEO
Lansing Entertainment & Public Facilities
Authority

Nicole Noll-Williams
President & CEO
Capital Region International Airport

Laurie Strauss Baumer
President & CEO
Capital Region Community Foundation

Jim Snell
Executive Director
Tri-County Regional Planning Commission

Capitol Council of Governments (CAPCOG)

Jackson, Brian

From: Kumar, Venus
Sent: Friday, January 26, 2024 9:06 AM
To: Jackson, Brian
Cc: Spousta, Courtney
Subject: FW: [EXTERNAL] 831 N CHESTNUT LANSING MI 48915
Attachments: Claim Form.pdf; Denial Letter - CRC.pdf; Rec.pdf

Brian,
Received this appeal to CO today. Please see attached supporting documents.
Thanks,
V

From: mark king <mkeworldwide@gmail.com>
Sent: Friday, January 26, 2024 8:11 AM
To: CityAtty <CityAtty@lansingmi.gov>; Kumar, Venus <Venus.Kumar@lansingmi.gov>
Subject: [EXTERNAL] 831 N CHESTNUT LANSING MI 48915

Good morning. We are writing you today to protest the decision by the city committee in regards to the red tag fees that were placed on our property that was under a full rehab. We would like to appear in front of the city council and plead our case.

Kind regards

Damian Gregory
Owner
Gridiron Marketing Group

Mark King
Project Manager
Gridiron Marketing Group

MARK KING DIRECTOR 313-355-2829



RECEIVED AUG 11 2023

City of Lansing

OFFICE OF THE CITY ATTORNEY

2017

Claims Review Committee Form

(Commonly including: Grass, Trash, Weeds and Board-Up Violations)

NAME: GRADIRON MARKETING GROUP LLC DATE: 8-7-23
MAILING ADDRESS: 2609 Hibiscus EMAIL: DAMIAN@GRADIRONGROUP.ORG
CITY: FLANDERSVILLE FL STATE: FL ZIP CODE: 33301
TELEPHONE: Home (517-204-0925) Work ()

Please provide the following information on the incident(s) for which you are filing a claim. WE MAY NOT BE ABLE TO PROCESS YOUR CLAIM IF YOU DO NOT PROVIDE ALL OF THE INFORMATION BELOW.

ADDRESS: 831 N CHESTNUT PARCEL NO. 33-01-01-09-360-191
DATE OF INCIDENT: 6-1-23 AMOUNT YOU WERE BILLED: 900
TOTAL AMOUNT YOU ARE CONTESTING: 900
TYPE OF ASSESSMENT: RED TAG MONITORING FEES

Please give a detailed description of the circumstances surrounding the incident, including why you feel the City should not have charged you this fee. You may attach additional pages or documentation to this form as needed.

WE PURCHASED THIS DISTRESSED PROPERTY FROM THE CITY
OF LANSING TAX AUCTION. FULL PLAN REVIEW AND PERMITS IS
GOING ON. WE PURCHASED THIS PROPERTY WITH ALL FEES PAID
THE PROJECT IS 85% COMPLETE. PLEASE REFUND ALL REDTAGGED
FEES SO WE CAN CONTINUE WITH OUR MISSION TO PROVIDE
CLEAN AFFORDABLE HOUSING IN LANSING MI

A description of the claims review process is available on our website at: <https://www.lansingmi.gov/349/Claims-Review-Process>

To download the claim form: <https://www.lansingmi.gov/DocumentCenter/View/4639/Claims-Review-Committee-Form?bidId=>



City of Lansing

OFFICE OF THE CITY ATTORNEY

James D. Smiertka, City Attorney

December 21, 2023

Gridiron Marketing Group
2609 Hibiscus Place
Fort Lauderdale, FL 33301

Re: Claim – 831 N Chestnut St.

Gridiron Marketing Group:

Please be advised that the Claims Review Committee reviewed the claim you submitted in the amount of \$900.00 for a red tag fees for property located at 831 N Chestnut St., Lansing, Michigan, and denied the claims you filed with the City of Lansing.

You do have the right to appeal the decision of the Claims Review Committee to the Lansing City Council. If you desire to do so, please submit your appeal in writing, within thirty (30) days of the date of this letter, to the Lansing City Clerk, 9th Floor, City Hall, Lansing, MI 48933, for placement on the Council's agenda.

If you have any questions concerning this matter, please contact this office.

Sincerely,

Venus Kumar

Venus Kumar
Paralegal

Claim: 2017

DATE: 10/27/2023

PPN: 33-01-01-09-360-191
DATE SUBMITTED: 8/11/2023
ADDRESS OF VIOLATION: 831 N Chestnut St.
LISTED TAXPAYER OF RECORD: Gridiron Marketing Group LLC
OTHER TAXPAYER OF RECORD:
CLAIMANT: Gridiron Marketing Group LLC
CLAIMANT'S ADDRESS: 2609 Hibiscus Place
Fort Lauderdale, FL 33301

TYPE OF ACTIONS CONTESTED: 33-01-01-0-360-191
VIOLATION DATE: Red Tagged since 9/16/2008
current owner purchased
10/16/2020

NOTIFICATION DATE:
2ND NOTICE ASSESSMENT DATE:
AMOUNT OF ASSESSMENT: \$1087.50 total since
ownership
CONTRACTOR NAME - INVOICE NO. - DATE: City of Lansing Code
Enforcement multiple
invoices & dates
\$900.00
AMOUNT OF CLAIM:
MEMO DATE – INVOICE NO.:
ADDITIONAL ACTIONS CONTESTED:
VIOLATION DATE:
NOTIFICATION DATE:
2ND NOTICE ASSESSMENT DATE:
AMOUNT OF ASSESSMENT:
CONTRACTOR NAME - INVOICE NO. - DATE:
AMOUNT OF CLAIM:
MEMO DATE – INVOICE NO.:

HISTORY: Red Tagged
2008-to
present

CITATIONS IN PREVIOUS YEAR:

CLAIMANT'S CIRCUMSTANCES: See Attached

CODE OFFICER'S NOTES: This property has been Red Tagged since 2008, the claimant has owned the property since 10/16/2020. All Red Tagged NEAT properties in the City of Lansing are being billed the \$150.00 per month Red Tag when not paid in 30 days \$7.50 late fees is applied. Monitoring fees will continue until the property is brought to code as stated in the City of Lansing ordinance. The claimant has been receiving monthly bills since 4/05/2023 they have been billed \$1,087.50 in fees, this office recommends denial of the claim.



Andy Schor, Mayor

CITY OF LANSING

316 N. CAPITOL SUITE C2

Lansing, MI 48933

Building Safety (517) 483-4355

Code Compliance (517) 483-4361

Fax: (517) 377-0100

Invoice No.: 00226604

Date: 06/01/2023

Record: E11-0091

GRIDIRON MARKETING GROUP L L C

2609 HIBISCUS PLACE

FORT LAUDERDALE, FL 33301

TOTAL AMOUNT DUE

\$157.50

Item Category	Item Description	Amount Due
Code Compliance Monitoring	Tag Monitoring Fee - Res	\$150.00
Code Compliance Penalty	Penalty Fee - 30 Days Overdue	\$7.50
Total Amount Due		\$157.50



Andy Schor, Mayor

CITY OF LANSING

316 N. CAPITOL SUITE C2

Lansing, MI 48933

Building Safety (517) 483-4355

Code Compliance (517) 483-4361

Fax: (517) 377-0100

Invoice No.: 00229351

Date: 07/03/2023

Record: E11-0091

GRIDIRON MARKETING GROUP L L C

2609 HIBISCUS PLACE

FORT LAUDERDALE, FL 33301

TOTAL AMOUNT DUE

\$150.00

Item Category	Item Description	Amount Due
Code Compliance Monitoring	Tag Monitoring Fee - Res	\$150.00
Total Amount Due		\$150.00



Andy Schor, Mayor

CITY OF LANSING

316 N. CAPITOL SUITE C2

Lansing, MI 48933

Building Safety (517) 483-4355

Code Compliance (517) 483-4361

Fax: (517) 377-0100

Invoice No.: 00231775

Date: 07/28/2023

Record: E11-0091

GRIDIRON MARKETING GROUP L L C

2609 HIBISCUS PLACE

FORT LAUDERDALE, FL 33301

TOTAL AMOUNT DUE

\$157.50

Item Category	Item Description	Amount Due
Code Compliance Monitoring	Tag Monitoring Fee - Res	\$150.00
Code Compliance Penalty	Penalty Fee - 30 Days Overdue	\$7.50
Total Amount Due		\$157.50



STATE OF MICHIGAN

GRETCHEN WHITMER
GOVERNOR

DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS
LANSING

MARLON I. BROWN, DPA
ACTING DIRECTOR

Monday, January 29, 2024

Michael J. Brown, Attorney
c/o DARLINGTON & BARTRAM, INC.
mbrown@cebhlaw.com

RID # RQ-2401-00270 **Reference/Transaction:** Transfer all stock interest by dropping Anne D Kressler and Peter B Kressler as stockholder; and as a result, new stockholder Jeffrey L Oade will hold 10,000 shares

Please let this letter serve as notice the Michigan Liquor Control Commission has referred your application to our Enforcement Division for investigation of your request.

Applicant/Licensee: DARLINGTON & BARTRAM, INC.

Business address and phone number: 1208-1210 S Washington Ave, Lansing, MI 48910-1651 in Lansing City in Ingham County

Home address and phone number of partner(s)/subordinates:
Jeffrey Oade; 12635 Warmcreek Dr DeWitt MI 48820; Business: 517-323-9050

As part of the licensing process, an investigation is required by the Michigan Liquor Control Commission Enforcement Division. The Enforcement investigation will be conducted from the following designated District Office:

Lansing District Office (517) 284-6330

You may contact your designated District Office regarding any appointments or questions on documentation requested by the Investigator. **Failure to provide requested information or to keep scheduled appointments will cause the application to be returned to the Lansing office for cancellation.**

Since this request is a transfer under MCL 436.1529(1), approval of the local unit of government is not required. However, a copy of this notice is also being provided to **Local Governmental Unit** should they wish to submit an opinion on the application or advise of any local non-compliance issues.

Under administrative rule R 436.1105, the Commission shall consider the opinions of the local residents, local legislative body, or local law enforcement agency with regard to the proposed business when determining whether an applicant may be issued a license or permit.

Under administrative rule R 436.1003, the licensee shall comply with all state and local building, plumbing, zoning, sanitation, and health laws, rules, and ordinances as determined by the state and local law enforcements officials who have jurisdiction over the licensee. The licensee must obtain all other required state and local licenses, permits, and approvals before using this license for the sale of alcoholic liquor. Approval of this license by the Michigan Liquor Control Commission does not waive any of these requirements.

MICHIGAN LIQUOR CONTROL COMMISSION
Retail Licensing Division
(866) 813-0011

cc: DARLINGTON & BARTRAM, INC. jlommo@yahoo.com
LANSING CITY city.clerk@lansingmi.gov



STATE OF MICHIGAN

GRETCHEN WHITMER
GOVERNOR

DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS
LANSING

MARLON I. BROWN, DPA
ACTING DIRECTOR

Tuesday, February 06, 2024

City of Lansing & DBH Lansing, LLC
Attorney Lisa Miller
(dnotarmuzi@sknelaw.com)

RID # 2305-06462 **Reference/Transaction:** Transfer Ownership 2023 Class C & SDM license issued under MCL 436.1533(5)(A), non-transferable with Sunday Sales Permit (PM), Entertainment Permit, Participation Permit (Professional Sports Catering, LLC), Direct Connection (1), Specific Purpose Permit (food, athletic activities) and 19 Bars by dropping Take Me Out Too L.L.C. and adding DBH Lansing, LLC as co-licensee with City of Lansing; new Catering Permit.

Please let this letter serve as notice the Michigan Liquor Control Commission has referred your application to our Enforcement Division for investigation of your request.

Applicant/Licensee: City of Lansing & DBH Lansing, LLC

Business address and phone number: 505 E Michigan Ave, Lansing 48912

Home address and phone number of partner(s)/subordinates:

1. Diamond Baseball Holdings, LLC: 21 W 46th St Ste 704, New York NY

As part of the licensing process, an investigation is required by the Michigan Liquor Control Commission Enforcement Division. The Enforcement investigation will be conducted from the following designated District Office:

Lansing District Office (517) 284-6330

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MICHIGAN LIQUOR CONTROL COMMISSION
Retail Licensing Division
(866) 813-0011

cc: City of Lansing (city.clerk@lansingmi.gov)



STATE OF MICHIGAN

GRETCHEN WHITMER
GOVERNOR

DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS
LANSING

MARLON I. BROWN, DPA
ACTING DIRECTOR

Tuesday, February 06, 2024

LM Bros. #4, Inc.
Attorney Roger Isaac
(rgilaw@sbcglobal.net)

RID # 2402-01093 **Reference/Transaction:** Transfer location (governmental unit) under MCL 436.1531(18) of 2023 escrowed 2023 SDD & SDM license with Sunday Sales Permit (AM), Sunday Sales Permit (PM) SDD and Sunday Sales Permit (PM) SDM- Mixed Spirit Drink from 1370 Mason St, Dansville, Ingham County.

Please let this letter serve as notice the Michigan Liquor Control Commission has referred your application to our Enforcement Division for investigation of your request.

Applicant/Licensee: LM Bros, #4, Inc.

Business address and phone number: 7045 S Cedar St, Suite 3, 4 & 5, Lansing 48911

As part of the licensing process, an investigation is required by the Michigan Liquor Control Commission Enforcement Division. The Enforcement investigation will be conducted from the following designated District Office:

Lansing District Office (517) 284-6330

You may contact your designated District Office regarding any appointments or questions on documentation requested by the Investigator. **Failure to provide requested information or to keep scheduled appointments will cause the application to be returned to the Lansing office for cancellation.**

Since this request is a transfer under MCL 436.1529(1), approval of the local unit of government is not required. However, a copy of this notice is also being provided to **Local Governmental Unit** should they wish to submit an opinion on the application or advise of any local non-compliance issues.

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MICHIGAN LIQUOR CONTROL COMMISSION
Retail Licensing Division
(866) 813-0011

cc: City of Lansing (city.clerk@lansingmi.gov)



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS
LANSING

MARLON I. BROWN, DPA
ACTING DIRECTOR

Wednesday, February 07, 2024

Michael J. Brown, Attorney
C/O Quality Dairy Company
mbrown@cebhlaw.com

RID # RQ-2401-00520 **Reference/Transaction:** Transfer location escrowed 2023 SDD license only with Sunday Sales permit (PM) for the SDD license – Spirits, from 808 Michigan Ave, East Lansing to 2600 S. Cedar St, Lansing, to be held with existing SDM license; Transfer Governmental Unit under MCL 436.1531(18) from East Lansing City to Lansing City

Please let this letter serve as notice the Michigan Liquor Control Commission has referred your application to our Enforcement Division for investigation of your request.

Applicant/Licensee: Quality Dairy Company

Business address and phone number: 2600 S Cedar St, Lansing, MI 48910

Home address and phone number of partner(s)/subordinates:

Stanley L. Martin Trust No. 1

Joseph A. Martin, 702 Williams St, Williamston, MI 48895, C: 517-881-1785

Jesse R. Martin, 2352 W Clark Rd, Lansing, MI 48906, C: 517-490-7216

Alan S. Martin, 6526 Glenkirk Dr, Dimondale, MI 48821, P: 517-646-9038

Kenneth A. Martin, 5010 W Clark Rd, Lansing, MI 48906, P: 517-669-9924

Paul J. Martin, 7812 Legend Woods Dr, Grand Ledge, MI 48837, C: 517-243-2829

As part of the licensing process, an investigation is required by the Michigan Liquor Control Commission Enforcement Division. The Enforcement investigation will be conducted from the following designated District Office:

Lansing District Office (517) 284-6330

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MICHIGAN LIQUOR CONTROL COMMISSION

Retail Licensing Division

(866) 813-0011

SR

cc: Lansing City: city.clerk@lansingmi.gov

MICHIGAN LIQUOR CONTROL COMMISSION

KRISTIN BELTZER, CHAIR

525 W. Allegan St. • P.O. BOX 30005 • LANSING, MICHIGAN 48909

www.michigan.gov/lcc • 866-813-0011