

THE INDOMITABLE SPIRIT OF DETROIT



Proposed Capital Agenda

FY 2013-14 through FY 2017-18

Dave Bing, Mayor



January 23, 2013

HONORABLE CITY COUNCIL:

Re: Proposed Capital Agenda FY 2013-14 through 2017-18

In accordance with Sec. 8-202 of the City Charter, I submit to you recommendations for the City's capital improvement plan as contained in this Capital Agenda for fiscal years 2013-14 through 2017-18. This document presents a multi-year capital improvement plan of over \$2 billion to be funded through various sources.

In submitting this Capital Agenda, we present a plan that continues the City's commitment to maintain its infrastructure and to comply with federal, state and local regulations and standards under the most challenging conditions. The capital improvement plans from the various agencies compiled in this document considered the current levels of service in various communities and incorporated the communities' concerns where possible. As presented in the previous Capital Agenda, projects that rely on new funding from General Obligation Bonds are deferred until years four and five of the five-year plan. The City's below-investment-grade rating will continue to hinder our ability to issue debt for the period of this Capital Agenda.

We appreciate the support and commitment of the citizens of Detroit for their authorization of the City's capital improvement bond proposals and for their participation in meetings, workshops and forums sponsored by the city. Citizen feedback on the critical needs of their communities, both operating and capital, provides us with much needed guidance on how to improve city services. We also like to recognize the support of the various grantors and private foundations that are instrumental in helping us achieve our capital improvement goals.

We present to you this capital improvement plan for the five year period of FY 2013-14 through 2017-18. We hope it promotes your understanding of the planned capital activities for the City of Detroit and its various related entities.

Respectfully submitted,

Brent Hartzell
Interim Budget Director

**PROPOSED CAPITAL AGENDA
 FY 2013-14 through FY 2017-18
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INTRODUCTION

The Capital Agenda is a five-year capital improvement plan required by the City Charter to be published in each even-numbered year. This document should include all capital projects to be financed in the next five years with "funds subject to control or appropriation by the City." The intent of the Capital Agenda is to provide a planning vehicle for City projects. It is not intended to be, nor should it be construed as, a five-year capital budget.

The Capital Agenda is part of a multi-year planning process that systematically reviews and analyzes the City's capital improvement needs. All proposed capital projects are considered in conjunction with the City's Master Plan and, where applicable, to other major policy concerns such as the requirements of other governmental units, conservation of energy and accessibility by the physically disabled. Certain proposed departmental programs conform to the requirements of the Federal or State agencies or programs involved in the funding or regulation of their respective improvements. The Airport, Transportation, Water & Sewerage Departments well as the Department of Public Works Street Capital Fund each file other planning documents with outside agencies. This Capital Agenda document is consistent with their respective reports.

This document presents requests for funding over a five-year period and assumes successful appeal to the voters for additional general obligation bond authorization in future years, the issuance of revenue bonds and the availability of grant funds.

This document is arranged into three parts. The **DEPARTMENTAL PROGRAMS** section contains the proposed five-year capital plan (Fiscal Years 2013-14 through 2017-18) for City agencies. Each department presentation includes a narrative description of the capital program along with a summarized funding schedule for each project listed in priority order. Also included is a Major Sources of Revenue section that which provides a narrative description of the various funding sources for capital projects.

The second part of this document provides a discussion of **CITYWIDE INITIATIVES** relating to capital improvements. Discussed in this section is the Vehicle Management Fund.

INTRODUCTION

The third part of the document outlines the capital program of **RELATED** and **COMPONENT AGENCIES** with capital improvement activity occurring within the City of Detroit. Included in this category are the quasi-public economic development agencies as well as various development programs and special taxing districts.

Our goal is to continually evaluate the information presented in this document in order to provide a comprehensive look at the capital improvement activity of the City of Detroit and its related entities. With this, we present the 2013-14 through 2017-18 Capital Agenda.

SECTION 1

CITY OF DETROIT AGENCIES



EXECUTIVE SUMMARY

Purpose

Capital planning is a fundamental tool of good management. The contribution of capital planning to effective management is achieved by analyzing future capital needs, monitoring and evaluating capital projects throughout their implementation, and conducting appropriate maintenance of capital assets. Detroit's capital planning process is based upon the city's overall priorities established through strategic planning. The process uses a long-term outlook within agencies and on a citywide level to set core service priorities, refocus and redirect city resources accordingly, and measure performance toward service outcomes. Policy and the budget – both operating and capital – are utilized in tandem.

The Capital Agenda is a requirement of the City of Detroit Charter and is required to be produced in every even-numbered calendar year. The charter outlines the type of information that should be included in the document and provides a deadline for the completion of City Council's review and approval process.

Charter Requirement

The city charter, as amended in 1997 and again in 2011, require that on or before November 1 of each even-numbered year the Mayor shall submit to City Council a Proposed Capital Agenda. The charter then specifies the type of information that should be included in the document. The Capital Agenda should contain:

- a. *All physical improvements and related studies and surveys, all property of a permanent nature, and all equipment for any improvement when first erected or acquired, to be financed during the next five years in whole or in part from funds subject to control or appropriation by the City, along with information as to the necessity for these facilities; Capital expenditures which are planned for each of the next five years;*
- b. *The estimated annual cost of operating the facilities to be constructed or acquired and*
- c. *Other information pertinent to the evaluation of the Capital Agenda.*

The Charter also specifies that, for each purpose, project, facility or other property listed, the Capital Agenda should indicate the source of funds and the amount of funds that have been expended, are intended to be spent or are encumbered before the next fiscal year and for each of the succeeding five years.

This information can be revised or extended each year for capital improvements that are pending or in process. Some departments have regular/continuous capital improvement projects that will roll forward from one Capital Agenda to the next. This information is revised to reflect current conditions.

In addition, the Government Finance Officers Association (GFOA) recommends that state and local governments prepare and adopt comprehensive multi-year capital plans to ensure effective management of capital assets.

EXECUTIVE SUMMARY

Capital Agenda Process

The Capital Agenda process begins with the issuance of a directive from the Budget Director to all departments with capital programs. The Budget Directive outlines the type of information required and the due dates. It begins with a statement that the preparation of the Capital Agenda is a Charter requirement and must include all capital projects that are “to be financed... in whole or in part from funds subject to control or appropriation by the City.” This all-encompassing statement requires that all General City and Enterprise Agencies and other “quasi- public/private” entities (i.e., the Detroit Economic Growth Corporation) with capital programs should submit information for the Capital Agenda. This information should be submitted regardless of whether they are self-funded, utilizing General Obligation Bond funding or receive grants or private funds.

The Capital Agenda includes a narrative description of the department’s capital plan and a numerical summary of the plan. The narrative section of the agenda provides background information on the agency and briefly outlines the proposed future capital needs of the agency. A description of the agency’s mission and current facilities, goals and rationale for the capital program helps the reader to evaluate the capital needs of the department. The Interdepartmental Capital Relationship section was added to address projects and activities that cross agency lines. A discussion of those projects that are administered in conjunction with other agencies or those that require action or funding from other agencies helps both internal and external users of the document. A discussion of the department’s recently completed projects and its proposed capital plan provides a look back over the last five years, and a look forward to the next five years of capital activity.

A description for each project included in the proposed five-year plan along with its funding timeline is included in the Project Description and Funding Schedules section. The project description should include the physical attributes of the project, service improvements expected and any changes to operating costs or revenues, the population or geographic area to be served and the relationship of the project to existing facilities. Any information that justifies the need for the project should be included in the description. American with Disabilities Act (ADA) requirements should be addressed in each agency’s capital plan. Projects located within the special development zones or special taxing districts are identified. Biennial revisions to an agency’s capital plan should reflect new projects and/or new priorities, revised project costs and updated project descriptions.

The spreadsheet summary of an agency’s capital plan provides the estimated funding requirements for each project for the current fiscal year and the next five years. Projects should be listed in priority order. Each project should be evaluated and should indicate the following:

EXECUTIVE SUMMARY

1. Project Status: new development or maintaining current infrastructure.
2. Project Timeline: project is proposed, ongoing or underway: a one-time only project.
3. Impact on Budget: increase or decrease in operating funding required, or no impact.
4. Impact on Staffing: increase or decrease in staffing levels required, or no impact.
5. Operating Impact (in dollars): determine the annual operating cost or savings associated with the completion a project.

Each funding source for a project should be identified, if known. Projects with uncertainty in funding and/or timing are shown as unprogrammed. The current year's budget as approved by City Council is also shown. In addition, information is provided on the amount of outstanding authorized/unissued general obligation bonds. The authorized/unissued general obligation bond totals provide information on the maximum amount of bonds approved for sale by the voters that is available for a given project.

In an effort to create a more comprehensive user-friendly document, we encouraged all agencies to submit graphics, maps and any other information that would help convey to the reader the nature of the agency's capital improvement plan and its incorporation into the agency's operations.

To facilitate the preparation of the Capital Agenda, training is provided to each participating department upon request. Hearings and/or discussions with the Budget Director are scheduled for participating agency to allow the agency the opportunity to discuss its capital program, emphasize key activities and needs and relate any issues, concerns or other pertinent matters.

After the capital hearings, the Budget Department performs a review of the capital plans. Upon completion of the review, the Budget Department will submit recommendations to the Mayor, who in turn will submit the five-year Capital Agenda to the City Council on or before November 1 in accordance with the City Charter.

Capital Improvement Planning and Implementation

The City of Detroit's capital improvement planning process occurs in two stages. The Capital Agenda is a long-term planning document that provides a great deal of information regarding past projects, future plans and financing alternatives for the current budget year and the next five fiscal years. This document describes projects under construction, planned or proposed by each department or agency. Also included are the estimated funding sources as known to date. The Capital Agenda is a planning document and thus not a legally binding commitment to any particular project. As a result, you may see that certain projects do not have an identifiable funding source. This is an indication of a desire to proceed with a project, but uncertainty exists as to availability of funding within the designated timeframe.

The annual budget is the controlling funding document for capital projects. It is a presentation of legal commitments of the City; and, as such all-funding sources for capital projects contained in the annual budget must be identified. The budgeting of capital resources faces some of the same constraints that exist for budgeting operating funds. In some instances, the operating and capital needs of a department are competing for the same dollars (usually General Fund), and in other cases departments may be competing with each other for a "limited pot" of debt-financed capital funding.

EXECUTIVE SUMMARY

The capital component of the City's budget is different from the operating section, in that unexpended funds for capital projects are rolled forward automatically into the next fiscal year at year-end. This process continues until all capital funds are expended. The City utilizes four basic resources for funding capital projects: debt (bond issuances), cash capital (cash from operations), grants and private donations, and dedicated taxes.

Under the debt category, there are three types of bonds used to finance capital improvement projects: general obligation bonds-unlimited tax; general obligation bonds-limited tax; and revenue-supported bonds.

General Obligation Bonds

The City of Detroit, as required under the State Constitution, must receive prior approval from the electorate in order to issue unlimited-general obligation bonds. These bonds are repaid from a specific source- the Debt Service property tax levy. Normally, the city requests approval for a broad category of capital improvements projects, seeking a sufficient level of authorization to cover a three-to-five-year period.

In February 2009, the city presented to the electorate six bond proposals totaling \$263 million for capital improvement projects and received authorization for \$228 million for the following capital purposes:

Neighborhood Redevelopment and Economic Development Programs	\$ 25,000,000
Public Safety Improvements	\$ 72,000,000
Public Lighting Service	\$ 22,000,000
Museums, Libraries, Recreation and Other Cultural Facilities	\$ 97,000,000
Transportation	\$ 12,000,000

The Municipal Facilities Proposal for \$35 million was not approved by the voters. With the passage of these bond proposals, the city effectively has \$292.9 million in authorization available to sell bonds for future capital improvement projects.

General Obligation-Limited Tax Bonds do not require voter authorization (unless requested by a petition). These bonds are repaid from operating funds. Accordingly limited-tax bonds reduce the amount of funding for future operations and are only issued in special circumstances (i.e. Deficit Funding Bonds, city-wide projects).

Revenue bonds are bonds whose repayment is based upon revenues generated from operations- rates, charges for services, or special revenues. These bonds are normally issued by an Enterprise Agency. Examples include water and sewage debt, parking system debt and tax increment debt.

EXECUTIVE SUMMARY

Investment Earnings

The City can allocate investment earnings on general obligation bond proceeds to projects that received prior voter authorization. Projects to be funded with investment earnings are determined during the budget development process. The City can also allocate investment earnings to reduce the debt service millage rate. Investment earnings on enterprise fund (Water, Sewage, and Parking) bond proceeds are used for their ongoing capital projects. Currently, interest earnings on investments are at their lowest levels in recent history and as such contribute little to the funding of capital improvement projects.

Cash Capital

The City may allocate unrestricted general fund revenues for capital projects. For General Fund agencies, the amount of funds dedicated to capital is a budget development decision.

Grants/Dedicated Taxes

Certain city agencies receive dedicated funds from state and federal sources. These funds normally have special reporting requirements for the recipient agencies, like grants for transportation and road improvements utilized by the Transportation Department (DDOT) and the Department of Public Works (DPW- Street Funds). Examples of dedicated taxes are the incremental financing authorities (i.e., TIFA-Tax Increment Financing Authority - see other financing entities section).

Department Highlights

The Proposed Capital Agenda for Fiscal Years 2014-2018 reflects the needs of the city to maintain its capital assets, bring its facilities into compliance with federal, state and local requirements and judicial actions, and maintain and preserve its infrastructure. The City's main tool for financing capital projects for General City Agencies is general obligation bonds. Normally, our general obligation bond program is limited to \$50- \$60 million annually due to internal and external pressures to control our debt levels (rating agency reviews, property tax levies, market conditions, etc). However, agency requests for these bond funds continue to range two to three times greater than our capacity to sell.

This proposed five-year capital plan does not include any General Obligation Bond funding for the first three years of the plan in recognition of the City's current below-investment grade credit rating and the length of time it may take to reestablish its credit worthiness. This situation has severely limited capital improvement activities for agencies that rely solely on general obligation bond funding. The last sale of bonds occurred in December 2010. Our challenge is to maximize our capital efforts to meet the needs of the City and the concerns of its citizens with the limited resources available. We continue to believe that we can meet these challenges through prudent planning, proactive implementation and constituent support.

This Proposed Capital Agenda for the five-year period ending 2018 reflect a capital program citywide of more than \$2 billion from all funding sources. The details of the programs are shown in the Departmental Programs section of this book. A brief outline of each agency's capital program is highlighted below.

EXECUTIVE SUMMARY

The **Coleman A. Young Municipal Airport** plans to continue the implementation of its master plan to address FAA safety requirements and further develop the airport property. Capital improvements included in this document include upgrades to existing facilities such as terminal renovations, new t-hangars, airfield improvements and land acquisitions.

In 2007, the **Detroit Institute of Arts** completed a \$158 million major renovation of its facility per its 1990 master plan. This next phase of facility improvements continues to address long-standing infrastructure needs and improvements to gallery space and support areas.

The **Charles H. Wright Museum of African-American History** five-year capital plan addresses on-going facility improvements and infrastructure repairs.

The **Department of Transportation** continues its program of fleet replacement, facility renovations and equipment purchases. Funding from state and federal sources will allow these projects to proceed as planned. Other major investments include the acquisition of new buses and the midlife overhaul of buses per DDOT's replacement schedule.

The **Detroit Transportation Corporation** capital plan focuses on maintaining the integrity of the Detroit People Mover infrastructure.

The **Department of Public Works and the Street Capital Program** emphasizes infrastructure improvements, including facility renovations that support the mission of the department. Improvements to the Southfield yard are a major capital concern for this five-year plan. This Street Fund Capital Plan presents the continuous program of repairs to city streets, roads and bridges.

Phase II of the **Eastern Market Corporation** capital plan continues with renovations to Shed 4 and 5, construction of a new Growers' Terminal and a new Local Food Accelerator facility. Included in this capital plan are related infrastructure improvements, such as streets, curbs and sidewalks.

Building & Safety Engineering and Environmental (formerly Environmental Affairs) presents a plan to address the environmental concerns of the city. The agency will continue to work with the Planning & Development Department and other public agencies in the areas of redevelopment and Brownfield cleanup.

The major focus of the **Fire Department** capital program is fire station renovations and replacements for those stations determined too costly to rehabilitate. Completion of a new Fire Training facility is programmed as is construction of new fire facilities.

The **General Services Department** is responsible for maintaining the existing facilities of various city departments. The Department has a vast array of facilities, recreational lands, parks, playscapes, trees and boulevards that it is responsible to maintain. GSD's capital plan includes projects for DPW, Elections, Fire, Health, Police, PLD and the Recreation Department.

EXECUTIVE SUMMARY

The Health Department capital plan is contingent on operational transition issues. Certain client services activities were transferred to a new non-profit entity. The Animal Control function and therein the construction of a new animal control facility was transferred to the Police Department in 2012. Plans for the Herman Kiefer complex are contingent upon the reorganization and/or possible relocation of department operations.

Building expansion and collection storage needs are priority projects for the **Historical Museum**. The expansion project will require both public and private support.

Maintaining the structural integrity of the Main Library and its branch library system is the focus of the **Detroit Public Library** capital improvement plan. Infrastructure improvements to the marble façade at the Main Library are needed, as are roofing, mechanical and electrical system repairs at both the Main Library and branches. Providing branch library services in specific communities by replacing or rebuilding existing buildings is also discussed in this Capital Agenda. A new Children's Library is a top priority for the department.

Municipal Parking continues its program of parking structure improvements to be funded with revenues from the system.

One of the main goals of the **Planning and Development Department** is to foster economic development in the City of Detroit. Planning provides various types of assistance to those interested in residential and commercial redevelopment in the city. These areas of assistance include land assemblage in conjunction with the disposition of public land, affordability subsidies and technical assistance. Major redevelopment projects that are ongoing or proposed are presented in this document.

Projects that promote the effective operations of the **Police Department** and bring the department into federal compliance are of the highest priority. Reestablishment of precinct facilities is a top priority.

The **Public Lighting Department** is currently being transitioned to the Public Lighting Authority, which was created by state law in December 2012. Substantial funding requirements are still needed for maintaining street lighting infrastructure, new developments, substation improvements and traffic signal utility, which are ongoing capital concerns. The implementation of capital projects is contingent upon reorganization plans for the department under the new Authority.

The **Recreation Department** continues a structured program of improvements to its parks and recreation facilities as recommended in its master plan. The program continues to look for ways to address community concerns for service improvements with the construction of new facilities and major renovations to existing facilities.

The **Detroit Water and Sewerage Department** capital program includes a number of projects to rehabilitate and improve aging water and sewer system infrastructure. The construction of new transmission mains will provide for more reliable and increased water supply.

EXECUTIVE SUMMARY

Improvements of the **Sewage Disposal System** include replacing, rehabilitating or improving existing facilities at the wastewater treatment plant, pumping stations and major sewers. New construction of retention basins and combined sewer overflow systems and computer system upgrades are also included.

Detroit Zoological Institute has completed an impressive list of new facilities and exhibits over the years that promote the Zoo's mission of preserving wildlife. This Capital Agenda reflects projects that maintain the infrastructure of Zoo facilities.

SUMMARY DEBT POLICY

The City of Detroit has established the following debt policy guidelines pertaining to the issuance and administration of debt:

Policy Goals - To establish practices which will enable the City to borrow funds to maintain and enhance the City's physical infrastructure while minimizing the cost to taxpayers, ratepayers and users of publicly financed projects.

Purpose of Debt - To issue debt only for capital purposes and not to finance current operations or working capital.

Compliance with Laws - To follow all applicable Charter, State and Federal laws and regulations, including those regulations governing the amount and purpose for which debt may be issued and the maintenance of the tax exempt status of bonds.

Investor/Rating Agency/Credit Provider Relations - To provide timely, accurate and pertinent information to interested investors, rating agencies, and credit providers. The City will follow the disclosure guidelines approved by the Government Finance Officers Association to the greatest extent possible in disseminating information and will adhere to the City's Continuing Disclosure Undertaking commitments.

Security/Repayment Characteristics - Revenue debt which is totally self-supporting should be issued to the greatest extent possible. Voter-approved unlimited tax bonds or bonds are expected to be paid from non-General fund sources, are the preferred options to finance capital projects that are not or self-supporting. Limited tax obligations payable only from current General Fund tax dollars will be considered only if other options are not available.

Credit Support - External credit support should be obtained when it is determined that use of such support produces present value savings; however, the importance of maintaining market access for and name recognition of the underlying credit will be considered in evaluating the benefit of credit support.

Repayment Terms - To repay bonds in a period not exceeding the average life of the project, generally not exceeding 25 years for general obligation bonds and 30 years for revenue bonds. Except to achieve overall level debt service with existing bonds, the City will avoid issuing debt providing for balloon principal payments in the final year(s) of maturity. The City will use level or declining total debt service structures (which may take into account previously issued debt) except when an increasing debt payment structure fits an overall strategy of a project. In addition, during the period of construction the City may choose to pay interest only or may capitalize interest if appropriate.

Debt Levels - To reduce general debt ratios to levels consistent with the average of cities of similar size and responsibilities. The goal of issuing debt without increasing the property tax burden will be factored into planning the sizing and scheduling of general obligation, unlimited tax bond issues.

SUMMARY DEBT POLICY

Debt Instruments - To issue debt with fixed rates and terms, except that variable rate debt may be issued if the total amount of true variable rate debt does not exceed 20% of the aggregate amount of debt payable from a particular source. Variable rate debt will be counted as fixed rate debt if it is synthetically converted to a fixed rate obligation through the use of an interest rate exchange or similar agreement, or if the period of interest rate exposure does not exceed 2 years. Debt instruments utilizing imbedded swaps or having other less traditional characteristics may be issued, provided that the City is not unduly exposed to third party risk and that utilization of such an instrument does not precipitate an adverse rating agency reaction.

Short Term Debt/Leasing - To minimize the need for short-term debt by incorporating a goal of avoiding such debt in financial and cash flow planning. Leasing or lease purchase financing may be considered on a case-by-case basis for equipment and special projects, taking into account the expected life of the equipment and the nature of the project.

Investment of Bond Proceeds and Debt Service Funds- To invest funds in accordance with State law, bond indenture provisions and the City's written investment policy. All funds are invested with risk avoidance being of the highest priority, taking into account cash needs and the potential for maximizing yields. Generally, the City's investment policy restricts the maximum term of investments in bond proceeds accounts to 3 years, in debt service accounts to the date such funds are required and in debt service reserve accounts to 5 years.

Review of Policy - To review the debt policy at least once every 2 years, and to include the formal debt policy as a part of or an annex to the City's Five -year Capital Agenda.

BOND RATINGS

The following table describes City's bond ratings including the rating agencies, ranking or grades and projected future outlook for all general obligation and revenue bonds.

	Moody's Investor Service	Standard & Poors	Fitch Investors Service
General Obligation Bonds (Unlimited Tax)	B-	B2-	B-
General Obligation Bonds (Limited Tax)	B-	B3-	B-
Water Supply System Revenue Bonds (Senior Lien)	A+	Baa1-	A+
Water Supply System Revenue Bonds (Second Lien)	A	Baa2-	A
Sewage Disposal System Revenue Bonds (Senior Lien)	A	Baa1-	A+
Sewage Disposal System Revenue Bonds (Second Lien)	A-	Baa2-	A
Detroit Building Authority Parking & Arena System Revenue Bonds	AAA	Aaa	BBB
Local Development Finance Authority Tax Increment Bonds (Senior Lien)	B	A1	Not rated
Downtown Development Finance Authority Tax Increment Bonds	A-	Aaa	BBB-

Note: * Payment guaranteed by municipal bond insurance policy or letter of credit.

** General Obligation Limited Tax bonds include Stadium, Self-insurance, Fiscal Stabilization and Capital Improvement bonds.

<u>RATING</u>	<u>Characteristic</u>	<u>Description</u>
Aaa, AAA	Prime Quality	An Extremely Strong Capacity to pay principal and interest on the debt.
Aa, AA	Excellent Quality	A Very Strong Capacity to pay principal and interest on the debt.
A	Upper Medium Quality	A Strong Capacity to pay principal and interest on the debt, but the debt is more susceptible to adverse effects of changes in circumstances and economic changes.
Hyphenated ratings like A-1, A-1 and B-1 (used by Moody's)	Better Quality	Within their respective categories
Baa, Baa-1, BBB	Lower Medium Quality	
Ba, BB	Marginally Speculative Quality	
B, Caa	Very Speculative Quality	
Ca, C, D	Default Quality	
NA	Not Applicable	
NR	Not Rated	

Source: Finance Department- Debt Management

MAJOR SOURCES OF REVENUE



MAJOR SOURCES OF REVENUES

LOCAL FUNDS

GENERAL OBLIGATION BONDS

General Fund departments have traditionally relied on General Obligation Unlimited Tax Bonds issued under the city's credit worthiness for capital projects. In 1980, as a consequence of adverse economic and financial factors, the rating on the city's general obligation debt was lowered below "investment grade" by both major bond-rating firms. In June of 1986, Standard and Poor's (S & P) upgraded the City's General Obligation Bonds to an investment grade level; and in November of the same year, Moody's Investors Service (Moody's) concurred with a similar upgraded rating. As a result, the city entered the General Obligation Bond market for the first time since 1979, with a \$51,125,000 sale on September 15, 1987. Since then, nineteen additional bond sales have taken place.

HISTORY OF GENERAL OBLIGATION BONDS SALES

September 1987	\$ 51,125,000	December 1997	\$ 44,250,000
November 1988	\$ 49,260,000	April 1999	\$ 44,100,000
December 1989	\$ 36,360,000	December 1999	\$ 45,000,000
October 1990	\$ 60,705,000	August 2001	\$105,000,000
December 1990	\$ 15,030,000	August 2002*	\$ 46,210,000
November 1991	\$ 39,565,000	August 2003	\$ 45,770,000
December 1993	\$ 26,770,000	August 2004	\$ 42,400,000
August 1995	\$ 50,000,000	December 2005*	\$ 52,500,000
November 1996	\$ 34,300,000	June 2008*	\$ 58,630,000
		December 2010	\$ 100,000,000
		TOTAL	<u>\$946,975,000</u>

Note: The August 2002 bonds sold at a premium of \$1,210,000; December 2005 bonds sold at a premium of \$2,100,000. December 2010 bond sale included bond expenses of \$5,745,689. These expenses were applied against the projects funded.

Bond proceeds of \$946,975,000 were appropriated for the following agency projects:

<u>Agency Projects Funded with General Obligation Bonds</u>	<u>Bond Proceeds</u>
Airport	\$8,685,000
Detroit Institute of Arts	60,098,000
Charles W. Wright Museum of African-American History	38,360,000
Civic Center	6,000,000
Department of Public Works	7,350,000
Fire	24,042,000
Eastern Market (formerly in Recreation, Cultural Arts Tourism)	3,891,000
Health	19,574,000
Historical	10,443,000
Library	7,500,000
Planning & Development	217,510,000
Police	53,080,000
Public Lighting	194,361,000
Public Safety Headquarter	70,667,307
Recreation	160,740,000
Transportation (includes DTC)	19,591,000
Zoo	45,081,000
Appropriated/unsold **	0
Totals @	<u>\$946,975,000</u>

MAJOR SOURCES OF REVENUES

** The August 1995 Bond Sale (\$50,000,000) funded appropriated projects (\$76,770,000) from the FY93, FY94, FY95 and FY96 Budgets. To date all of this \$26,770,000 gap has been funded. @ Total bond sale appropriated for projects is rounded; does not show unallocated bond sale expenses of \$1,689 from Dec. 2010.

The City's General Obligation Unlimited Tax Bonds continue to be rated investment grade by S&P; however, in 1992 Moody's lowered the rating on such bonds to non-investment grade. In August 1995, Fitch IBCA assigned an investment grade rating to these bonds. The City has received rating increases in 1996, 1997 and 1998 from both Moody's and Standard & Poors. Fitch has issued the City four rate increases since 1995. However, in 2009 the city suffered a setback with Standard & Poors lowering the city's credit rating to below investment grade. Moody's and Fitch followed shortly after with a below investment grade rating. A second downgrade was received in August 2009 from Moody's. To date, the city's credit rating remains below investment grade.

Pursuant to the State constitution, General Obligation Unlimited Tax Bonds must be approved the electorate before issuance of the bonds. The City has the authority of the electorate, as of November 2, 2009, to issue \$292,897,000 in General Obligation Bonds for such purposes as: Police and Fire facilities- public safety projects; lighting improvements; various cultural and library facilities- Recreation, Eastern Market, Zoo, Historical and the Detroit Institute of Arts Museums and the Detroit Public Library; Health facility projects; Neighborhood/Economic Development projects, transportation activities and the Charles W. Wright Museum of African-American History exhibit and building improvements. The City has followed a policy of scheduling bond referendums to coincide with regularly scheduled elections.

State law limits the amount of general obligation debt a city may have outstanding at one time. Generally, the limit requires such debt to be within ten percent of the assessed value (which includes certain assessed value equivalents for purposes of the formula) of all real and personal property in the city. Significant exclusions to or extensions of the debt limit are permitted for special assessment bonds, motor vehicle highway bonds, hospital bonds, certain mortgage and housing bonds and various other bonds for projects deemed necessary for abating pollution. The City's outstanding debt is currently within the limits prescribed by State law.

In addition to funding new construction from the proceeds of General Obligation Bonds, rehabilitation projects may be bond-financed in accordance with current city policy, provided: 1) the project significantly extends the economic life of a building or changes the use of the facility; and 2) the project requires a minimum of \$100,000 for a single location.

Traditionally, equipment and repair projects are funded in the operating budgets of General Fund Departments. While this Agenda does not include such routine capital expenditures for General Fund Departments, it *does* include equipment purchases in those departments that have funding sources other than city cash available for capital equipment purchases. An example of this would be bus purchases in the Department of Transportation.

EARNINGS ON INVESTMENTS

In addition to the proceeds from the sale of general obligation bonds, the interest earned on the investment of unspent bond proceeds can also be used for projects that were voter authorized. Included in each year's budget development process, is the Mayor recommendation on projects

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to be funded with earnings on investments. Each year, with the adoption of the budget by City Council, these earnings are appropriated to the various capital projects. Earnings from unspent general obligation bond proceeds have totaled \$85,709,122. The following chart outlines how the earnings were appropriated:

PROJECTS	EARNINGS ON INVESTMENTS APPROPRIATED
Airport*	\$ 465,000
Detroit Institute of Arts	2,670,960
Charles W. Wright Museum of African American History	8,945,000
Civic Center	200,000
Department of Public Works	400,000
Fire	1,828,000
General Services	2,387,000
Health	4,102,000
Historical Museum	1,086,440
Library	2,962,600
Lighting	5,171,000
Planning & Development*	28,360,522
Police	11,588,000
Recreation	15,044,000
Zoo	5,283,000
Debt Service	363,000
Bond Insurance & Discount	2,558,500
Project Accounts (**)	780,100
TOTAL	\$ 94,195,122

* Airport and Planning & Development included in Neighborhood and Economic Development authorization

** Project Accounts-this amount replenishes project dollars that were used to pay for the administrative cost of selling bond issues.

LIMITED GENERAL OBLIGATION BONDS

The City may issue limited tax general obligation bonds or other debt obligations without the vote of the electors. However, taxes may not be levied in excess of constitutional, statutory or City Charter limitations for the payment thereof. These bonds are payable from general non-restricted funds of the City. To the extent debt service on this category of obligations is not provided from a special revenue source, the payment is provided from the City's General Fund, which reduces the amounts that otherwise would be available to support operations.

CASH CAPITAL

Because the City of Detroit could not sell General Obligation Bonds between 1980 and 1987, increased reliance had to be placed on the "cash capital" method of financing crucial General Fund capital projects. This funding method is the most conservative approach possible, relying on general tax and operating receipts rather than on debt. In March 2000, the Detroit Library Commission received an additional 1-mill increase, some of which will be used for capital purposes. On November 2, 2004, the Library received renewal of their existing operating millage, as well as, an additional 1-mill increase. DPL has indicated that some of the funds from the additional mill will be used for capital improvements.

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PRIVATE FUNDS

When they can be identified, "Private Funds" are shown as a part of the Capital Program. Those corporations, groups and organizations that contributed significant funds to various City Departments are acknowledged below.

Detroit Institute of Arts- Founders Society

The Founders Society plays a major role in supporting capital improvements to the Detroit Institute of Arts. Over the past five years the Society has contributed millions to support major capital improvements program of the museum, culminating in the completion of the DIA's \$158 million master plan capital improvement project in 2007. The Founders Society also raises funds from individuals, corporations and foundations, especially those in the Detroit community for the renovation and re-installation of the galleries in the museum. A typical gallery renovation can cost in excess of \$500,000. They have fully funded at least one gallery renovation each year for the past ten years. In 1996, the City entered into an operating agreement with the Detroit DIA Founders Society, to manage the operations of the Detroit Institute of Arts.

Detroit Historical Society

The Detroit Historical Society ("Society") is an independent, nonprofit corporation and is the major source of private funds for the Detroit Historical Department, which operates the Detroit Historical Museum and the Dossin Great Lakes Museum. The Detroit Historical Society Guild operates the Old Detroit Shop and sponsors other activities to promote the Detroit Historical Museum.

On March 22, 2006, the City entered into an agreement with the Detroit Historical Society, a Michigan nonprofit corporation, to manage the operations of the Detroit Historical Museums through June 30, 2015, a period of ten (10) years, with an option to renew of ten years. The City retains ownership of all the assets of the Detroit Historical Museums, which includes the Detroit Historical Museum, the Dossin Great Lakes Museum and Historic Fort Wayne (including the Collections Resource Center). The City will retain the management of the operations of Historic Fort Wayne. The agreement between the City and Society provides for an annual operating subsidy of five hundred thousand dollars (\$500,000) for the first three fiscal years of the agreement, fiscal years 2006, 2007 and 2008. For fiscal year 2006, the City agreed to pay all outstanding contractual obligations for operating services at the time of the transfer. The City also grants the Historical Society access to capital funds through the City's annual capital budget process. Currently, the City has appropriated the remaining general obligation bonds authorized by the electorate for capital improvements to the Detroit Historical Museum facilities. These bonds will be sold at a later date.

Detroit Historical Society and the Transportation Act for the 21st Century (TEA 21)

The Federal government through the State of Michigan, Department of Transportation, has the Transportation Enhancement Act for the 21st Century (TEA-21) grant program for which the Historical Society applied for a grant to assist in the Historical Department's Main Museum Expansion and the development of permanent exhibits featuring automotive history. The exhibits qualify for funding because major portions of the Museum Expansion activities are oriented toward the extensive transportation history, including culture, design, engineering, individuals, manufacturing and urban/suburban development of Southeastern Michigan and Detroit, in particular. The Historical Museum, located in Detroit's Cultural Center, envisions

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itself as the Lower Woodward Avenue Hub of the Automobile National Heritage Area. This area stretches from Southeastern to Central Michigan, established by Congress in 1998. It is associated with the National Park Service and is one of 23 such designated National Heritage Areas throughout the United States established to conserve and celebrate heritage and unique landscapes. The grant is in accordance with Transportation Enhancement Act eligible activities, as expressed by the Michigan Department of Transportation.

Detroit Zoological Society

The Detroit Zoological Society has consistently provided generous support for Detroit Zoological Institute development and regularly contributes about \$1,000,000 in annual support. On occasion, as was the case for the Great Apes of Harambee (\$7 million) in 1989 and the Wildlife Interpretive Gallery (\$1.8 million) in 1995, the Detroit Zoological Society's financial support is greater. Annually, the Director of the Detroit Zoological Institute presents the five-year capital plan to the Board of the Detroit Zoological Society and suggests/requests financial support for appropriate projects. Financial support can be provided from general operating revenues, including membership dues, investment income, special event proceeds, special gifts, grants, and sponsorships. For large projects, a specific capital campaign may be launched for that purpose.

On March 1, 2006 the City entered into an agreement with the Detroit Zoological Society, a Michigan nonprofit corporation, to manage the operations of the Detroit Zoological Institute through June 30, 2020, a period of fifteen (15) years, with an option to renew of ten (10) years. The City retains ownership of all assets of the Detroit Zoological Institute, which includes the Detroit Zoological Park and the Belle Isle Nature Zoo. The agreement between the City and Zoological Society provides for the payment of capital funds in the amount of Five million dollars (\$5,000,000) in fiscal year 2006 and an additional Five million dollars (\$5,000,000) in fiscal year 2007. Upon transfer of the \$5,000,000 payment in fiscal year 2006, the Zoological Society will transfer ownership of the new Ford Education Center to the City. The City also agreed to pay an operating subsidy for certain operating costs, insurance and security, totaling \$900,000 per year for the first 2-years of the agreement, fiscal year 2006 and fiscal year 2007. The operating subsidy of \$900,000 was continued in fiscal year 2008. It is anticipated that the Detroit Zoological Institute will continue to participate in the City's capital improvement program.

Eastern Market Corporation

The Greater Downtown Partnership is a private, non-profit corporation formed in 1996 to accelerate physical revitalization and economic development in Greater Downtown Detroit. The Partnership is currently pursuing several downtown economic development initiatives, including reinvestment strategies for the Eastern Market.

Eastern Market Reinvestment Strategy

The Partnership's most recent Reinvestment Strategy is for the Eastern Market. The market is a regional center for fresh food and goods, and one of Metro Detroit's premier assets. Over the last year, the Partnership has convened a group of stakeholders, designers, and consultants to propose strategies to strengthen the market's current assets and formulate new ideas to generate more activity. The partnership has identified and continues to seek partners for the funding and implementation of these initiatives. Partnerships between the City, Federal, State and local governments and corporate and private foundations will ensure that the market plays a

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tremendous role in the future of Detroit. Implementation of this strategy will recreate the market as an active, year-round center of health, education, economic growth, and diversity. Grants totaling \$9,850,000 have been requested to date for the Eastern Market Project.

On July 1, 2006 the City entered into an agreement with the Eastern Market Corporation, a Michigan nonprofit corporation, to manage, operate and promote the Eastern Market. The Eastern Market Corporation is a non-profit, public-private- “umbrella organization” created to equally include representatives of the City of Detroit, Eastern Market stakeholders and persons with a special interest in the market, including corporate and foundation contributors. The City retains ownership of the public areas of the Eastern Market and has membership on the Board of Directors of the Eastern Market Corporation.

Skillman Foundation

In August 2000, the Skillman Foundation awarded the Detroit Public Library a \$5 million grant (coupled with \$3.1 million City of Detroit general obligation bonds) to renovate the Downtown Branch. This followed a \$120,000 grant awarded in December 1999 to conduct an architectural study of the downtown facility. The grant allowed for the substantial renovation of the branch which re-opened in 2003. The Downtown branch, located at 121 Gratiot, was originally built in 1931. It required extensive renovation and was closed in 1998 due to the implosion of the Hudson’s building. The renovated facility includes improvements such as: a computer lab, a children’s department and a business center. The Skillman Foundation is a private organization based in Detroit that works to improve the lives of children. This grant represented the largest single gift presented to the Detroit Public Library in its 137-year history.

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ENTERPRISE DEPARTMENTS

Several of the City's enterprise departments sell revenue bonds that do not fall within the limitations of the General Obligation Bond program.

PARKING AND ARENA SYSTEM REVENUE BONDS

Pursuant to authority granted by the Building Authority Act (P.A. 31, 1948, as amended) the City of Detroit Building Authority is authorized to issue bonds to finance the acquisition of the Arenas and the Arena Garage and for parking garage improvements. The bonds are special obligations of the Building Authority payable from payments of Basic Rent by the City under a Contract of Lease. Payment of the Basic Rent is secured by a pledge of the gross revenues from the operation of the Parking System and the Arenas. Also, provided under this bond resolution is the ability of the Building Authority to issue additional bonds for the purpose of financing additions, replacements and improvements to the Parking System.

In November 1994, the fund refunded \$44,560,000 of the City of Detroit Building Authority Parking and Arenas System Revenue Bonds (the Revenue Bonds), which had been issued pursuant to Contract of Lease No. 2, Series A, during fiscal year 1986 by the City of Detroit Building Authority, with interest rates ranging from 6.5% through 9.125%. The revenue bonds were refunded with a note that matured on November 30, 1996, with interest at LIBOR plus 0.75%. The note was extended to February 1997.

On February 19, 1997, the City of Detroit Building Authority issued Building Authority Revenue Refunding Bonds (Parking and Arena System), Series 1997A, in the amount of \$3,050,000, with an average interest rate of 4.3%, and Series B, in the amount of \$37,695,000, with an average interest rate of 6.3%, to refund the outstanding balance on the aforementioned note of \$42,295,000. This note was due and payable in full on February 19, 1997. The net proceeds of \$39,655,708 (after payment of underwriters fees and other issuance costs of \$1,093,292), plus \$2,643,292 of debt reserve money, were used to retire the entire outstanding principal amount.

On July 1, 1998, the City of Detroit Building Authority issued Building Authority Revenue Bonds (Parking and Arena System), Series 1998A, in the amount of \$27,000,000, with an average interest rate of 4.8%. Interest is payable semi-annually on January 1 and July 1, commencing January 1, 1999. Principal payments are made annually, expiring on July 1, 2019.

On October 21, 1999, the City of Detroit Building Authority issued Building Authority Revenue Bonds (Parking and Arena System), Series 1999A (Auction Rate Securities) and Series 1999B (Taxable Auction Rate Securities) in the amount of \$29,900,000, expiring on July 1, 2029.

PARKING SYSTEM PROGRAM RESERVE FUND

Monies are deposited into the Parking System Program Reserve Fund through a flow of funds pursuant to Contract of Lease No. 2. Revenues are deposited daily into the Revenue Fund. After the last day of each month, monies are transferred from the Revenue Fund into other trust accounts to accrue upcoming obligations. Monies are transferred first to the

Interest Account, second to the Principal Account, Third to the Debt Service Reserve Account, fourth to the Operating and Contingency Reserve Fund, fifth to the Credit Enhancement Fee

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Account, sixth into the Operating and Maintenance Reimbursement Fund, and seventh into the Surplus Fund also known as the Parking System Program Reserve Fund.

WATER

The Water System is able to sell additional Revenue Bonds provided certain defined net revenues of the Water Fund are in excess of 1.20 times (or 1.10 times for second lien bonds) the largest amount of combined principal and interest to fall due in any future operating year for the outstanding Revenue Bonds, plus the additional bonds being issued.

Since 2002, the department has sold and refinanced revenue bonds as follows:

\$605,475,000 Water System Revenue and Revenue Refunding Bonds in January 2003
\$240,600,000 Water System Revenue and Revenue Refunding Bonds in May 2004
\$426,605,000 Water System Revenue and Revenue Refunding Bonds in March 2005
\$764,925,000 Water System Revenue and Revenue Refunding Bonds in August 2006
\$385,305,000 Water System Remarketing Bonds in May 2008
\$120,000,000 Water System Remarketing Bonds in April 2009
\$500,675,000 Water System Revenue and Revenue Refunding Bonds in December 2011

SEWERAGE

The Sewerage System is able to sell additional revenue bonds provided certain defined net revenues of the Sewerage Fund are in excess of 1.20 times (or 1.10 times for second lien bonds) the largest amount of combined principal and interest to fall due in any future operating year for the outstanding Revenue Bonds, plus the additional bonds being issued.

The program outlined in this Agenda fulfills an amended consent judgment mandating Environmental Protection Agency (EPA) required improvements to the sewage treatment system.

Since 2002 the department has sold and refinanced revenue bonds as follows:

\$749,380,000 Sewerage System Revenue and Revenue Refunding Bonds in May 2003
\$101,435,000 Sewerage System Revenue and Revenue Refunding Bonds in February 2004
\$376,730,000 Sewerage System Revenue and Revenue Refunding Bonds in March 2005
\$736,315,000 Sewerage System Revenue and Revenue Refunding Bonds in Aug. & Dec. 2006
\$382,710,000 Sewerage System Remarketing Bonds in May 2008
\$304,870,000 Sewerage System Remarketing Bonds in June 2009
\$659,780,000 Sewerage System Revenue and Revenue Refunding Bonds in June 2012

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WATER SYSTEM IMPROVEMENT AND EXTENSION FUND

The Water System also derives funding for capital projects from the revenues of the system. To the extent that moneys remain after meeting the annual funding requirements of the Operation and Maintenance Fund, Bond and Interest Redemption Fund, Junior Lien Bond and Interest Redemption Fund, and the Extraordinary Repair and Replacement Reserve Fund, sums may be set aside in the Improvement and Extension Fund for making improvements, enlargements, extensions or betterments to the system. In the preceding five fiscal years, the Water System transferred to the Improvement and Extension Fund the following:

2008-	\$6,760,000
2009-	\$3,215,000
2010-	\$2,615,000
2011-	\$10,141,000
2012-	\$14,000,000

The capital program described for the Water and Sewerage Department differs from others in this agenda in that, although amounts listed for projects reflect the year of project initiation, funding is provided throughout the life of each project, rather than entirely at the start of the project.

SEWERAGE SYSTEM IMPROVEMENT AND EXTENSION FUND

The Sewerage System also derives funding for capital projects from the revenues of the system. To the extent that moneys remain after meeting the annual funding requirements of the Operation and Maintenance Fund, Bond and Interest Redemption Fund, Junior Lien Bond and Interest Redemption Fund, and the Extraordinary Repair and Replacement Reserve Fund, sums may be set aside in the Improvement and Extension Fund for making improvements, enlargements, extensions or betterments to the system. Any funds, which may be necessary to compensate for any future rate adjustments due to overpayments received in prior years, shall be taken into account in expending any funds from the Improvement and Extension Fund. In the preceding five fiscal years, the Sewerage System transferred to the Improvement and Extension Fund the following:

2008-	\$6,995,000
2009-	\$9,288,000
2010-	\$6,995,000
2011-	\$89,997,000
2012-	\$11,000,000

The capital program described for the Water and Sewerage Department differs from others in this agenda in that, although amounts listed for projects reflect the year of project initiation, funding is provided throughout the life of each project, rather than entirely at the start of the project.

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FEDERAL AND STATE FUNDS

AVIATION GRANTS

Detroit City Airport is eligible for Federal funding under the Airport Improvement Program (AIP), established by the Airport and Airway Improvement Act of 1982 (P.L. 97-248, September 3, 1982). These funds are generated through aviation taxes and used in projects to renovate and rehabilitate public areas of airports solely for increasing the level of service to all passengers. At Detroit City Airport, AIP construction, planning and equipment funding are based on a 90% Federal, 5% State and 5% Local match. Land acquisition funding is based on a 90% Federal and 10% Local match. Detroit City Airport is also eligible for funding under the Michigan Aeronautics Commission 50/50 matching grant program. Aviation grants present a strategic opportunity to exploit inherent leveraging opportunities through minimal local investment.

HUD CONSOLIDATED PLAN

The U.S. Department of Housing and Urban Development (HUD) Consolidated Plan is a collaborative process to establish a unified vision for community development actions. The purpose of the plan is to provide a comprehensive vision of housing and community development, including affordable housing, adequate infrastructure, fair housing, protection of the environment, enhancement of civic design and vigorous economic growth, coordinated with human development. The plan is also designed to reduce the amount of paperwork; to improve program accountability and support results oriented management; to generate citizen involvement; and to include the needs and resources of public housing.

The plan describes community development, affordable housing, homeless, and supportive housing needs, conditions, and strategies for a five-year period. The plan includes the annual funding applications for the Community Development Block Grant (CDBG), Emergency Shelter Grant, HOME, and the Housing Opportunities for Persons With AIDS (HOPWA) programs. The plan also includes a description of the monitoring and evaluation process and certifications of compliance with federal laws and regulations.

The plan must be approved in order to obtain funds from the CDBG, ESG, HOME, and HOPWA programs and from the HOPE I, II, III, Low Income Housing Preservation, Supportive Housing For the Elderly (Section 202) and Persons With Disabilities (Section 811), and other HUD programs.

Citizen participation is required in the development of the plan and any later amendments. Public hearings must be held and technical assistance in developing proposals must be provided to groups representing low-income persons. Citizen comments must be summarized and submitted with the plan. Reasons for not incorporating comments into the plan must also be submitted. Summaries of the four programs whose applications are included in the plan are given below:

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Community Development Block Grant (CDBG)

The Community Development Block Grant program is a Federal program operated by the U.S. Department of Housing and Urban Development. This program provides entitlement grants to local governments for community development activities. The grant amount is determined by formula and varies from year to year according to the amount appropriated nationally by the U.S. Congress. The primary objective of the program is the development of viable urban communities including decent housing, a suitable living environment, and expanded economic opportunities principally for persons of low and moderate income. Grant funds may be used for a wide variety of activities including home rehabilitation, construction and rehabilitation of community facilities, demolition of blighted buildings, acquisition, relocation and preparation of property for new development, economic development, public services, planning, administration of the program, etc. Each year citizen participation is encouraged through requests for proposals (for community organizations and City agencies), meetings and public hearings. Decisions on the use of the CDBG funds are made by the Mayor and City Council. The program is administered by the Detroit Planning and Development Department. Some projects in the program are administered by other City agencies.

The Neighborhood Opportunity Fund (NOF) is a local program using CDBG funds for neighborhood improvement projects proposed by neighborhood organizations. These projects should be limited in scope and completed within one year. This program is subject to CDBG regulations.

In addition to the entitlement grant, this program generates program and other income from some of its activities. Funding allocations for the most recent five years are given below:

Year	Entitlement Grant	Program Income	Total
2008-09	\$36,682,828	\$2,016,000	\$ 38,698,828
2009-10	37,086,567	1,286,137	38,372,704
2010-11	40,142,357	300,000	40,442,357
2011-12	33,531,253	300,000	33,831,253
2012-13	33,353,509	300,000	33,653,509

Community Development Block Grant Recovery (CDBG-R) - \$9,962,210

The Community Development Block Grant Recovery Program (CDBG-R) was a Federal entitlement grant program operated by the U.S. Department of Housing and Urban Development. This program was authorized under Title XII of the American Recovery and Reinvestment Act of 2009. The program was designed to fund expedited eligible CDBG activities to stimulate the economy through measures that modernize the Nation's infrastructure, improve energy efficiency, and expand educational opportunities and access to health care. The CDBG-R program was an amendment to the City of Detroit's 2008-2009 Consolidated Action Plan. CDBG-R was a one-time grant for the duration of a three-year period and ended September 2012.

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Emergency Shelter Grant (ESG) Program

The Emergency Shelter Grant (ESG) program is a Federal program operated by the U.S. Department of Housing and Urban Development. This program provides entitlement grants to states and large cities for operation and maintenance costs of non-profit emergency shelters, for shelter building rehabilitation, for supportive services that assist the homeless, for homeless prevention activities, and for administration of the program. The grant amount is determined by formula and varies from year to year according to the amount appropriated nationally by the U.S. Congress. Decisions on the use of ESG funds are made by the Mayor and City Council based on proposals which are requested and received from shelters, service providers, and other parties which have expressed an interest in assisting the homeless. The program is administered by the Detroit Human Services Department.

Funding amounts received by the City for the most recent five years are given below:

Year	ESG Entitlement Grant
2008-09	\$1,673,817
2009-10	1,633,244
2010-11	1,624,890
2011-12	1,626,338
2012-13	2,903,719

HOME Investment Partnerships (HOME) Program

The Home Investment Partnerships (HOME) program is a Federal program operated by the U.S. Department of Housing and Urban Development. This program provides grants to cities and others to increase the supply of safe and affordable rental and ownership housing for low-income families. The grant amount is determined by formula and varies from year to year according to the amount appropriated nationally by the U.S. Congress. Grant funds may be used to acquire, rehabilitate or construct affordable housing and to provide tenant based rental assistance. Fifteen percent of the grant must be reserved for use by Community Housing Development Organizations (CHDO). Decisions on the use of HOME funds are made by the Mayor and City Council based on proposals received from community organizations, private and non-profit developers.

Funding amounts received by the City for the most recent five years are given below:

Year	HOME Entitlement Grant
2008-09	\$ 9,790,498
2009-10	10,888,465
2010-11	10,852,638

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Year	HOME Entitlement Grant
2011-12	9,575,512
2012-13	5,823,346

Homelessness Prevention and Rapid Re-Housing Program (HPRP) - \$15,234,947

The Homelessness Prevention and Rapid Re-Housing Program (HPRP) was a Federal entitlement grant program operated by the U.S. Department of Housing and Urban Development. This program was authorized under Title XII of the American Reinvestment and Recovery Act of 2009. The purpose of the HPRP was to provide homelessness prevention assistance to households who would otherwise become homeless—many due to the economic crisis—and to provide assistance to rapidly re-house persons who are homeless as defined by section 103 of the McKinney-Vento Homeless Act. Services provided included temporary financial assistance, housing relocation and stabilization services. The HPRP program was an amendment to the City of Detroit’s 2008-2009 Consolidated Action Plan that is designed HPRP was a one-time grant for the duration of a three-year period and ended June 2012.

Housing Opportunities for Persons with AIDS (HOPWA) Program

The Housing Opportunities for Persons with AIDS (HOPWA) program is a Federal program operated by the U.S. Department of Housing and Urban Development. This program provides grants to large cities with over 1500 AIDS cases. Funds are to be used to meet the housing and related service needs of people with AIDS and their families in Wayne County (including Detroit). The grant amount is determined by formula and varies from year to year according to the amount appropriated nationally by the U.S. Congress. Decisions on the use of funds are made by the Mayor based on recommendations from the Southeast Michigan HIV/AIDS Coordinating Council and other organizations consisting of health department directors, service providers, consumers, and others working on HIV/AIDS treatment and prevention. The program is administered by the Detroit Health Department.

Funding amounts received by the City for the most recent five years are given below:

Year	HOPWA Entitlement Grant
2008-09	\$ 1,979,000
2009-10	2,066,997
2010-11	1,944,506
2011-12	2,016,944
2012-13	2,200,845

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Lead Hazard Reduction Demonstration Grant - \$3,525,371

The Lead Demonstration Grant is a Federal competitive grant program operated by the U.S. Department of Housing and Urban Development. The grant is authorized under Section 1011 of the Housing and Community Development Act of 1992. The Lead Hazard Reduction Program is a 3-year program to provide low-income households that include children under the age of six (6) with lead-hazard repair financial assistance. The program focuses on lead-based paint inspections/risk assessments and hazard control work.

Neighborhood Stabilization Program I (NSP I) - \$47,137,690

The Neighborhood Stabilization Program I (NSP I) is a Federal entitlement grant program operated by the U.S. Department of Housing and Urban Development authorized under Title II of the Housing and Economic Recovery Act of 2008. This program was established for the purpose of stabilizing communities that have suffered from foreclosures and abandonment through the purchase and redevelopment of foreclosed and abandoned homes and residential properties. The Neighborhood Stabilization Program plan is an amendment to the City of Detroit's 2008-2009 Consolidated Action Plan and is designed to compliment and strengthen the City's overall development strategy to reinforce, revitalize and rebuild nine (9) targeted neighborhoods. NSP I is a one-time grant for the duration of a four-year period and will expire in 2013.

Neighborhood Stabilization Program II (NSP 2) - \$40,799,351

The Neighborhood Stabilization Program II (NSP 2) is a Federal competitive grant program operated by the U.S. Department of Housing and Urban Development. The program is funded under Title XII of the American Recovery and Reinvestment Act of 2009. The program is designed to address foreclosure recovery and neighborhood stabilization in high need and high-risk communities. The City of Detroit is part of the State of Michigan NSP2 Consortium consisting of 12 cities, 8 land banks that are subgrantees of the State of Michigan through the Michigan State Housing Development Authority. In accordance with the objectives of the grant, the City of Detroit has targeted six areas for stabilization and future revitalization. The program will expire in 2013.

ENVIRONMENTAL GRANTS

Annual grants from the State of Michigan Department of Environmental Quality available to the City through the Department of Environmental Affairs (DEA) are:

1. Site Reclamation Bond Grants
2. Site Redevelopment Grants
3. Revolving Loan Funds and
4. Site Assessment Grants

Additional grants for pollution prevention, Great Lakes preservation, and watershed management are also available depending on the amount funding received from the federal government.

Site Reclamation, Site Assessment, Revolving Loan and Site Redevelopment Funds:

These grants are available annually and as their names depict are specifically designed to address unique needs of the City, which are not captured by the CMI Bond Fund. These funds are allocated directly to the City for specific projects. These grants provide the City with more

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flexibility in site selection, use of the funds and selection of the contractor. They also allow the City to make funds available to private developers with City oversight in the use of the funds. Currently, the City has three grants which it administers and manages: 1) the Site Reclamation grant for the I-94 Industrial Park, 2) a Site Assessment Grant for the development of an Environmental GIS system and 3) a Site Redevelopment Grant for the New Amsterdam projects.

Although the State makes annual grants to municipalities of these funds, the City has not made annual applications for these funds because DEA lacks the resources to coordinate fully with development agencies and private developers. In essence the City through its DEA lacks the human resources to manage these funds. It is estimated that had the City had these resources it could have obtained over \$10 million dollars in additional funding since the inception of these statutory grants. This new position will be charged with addressing this deficit-- applying for, managing, and administering the funds allocated by the state under the redevelopment grant programs.

Pollution Prevention, Watershed Management and Great Lakes Protection Grants:

These are specialized competitive grants that are designed to find innovative ways to remove hazardous materials from the waste stream and thereby protect the environment and the health and safety our citizens. Each year the State solicits applications for innovative technologies and best management practices to accomplish this goal. The grants encourage cooperation with industry and community groups to change "behavior" and reduce the amount of pollution in our environment. The DEA currently has two such grants: 1) a best management practices grant to improve the operation of and prevent pollution by junkyards and salvage yards, and 2) a PCB reduction grant to foster use of alternative products by industry to reduce the use of PCB in the environment.

Heretofore, these grants have been administered by a technical staff of Environmental Specialists, and the Administrative Supervisor. As a consequence, we have not had the resources to compete annually for these funds and thereby to build the bridges between community organizations and business that would significantly improve the environment and quality of life of our citizens. This new position would take over administration of these grants with the technical support of the Environmental Specialists and the budgetary assistance of the Administrative Supervisor.

Brownfield Redevelopment Revolving Loan

The City through the DEA also participates in federal environmental grant programs administered by the USEPA. The City currently has a Brownfield Redevelopment pilot and a Brownfield Revolving Loan program with the USEPA. These grants, like those described above require administration, reporting and management in addition to technical support. Currently, these programs are managed by the technical staff with the assistance of the Administrative Supervisor. As a consequence we cannot apply annually because of lack of resources. It is estimated that the City has lost the opportunity to compete for over \$2.5 million dollars in grants since 1999.

Michigan Underground Storage Tank

The Michigan Underground Storage Tank Financial Assurance (MUSTFA) program is a State fund established by the Legislature in 1988 to pay owners and operators of underground storage tanks up to \$1 million to repair or remove leaky tanks from their land and remediate

MAJOR SOURCES OF REVENUES

contaminated soil. The Federal government required tank owners and operators to cover costs of up to \$1 million in the event of a leak. MUSTFA, funded by a 7/8 cent tax levied (until 2005) on the sale of all petroleum production in Michigan raising \$50 million annually, provided the coverage. As of June 29, 1995, MUSTFA no longer accepted new claims submitted for reimbursement. An April 1995 letter from the Michigan Department of Natural Resources told potential claimants MUSTFA is bankrupt. It will be able to pay past claimants through 2005.

RECREATION FUNDS

Since local funds are so limited, State funds play a significant role in the acquisition and development of capital projects for the Recreation Department. Various Federal and State funds that require local matches help to finance capital projects. In the past, Community Development Block Grant funds, Michigan Land Trust Funds and Michigan Waterways and Fisheries Funds have been used to match when circumstances have permitted.

U.S. Department of Interior Land and Water Conservation Fund (LWCF)

These funds are limited to the development of basic outdoor recreation facilities and cannot be used for buildings or maintenance and renovation. A 50% local match is required.

Federal Urban Parks and Recreation Recovery Program (UPARR)

These funds pay for extensive renovation of some of our older facilities. Starting in 1979, these Federal funds were available for financing 70% of the cost for renovation with the balance paid through local sources.

Coastal Zone Management and Recreation and Tourism Grants

Since 1989, these grants funded several important projects for the Department. We have received renovation grants for the Belle Isle Nature Center, Lakewood East Park and Belle Isle Fishing Piers.

Michigan Natural Resources Trust Fund

The Trust Fund accumulates principal to the fund by using fees from oil, gas and mineral resource permits from lease and royalty rights on state land in northern Michigan. Some trust fund money can be used for development, as well as, acquisition projects. A 25% local match is required. In getting projects approved, however, the City must compete with other areas of the State for limited available funding. Most recently, a grant for \$500,000 was received for improvements to the Butzel Playground. Grant funds were also received for the Rouge Park- In Town Youth Camp.

State Recreation Bond Program. Since 1989, funds under this program were used for major repairs to Belle Isle infrastructure and heating and ventilation repairs to Crowell and Brewer Recreation Centers.

SEWERAGE FUNDS

The Sewerage portion of the Water and Sewerage Department=s program reflects anticipated receipts of Federal funds for water pollution control systems. The Federal Construction Grants program is being phased out.

Pollution Grants indicated in the departmental section represent awards for previously approved projects; participation in the Revolving Loan Fund will be revenue-supported.

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STREET CAPITAL FUNDS

Michigan Gas and Weight Taxes- The primary source of street capital is the State tax on motor fuels and vehicle licensing fees, which are distributed to municipalities by formula. The City's latitude is greater with these funds than with other sources, and they are often used as local matches for projects funded from federal funds as well as to meet the matching requirements per Act 51 for trunk line projects initiated by MDOT.

Michigan Transportation Economic Development Fund.

Transportation Economic Development Fund was created in 1987 to provide funding for road projects related to economic development and redevelopment opportunities. All ACT 51 recipient governmental units (state, county, city and village road agencies) are eligible for this fund. The state appropriation is distributed to municipalities statewide when project priority is demonstrated. Projects that meet the eligibility criteria for this fund are submitted to the State of Michigan, Office of Economic Development for approval. Municipalities compete for placement on the priority list and are awarded grants in the form of an 80% - 20% match when preference is achieved. Upon approval of the grant, the City submits a program application that gives the details of the project and includes cost estimates. The City will prepare the project design. The Michigan Department of Transportation (MDOT) reviews and approves the City's design, advertises for bids and awards the contract. Payment to the contractor is made by MDOT in an amount not to exceed 80% of pre-approved costs. The local match of 20% is submitted to MDOT for the contractor payments. The City performs the engineering and inspection of the contractor's work, which is reimbursed by MDOT up to 80% of the total pre-approved costs.

The following chart indicates the amount of funds received from the Michigan Transportation Fund and the Build Michigan Fund in the past eighteen years.

Fiscal Year	Michigan Transportation Fund	Build Michigan Fund
1992-93	\$40,200,000	
1993-94	41,800,000	
1994-95	42,600,000	\$5,300,000
1995-96	49,400,000	3,000,000
1996-97	45,800,000	2,200,000
1997-98	54,900,000	2,200,000
1998-99	58,700,000	2,200,000
1999-00	62,100,000	1,900,000
2000-01	61,400,000	2,200,000
2001-02	58,700,000	2,100,000
2002-03	58,956,685	2,092,210
2003-04	63,720,686	2,085,664
2004-05	61,398,777	2,077,648
2005-06	60,761,843	2,078,291

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2006-07	60,004,113	2,076,409
2007-08	58,996,115	2,074,634
2008-09	56,740,424	2,073,222
2009-10	55,703,643	2,071,443
2010-11	56,553,444	2,070,416
2011-12	51,293,940	1,848,854

Note: Build Michigan Funds are known as the Local Road program; all funds are used for the same purpose as the Michigan Transportation Fund.

Safe Accountable Flexible Transportation Equity Act- Legacy for Users (SAFETEAU) -- 2005

President George W. Bush signed the landmark Safe Accountable Flexible Efficient Transportation Equity Act- Legacy for Users (SAFETEAU) which succeeds the Transportation Equity Act of 21st Century (TEA 21). This bill affirmed President Bush's key priorities to build a strong America, improve safety, protect public health and environment, and create opportunity for all Americans. It also provided record investment to continue rebuilding America's highways and transit systems. Under this program, a program application is submitted to MDOT to obligate the federal funds; the application should be for a project included in the Transportation Improvement Program. Projects that are obligated will receive 81.85% funding from the Federal government. Safety projects, such as pavement markings, traffic signal modernization etc. can receive 100% Federal funding. MDOT advertises for bids, awards the contract and makes payments to the contractors. The local match of 18.15% is submitted to MDOT for contractor payments. The City performs project construction engineering and inspection work that is 81.85% reimbursed by MDOT from Federal funds.

Since the enactment of the Inter Modal Surface Transportation Efficiency Act (ISTEA) in 1991 which was succeeded by Transportation Equity Act of 21st Century (TEA 21) in 1998 which again was succeeded by Safe Accountable Flexible Transportation Equity Act- Legacy for Users (SAFETEAU) in 2005, the City was given a target of \$ 220,296,926 from Surface Transportation Funds against which the City obligated federal funds in the amount of \$242,477,524 for various street related projects such as Resurfacing, Traffic Signal modernization, lane markings, intersection pavement markings and bridge rehabilitation projects.

Transportation Equity Act of 21st Century

President Clinton signed the landmark Transportation Equity Act for the 21st Century in June 1998, (TEA21) which succeeds the ISTEA of 1991. This bill affirmed President Clinton's key priorities to build a strong America, improve safety, protect public health and environment, and create opportunity for all Americans. It also provided record investment to continue rebuilding America's highways and transit systems. Under this program, a program application is submitted to MDOT to obligate the funds; the application should be for a project included in the Transportation Improvement Program. Projects that are obligated will receive 81% to 85% funding from the Federal government. Safety projects, such as pavement markings, traffic signal modernization etc. can receive 100% Federal funding. MDOT advertises for bids, awards the contract and makes payments to the contractors. The local match of 18.15% is submitted to MDOT for contractor payments. The City performs project construction engineering and inspection work that is 81% to 85% reimbursed by MDOT from Federal funds.

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Transportation Enhancement Funds

City submits projects for funding from Transportation Enhancement Funds for street scaping, land scaping and non motorized path improvements on various streets in the City. In most cases, a community/non profit organization sponsors these projects, considering the value that these types of projects bring into their neighborhoods. Community/non profit organization prepares the conceptual plans for the City's review and approval. Projects that meet the eligibility criteria for this fund are submitted to the State of Michigan, Office of Economic Development and Enhancement for approval. Municipalities compete for placement on the priority list and are awarded grants in the form of an 80% - 20% match when preference is achieved. Upon approval of the grant, the City submits a program application that gives the details of the project and includes cost estimates. The City will prepare the project design. The Michigan Department of Transportation (MDOT) reviews and approves the City's design, advertises for bids and awards the contract. Payment to the contractor is made by MDOT in an amount not to exceed 80% of pre-approved costs. The local match of 20% is submitted to MDOT for the contractor payments. The City performs the engineering and inspection of the contractor's work, which is reimbursed by MDOT up to 80% of the total pre-approved costs.

The community organization that sponsored the projects pays the match, minimum of 20% (in some cases, a higher percent of match funds were required because it is considered favorably for approval of federal funds) and also pays the city for construction engineering & inspection services.

An amount of \$32 million was approved as an Earmark from federal Transportation Funds (SAFETEALU) for the construction of the Riverwalk and installation of street furniture, landscaping and other beautification work along Riverwalk from Ambassador bridge to Gabriel Richard park. The match of \$10 million will be paid by the Detroit Riverfront Conservancy who sponsored this project and facilitated the application process for the approval of federal funds.

TRANSPORTATION GRANTS

The Detroit Department of Transportation's capital funding is authorized by the Urban Mass Transportation Act of 1964, as amended, through the U.S. Department of Transportation, Federal Transit Administration (FTA) and State of Michigan, Michigan Department of Transportation (MDOT). These funds are generally provided based upon an 80/20% formula-FTA supplies 80% and 20% is provided by MDOT. The purpose of these grants is to supply major capital items; such as: buses, service equipment, service vehicles, communications equipment, facility improvements, and safety and security needs to be utilized in the maintenance and enhancement of the daily operations within the Detroit Department of Transportation. This funding is allocated through the Regional Transit Coordinating Council (RTCC). The RTCC is the designated recipient for transit funds in the seven-county area of southeastern Michigan, known as the Detroit Metropolitan Area. The four-member RTCC board consists of the Mayor of the City of Detroit and the County Executives of Wayne, Oakland and Macomb Counties.

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URBAN DEVELOPMENT ACTION GRANTS

The Housing and Community Development Act of 1977, as amended, authorized the Urban Development Action Grant (UDAG) program. Under this program, the U.S. Department of Housing and Urban Development (HUD) made grants for economic development projects in distressed cities. The grants were made to encourage private investment in such projects; the commitment of significant private funding to the project was required.

In 1977, \$400 million per year was authorized for this program. This authorization was increased to \$675 million per year in 1979, but was reduced to \$440 million per year in 1981. In 1984, Congress authorized and appropriated \$440 million for the UDAG program; in 1985, \$440 million; in 1986, \$332 million; in 1987, \$225 million; in 1988, \$185 million; and in 1989, \$50 million. Congress has authorized no further funding and none is anticipated.

Since the inception of the UDAG program in October 1977, Detroit has submitted nearly 130 applications and received approval on 52 projects.

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AMERICAN RECOVERY AND REINVESTMENT ACT of 2009

On Feb. 13, 2009, Congress passed the American Recovery and Reinvestment Act of 2009 at the urging of President Obama, who signed it into law four days later. A direct response to the economic crisis, the Recovery Act has three immediate goals:

- Create new jobs and save existing ones
- Spur economic activity and invest in long-term growth
- Foster unprecedented levels of accountability and transparency in government spending

The Recovery Act intends to achieve those goals by:

- Providing \$288 billion in tax cuts and benefits for millions of working families and businesses
- Increasing federal funds for education and health care as well as entitlement programs (such as extending unemployment benefits) by \$224 billion
- Making \$275 billion available for federal contracts, grants and loans
- Requiring recipients of Recovery funds to report quarterly on how they are using the money. [All the data](#) is posted on Recovery.gov so the public can track the Recovery funds.

In addition to offering financial aid directly to local school districts, expanding the Child Tax Credit, and underwriting a process to computerize health records to reduce medical errors and save on health care costs, the Recovery Act is targeted at infrastructure development and enhancement. For instance, the Act plans investment in the domestic renewable energy industry and the weatherizing of 75 percent of federal buildings as well as more than one million private homes around the country.

Construction and repair of roads and bridges as well as scientific research and the expansion of broadband and wireless service are also included among the many projects that the Recovery Act will fund.

While many of Recovery Act projects are focused more immediately on jumpstarting the economy, others, especially those involving infrastructure improvements, are expected to contribute to economic growth for many years.

GENERAL OBLIGATION BOND PROGRAM



DEFINITIONS

The definitions below apply to the General Obligation Bond Spreadsheets and Capital Agenda Summaries by Agency and Funding Source.

CAPITAL - The City's definition of "capital" in the scope of this Agenda has the following conditions: 1) the project involves the funding of new construction; 2) the project is rehabilitation that significantly extends economic life of a building or changes the use of the facility, and the project requires a minimum of \$100,000 for a single location.

2012-13 BUDGET – The budget for the City of Detroit for the current fiscal year as adopted by the Detroit City Council.

AUTHORIZED UNISSUED - column represent bonds that have been approved by the voters, but remain unsold to date. Capital projects included in FY 2008 and 2009 Budgets were deleted. No general obligation bond sales were held during this time due to the city's declining credit ratings. No general obligation bonds have been budgeted since fiscal year 2009. The most recent General Obligation Bonds (unlimited tax) were sold in December 2010, primarily to finance the acquisition and renovation of a new Public Safety Headquarters.

FIVE-YEAR PROGRAM (2013-14 THROUGH 2017-18) - these columns represent the proposed five-year capital plan. Amounts are based on current information as to the known limitations for each funding source.

FUND- A group of self-balancing accounts set aside from a specific resource (i.e. bond sale) and for a specific purpose (i.e. capital project).

FUNDING SOURCES- The various types of funds used to finance capital improvement projects.

RECOMMENDED FIVE-YEAR PROGRAM TOTALS - This column provides a sum total of the recommended funding for the five-year capital plan period (2013-14 through 2017-18).

UNPROGRAMMED - This column represents project amounts as requested by City Department officials and fall within the definition of capital as used in this document, but which cannot be assigned a high probability of actual funding during the five-year capital plan period (2013-14 through 2017-18).

VOTER AUTHORIZATION- Prior to the sale of General Obligation (unlimited tax) bonds, voter approval is required of the electors-citizens to levy property taxes used for the re-payment of principal and interest on the bonds.

HISTORY OF VOTER AUTHORIZATIONS (From 1978 to present)

AGENCY	Nov. 7, 1978	Aug. 5, 1980	Nov. 4, 1986	Aug. 2, 1988	Aug. 4, 1992	Aug. 6, 1996	Nov. 4, 1997	Nov. 7, 2000	Nov. 6, 2001	April 29, 2003	Nov. 2, 2004	Nov. 4, 2009	TOTALS
AIRPORT								\$ 5,000,000 (ed)			\$ 5,000,000	\$ 12,000,000	\$ 22,000,000
DETROIT INSTITUTE OF ARTS				\$ 25,000,000				25,000,000				25,000,000	75,000,000
CIVIC CENTER								3,000,000 (mf)			9,000,000		12,000,000
CULTURAL, ARTS & TOURISM											2,000,000		2,000,000
PLANNING & DEVELOPMENT			\$ 33,800,000	65,000,000	\$ 62,000,000		\$ 35,000,000	25,000,000 (ed)			19,000,000	25,000,000	264,800,000
PUBLIC WORKS							3,500,000 (mf)	5,000,000 (mf)			6,000,000		14,500,000
Eastern Market												7,500,000	7,500,000
FIRE	\$ 3,400,000	\$ 5,725,000					7,500,000 (ps)	6,000,000 (ps)			17,500,000	36,000,000	76,125,000
HEALTH			4,300,000		6,000,000		1,000,000 (mf)	5,000,000 (mf)			7,500,000	6,000,000	29,800,000
HISTORICAL							2,000,000 (cf)	6,000,000 (cf)	\$ 20,000,000			3,000,000	31,000,000
LIBRARY							7,500,000					25,000,000	32,500,000
POLICE	7,500,000		3,500,000				7,500,000 (ps)	6,000,000 (ps)			78,000,000	30,000,000	132,500,000
PUBLIC LIGHTING	6,600,000	14,600,000	20,500,000	40,000,000	28,000,000		40,000,000	30,000,000			22,000,000	22,000,000	223,700,000
RECREATION	17,150,000		1,410,000	35,000,000	14,000,000	\$12,000,000	30,000,000 (cf)	36,000,000 (cf)			14,000,000	25,000,000	184,560,000
TRANSPORTATION							3,000,000 (mf)	5,000,000 (mf)			27,000,000		35,000,000
ZOOLOGICAL INSTITUTE	800,000		3,590,000	9,000,000	5,000,000	3,000,000	6,000,000 (cf)	10,000,000 (cf)			8,000,000	9,000,000	54,390,000
C.H. WRIGHT MUSEUM OF AFRICAN-AMERICAN HISTORY					20,000,000	10,000,000		4,000,000 (cf)		\$ 6,000,000		2,500,000	42,500,000
TOTALS	\$ 35,450,000	\$20,325,000	\$ 67,100,000	\$174,000,000	\$ 135,000,000	\$ 25,000,000	\$143,000,000	\$171,000,000	\$ 20,000,000	\$ 6,000,000	\$215,000,000	\$228,000,000	\$ 1,239,875,000

(cf) CULTURAL FACILITIES
(ed) ECONOMIC DEVELOPMENT
(mf) MUNICIPAL FACILITIES
(ps) PUBLIC SAFETY

GENERAL OBLIGATION BONDS (TOTAL BOND SALES as of NOVEMBER 2012):

DEPARTMENTS	Dec '97 Sale	April '99 Sale	Dec '99 Sale	Aug 2001 Sale	Aug 2002 Sale *	Oct 2003 Sale	Aug 2004 Sale	Dec 2005 Sale*	June 2008 Sale	Dec 2010 Sale	TOTAL BOND SALES **
AIRPORT			\$ 1,500,000	\$ 2,550,000	\$ 135,000	\$ 500,000	\$ 2,000,000		\$ 2,000,000		\$ 8,685,000
D.I.A. (also see Non-Dept)	2,250,000	3,000,000	3,000,000						5,150,000		24,805,000
CIVIC CENTER				1,600,000	1,400,000				3,000,000		6,000,000
D.P.W.		1,000,000	500,000	3,600,000	250,000			2,000,000			7,350,000
D.O.T/DTC				1,000,000	7,000,000			10,000,000		1,591,000	19,591,000
FIRE	1,000,000	1,500,000	1,500,000	5,000,000	1,545,000		1,500,000	2,600,000	1,900,000	2,122,000	24,042,000
HEALTH			1,200,000	2,000,000	1,030,000	1,000,000	1,000,000		1,000,000	4,244,000	19,574,000
HISTORICAL		1,300,000	300,000	400,000	2,330,000	2,000,000	1,650,000		500,000		8,480,000
PLANNING & DEVELOPMENT Eastern Market	12,000,000	3,000,000	8,000,000	26,000,000	5,155,000	13,100,000	3,000,000 400,000	1,000,000 400,000	3,000,000		217,510,000 2,300,000
POLICE		1,500,000	2,000,000	5,900,000	1,030,000		6,150,000	20,500,000	5,000,000		53,080,000
PUBLIC LIGHTING	20,000,000	16,500,000	9,700,000	13,455,000	7,010,000	7,800,000	10,000,000	2,800,000	12,900,000	6,896,000	194,361,000
RECREATION	7,000,000	6,800,000	8,500,000	15,150,000	5,465,000	8,400,000	6,750,000	6,100,000	18,180,000	5,835,000	160,740,000
ZOO	2,000,000	2,000,000	2,300,000	3,500,000	2,165,000	2,200,000	3,450,000	2,015,000	5,000,000		44,020,000
LIBRARY		2,500,000	1,500,000	3,500,000							7,500,000
NON-DEPARTMENTAL @											
African-American Museum				1,000,000	1,545,000	4,000,000	1,500,000			315,004	38,360,004
DIA				10,345,000	5,150,000	5,000,000	5,000,000	5,085,000	1,000,000	3,713,000	35,293,000
Debt Service										1,689	1,689
Historical										1,963,000	1,963,000
Zoo										1,061,000	1,061,000
Eastern Market										1,591,000	1,591,000
Public Safety HQ										70,667,307	70,667,307
APPROP/UNSOLD PROJECTS		5,000,000	5,000,000	10,000,000	5,000,000	1,770,000					0
GRAND TOTAL	\$ 44,250,000	\$ 44,100,000	\$ 45,000,000	\$ 105,000,000	\$ 46,210,000	\$ 45,770,000	\$ 42,400,000	\$ 52,500,000	\$ 58,630,000	\$ 100,000,000	\$946,975,000

Note: Details of bond sales from September 1987 to November 1996 not shown (amounts sold included in grand total).
 Bond premiums of \$1,210,000 for August 2002 bond sale; \$2,100,000 for December 2005 bond sale were allocated to projects and included in totals shown.
 December 2010 bond sale expenses of \$5,745,689 were proportionately allocated to projects

General Obligation Bond Sale and Remaining Authorization (in millions)

***** VOTER AUTHORIZATION *****

Authorized Bond Issue Name	Authority	Date	Authorized Amount	Issued	Remaining Authorization	Dec 2010 Bond Sale (FY 2011 Budget)	Dec 2010 Bond Sale Expense (FY 2011 Budget)	FY 2012-13 Remaining Authorization
DETROIT INSTITUTE OF ARTS	Electorate	11/7/00	25.000	30.000	(\$5.000)			0.000
I PUBLIC LIGHTING	Electorate	11/4/97	40.000	40.000	0.000			0.000
	Electorate	11/7/00	30.000	30.000	0.000			0.000
	Electorate	11/2/04	22.000	7.765	14.235	6.500	0.396	7.339
	Electorate	2/24/09	22.000	0.000	22.000			22.000
TOTAL PUBLIC LIGHTING			114.000	77.765	36.235	6.500	0.396	29.339
II ECONOMIC DEVELOPMENT								
1. Planning and Development	Electorate	11/7/00	25.000	25.000	0.000			0.000
	Electorate	11/2/04	19.000	1.705	17.295			17.295
	Electorate	2/24/09	25.000	0.000	25.000			25.000
TOTAL PLANNING & DEVELOPMENT			69.000	26.705	42.295	0.000	0.000	42.295
2. Airport	Electorate	11/7/00	5.000	5.000	0.000			0.000
TOTAL ECONOMIC DEVELOPMENT			74.000	31.705	42.295	0.000	0.000	42.295
III CULTURAL FACILITIES:								
1. Eastern Market (formerly Cultural, Arts & Tourism)	Electorate	11/2/04	2.000	1.430	0.570			0.570
	Electorate	2/24/09	7.500	0.000	7.500	1.500	0.091	5.909
TOTAL EASTERN MARKET			9.500	1.430	8.070	1.500	0.091	6.479
2. Recreation	Electorate	11/7/00	36.000	36.000 @	0.000			0.000
	Electorate	11/2/04	12.000	8.715	3.285	3.285		0.000
	Electorate	2/24/09	25.000	0.000	25.000	2.215	0.335	22.450
TOTAL RECREATION			73.000	44.715	28.285	5.500	0.335	22.450
3. Zoo	Electorate	11/7/00	10.000	10.000	0.000			0.000
	Electorate	11/2/04	8.000	7.015	0.985	0.985		0.000
	Electorate	2/24/09	9.000	0.000	9.000	0.015	0.061	8.924
TOTAL ZOO			27.000	17.015	9.985	1.000	0.061	8.924
4. Historical	Electorate	11/7/00	6.000	3.680	2.320	1.850	0.113	0.357
	Electorate	2/24/09	3.000	0.000	3.000			3.000
TOTAL HISTORICAL			9.000	3.680	5.320	1.850	0.113	3.357

General Obligation Bond Sale and Remaining Authorization (in millions)

***** VOTER AUTHORIZATION *****

Authorized Bond Issue Name	Authority	Date	Authorized Amount	Issued	Remaining Authorization	Dec 2010 Bond Sale (FY 2011 Budget)	Dec 2010 Bond Sale Expense (FY 2011 Budget)	FY 2012-13 Remaining Authorization
5. Museum of African-American History	Electorate	11/7/00	4.000	3.545	0.455	0.297	0.018	0.140
	Electorate	2/24/09	2.500	0.000	2.500			2.500
TOTAL CHWMAAH			6.500	3.545	2.955	0.297	0.018	2.640
6. DIA	Electorate	2/24/09	25.000	0.000	25.000	3.500	0.213	21.287
7. Library	Electorate	2/24/09	25.000	0.000	25.000			25.000
TOTAL CULTURAL FACILITIES			175.000	70.385	104.615	13.647	0.832	90.136
IV MUNICIPAL FACILITIES:								
1. Public Works	Electorate	11/7/00	5.000	1.850 #	3.150	0.000	0.000	0.000
2. Health and Wellness Promotion	Electorate	11/7/00	5.000	3.030	1.970	0.000	0.000	0.120
3. Transportation	Electorate	11/4/97	3.000	3.000	0.000	0.000	0.000	0.000
	Electorate	11/7/00	5.000	5.000	0.000	0.000	0.000	0.000
4. Civic Center	Electorate	11/7/00	3.000	3.000	0.000	0.000	0.000	0.000
TOTAL MUNICIPAL FACILITIES			21.000	15.880	5.120	0.000	0.000	0.120
V PUBLIC SAFETY:								
1. Police Facilities	Electorate	11/4/97	7.500	7.500	0.000	0.000	0.000	0.000
	Electorate	11/7/00	6.000	9.080	-3.080	0.000	0.000	-3.080
	Electorate	11/2/04	78.000	25.500	52.500	44.405	2.707	5.388
	Electorate	2/24/09	30.000	0.000	30.000			30.000
TOTAL POLICE			121.500	42.080	79.420	44.405	2.705	32.308
2. Fire & EMS	Electorate	11/4/97	7.500	4.420	3.080	0.000	0.000	3.080
	Electorate	11/7/00	6.000	6.000	0.000	0.000	0.000	0.000
	Electorate	11/2/04	17.500	2.375	15.125	15.125		0.000
	Electorate	2/24/09	36.000	0.000	36.000	9.077	1.475	25.447
TOTAL FIRE			67.000	12.795	54.205	24.202	1.475	28.527
3. Health and Wellness Promotion	Electorate	11/2/04	7.500	1.000	6.500	4.000	0.244	2.256
	Electorate	2/24/09	6.000	0.000	6.000			6.000
TOTAL HEALTH			13.500	1.000	12.500	4.000	0.244	8.256

General Obligation Bond Sale and Remaining Authorization (in millions)

***** VOTER AUTHORIZATION *****

Authorized Bond Issue Name	Authority	Date	Authorized Amount	Issued	Remaining Authorization	Dec 2010 Bond Sale (FY 2011 Budget)	Dec 2010 Bond Sale Expense (FY 2011 Budget)	FY 2012-13 Remaining Authorization
4. Civic Center	Electorate	11/2/04	9.000	3.000	6.000	0.000	0.000	6.000
5. Department of Public Works	Electorate	11/2/04	6.000	2.000	4.000	0.000	0.000	4.000
6. Recreation Department	Electorate	11/2/04	2.000	0.000	2.000	0.000	0.000	2.000
TOTAL PUBLIC SAFETY			219.000	60.875	158.125	72.607	4.424	81.091
VI TRANSPORTATION IMPROVEMENTS								
1. Department of Transportation	Electorate	11/2/04	12.000	0.000	12.000	0.000	0.000	12.000
2. Detroit Transportation Corporation	Electorate	11/2/04	15.000	10.000	5.000	1.500	0.091	3.409
3. Airport	Electorate	11/2/04	5.000	0.190	4.810	0.000	0.000	4.810
	Electorate	2/24/09	12.000	0.000	12.000			12.000
TOTAL AIRPORT			17.000	0.190	16.810	0.000	0.000	16.810
TOTAL TRANSPORTATION IMPROVEMENTS			44.000	10.190	33.810	1.500	0.091	32.219
HISTORICAL MUSEUM	Electorate	11/6/01	20.000	2.800	17.200	0.000	0.000	17.200
LIBRARY	Electorate	11/4/97	7.500	7.500	0.000	0.000	0.000	0.000
Museum of African-American History	Electorate	4/29/03	6.000	5.500	0.500	0.000	0.000	0.500
Debt Service				0.003	(0.003) #		0.002	(0.004)
Bonds sold/unappropriated						0.000	0.000	0.000
Bonds Approved/ Unissued **	n/a	n/a	n/a	0.000	0.000	0.000	0.000	0.000
TOTALS			\$705.500	\$312.600	\$392.897	\$94.254	\$5.746	\$292.895

** The August 1995 bond sale of \$50.000M funded \$76.770M of appropriated projects. To date an additional \$76.770M has been sold to cover these projects. This commitment has been fulfilled, no balance remains.

*** Authorization to fund mandatory Police projects for the FY04-05 was overcommitted by (-3.080); authorization was transferred from the Fire Dept. as permitted under the voter approved Public Safety ballot proposal. The Fire Dept. remaining authorization was 0.6250.

The August 2002 bond sale resulted in a premium which is considered a reduction in voter authorization. The premium amounts allocated to the agencies are rounded to the nearest 1,000; the residual amount was charged to Debt Service (\$2,628). Total premium amount was \$1,212,628. The December 2005 bond sale resulted in a premium of \$2.1 million allocated to DPW remaining authorization was reduced by \$250,000 for premium amounts allocated to Civic Center (40,000) and DOT (210,000), both have no remaining authorization.

@ FY05 Bond Sale for Recreation includes \$400,000 for the Eastern Mkt, now under the Culture, Arts & Tourism Dept. Also includes City Council additional project for Paradise Valley (\$400,000).

GENERAL OBLIGATION BOND PROGRAM (Appropriation Balances as of November 2012)

DEPARTMENTS	Organization	Bond Sales prior to 1979 4501 Fund	Sep 1987 Sale 4503 Fund	Nov 1988 Sale 4504 Fund	Dec 1989 Sale 4506 Fund	Oct 1990 Sale Dec 1990 Sale 4507 Fund	Nov 1991 Sale 4508 Fund	Dec 1993 Sale- Aug 2004 Sale 4510 Fund ***	Dec. 2010 Sale 4513 Fund ****	TOTAL APPROPRIATIONS	REVISED FREE BALANCES (after corrections; deletion of FY08 & FY 09 bond sales)	TOTAL APPROPRIATIONS
										FREE BALANCES (Unencumbered)	ENCUMBRANCES (reserved funds)	
AIRPORT										\$ 880,736	\$ 880,736	\$ -
	100055							\$ 64,210				
	100205							249,479				
	100208							94,566				
	100212							(483,318)				
	100290							705,800				
	100294							250,000				
D.I.A. (also see Non-Departmental)								50,374		\$ 50,374	\$ 50,374	\$ -
	110270											
CIVIC CENTER								332,806		\$ 332,806	\$ 332,806	\$ 323,527
	140055											
CULTURAL, ARTS & TOURISM (Eastern)								275,180		\$ 275,180	\$ 275,180	\$ -
	175000											
D.P.W.								2,203,769		\$ 2,203,769	\$ 2,203,769	\$ (63)
	190310											
D.O.T										\$ 2,073,550	\$ 2,073,550	\$ -
	200375							924,099				
	201100							-				
	202100								1,149,451			
FIRE										\$ 2,929,596	\$ 2,929,596	\$ 3,345,041
	240314							714,888				
	240315							100,000				
	240365							193,825				
	240380					(\$2,848)						
	240390							(76,269)				
	241314							-				
	241318								2,000,000			
GENERAL SERVICES										\$ 2,198,457	\$ (1,001,543)	\$ 218,661
	470150							556,508			(643,492)	
	470155							1,372,776			(627,224)	
	470159							269,173			269,173	
	471060							-			-	

SOURCE: CITY OF DETROIT BUDGET DEPARTMENT

GENERAL OBLIGATION BOND PROGRAM (Appropriation Balances as of November 2012)

DEPARTMENTS	Organization	Bond Sales prior to 1979	Sep 1987 Sale	Nov 1988 Sale	Dec 1989 Sale	Oct 1990 Sale	Nov 1991 Sale	Dec 1993 Sale-	Dec. 2010 Sale	TOTAL APPROPRIATIONS	REVISED FREE BALANCES	TOTAL APPROPRIATIONS
		4501 Fund	4503 Fund	4504 Fund	4506 Fund	Dec 1990 Sale 4507 Fund	4508 Fund	Aug 2004 Sale 4510 Fund ***	4513 Fund ****	FREE BALANCES (Unencumbered)	(after corrections; deletion of FY08 & FY 09 bond sales)	ENCUMBRANCES (reserved funds)
HEALTH										\$ 3,442,776	\$ 1,442,776	\$ (440,986)
	250100							3,442,776			1,442,776	
	258858							-			-	
	251225 (Animal Control transferred)										-	
HISTORICAL										\$ 227,635	227,635	\$ 76,454
	260031							70,000				
	260090							75,071				
	260095							82,564				
PLANNING & DEVELOPMENT										\$ 8,164,898	\$ 8,164,898	\$ 4,517,681
	360035							711,370				
	360122							5,894				
	360136		8,322									
	360140				\$25,422							
	360143	(\$1,262)										
	360150							(297,569)				
	360153							285,206				
	360156							758,725				
	360157							1,041,294				
	360159							35,501				
	360161							(133,807)				
	360162							22,628				
	360163							230,025				
	360165							20,000				
	360167							400,000				
	360205						240,870					
	360214							174				
	361377							135				
	362607							196,232				
	362608							221,172				
	362800							2,400,000				
	362801							60,000				
	363105							1,068,218				
	364013							250,500				
	364014							615,848				
POLICE										\$ 15,356,494	\$ 15,356,494	\$ 6,174,108
	370830							1,588,016			1,588,016	
	370836							703,066			703,066	
	370840							6,319,323			6,319,323	
	370842							18,575			18,575	
	370844							2,427,513			2,427,513	
	371721							300,000			300,000	
	370835 (Animal Control transferred)								4,000,000		4,000,000	

SOURCE: CITY OF DETROIT BUDGET DEPARTMENT

GENERAL OBLIGATION BOND PROGRAM (Appropriation Balances as of November 2012)

DEPARTMENTS	Organization	Bond Sales prior to 1979 4501 Fund	Sep 1987 Sale 4503 Fund	Nov 1988 Sale 4504 Fund	Dec 1989 Sale 4506 Fund	Oct 1990 Sale Dec 1990 Sale 4507 Fund	Nov 1991 Sale 4508 Fund	Dec 1993 Sale- Aug 2004 Sale 4510 Fund ***	Dec. 2010 Sale 4513 Fund ****	TOTAL APPROPRIATIONS	REVISED FREE BALANCES (after corrections; deletion of FY08 & FY 09 bond sales)	TOTAL APPROPRIATIONS
										FREE BALANCES (Unencumbered)	ENCUMBRANCES (reserved funds)	
PUBLIC LIGHTING										\$ 1,567,115	\$ 1,567,115	\$ 6,073,037
	380080							(66,829)				
	380801							737,264				
	380930							-				
	380183								896,680			
RECREATION										\$ 9,032,940	\$ 7,947,940	\$ 418,550
	390985							35,000			35,000	
	391390							9,500			9,500	
	391400							233,482			233,482	
	391403										0	
	391410							544,255			544,255	
	391420							277,202			(807,798)	
	391425							173,968			173,968	
	391430							1,773,317			1,773,317	
	391435							495,748			495,748	
	391450							41,799			41,799	
	391460							(37,832)			(37,832)	
	391470							(17,751)			(17,751)	
	391480							16,371			16,371	
	391510							40,312			40,312	
	391970		34,805								34,805	
	392000			(10,909)							(10,909)	
	392130								1,359		1,359	
	392330							(508,670)			(508,670)	
	398411							30,983			30,983	
	399000							400,000			400,000	
	399000								5,500,000		5,500,000	
ZOO										\$ 376,346	\$ 376,346	\$ 72,902
	440340							282,302				
	440345							94,044				
LIBRARY *								\$ 4,879,943		\$ 4,879,943	\$ -	\$ -

SOURCE: CITY OF DETROIT BUDGET DEPARTMENT

GENERAL OBLIGATION BOND PROGRAM (Appropriation Balances as of November 2012)

DEPARTMENTS	Organization	Bond Sales prior to 1979 4501 Fund	Sep 1987 Sale 4503 Fund	Nov 1988 Sale 4504 Fund	Dec 1989 Sale 4506 Fund	Oct 1990 Sale Dec 1990 Sale 4507 Fund	Nov 1991 Sale 4508 Fund	Dec 1993 Sale- Aug 2004 Sale 4510 Fund ***	Dec. 2010 Sale 4513 Fund ****	TOTAL APPROPRIATIONS	REVISED FREE BALANCES (after corrections; deletion of FY08 & FY 09 bond sales)	TOTAL APPROPRIATIONS
										FREE BALANCES (Unencumbered)	ENCUMBRANCES (reserved funds)	
NON-DEPARTMENTAL										\$ 8,081,685	\$ 7,070,484	
CHW African-American Mus	350745 350747							404,898	-	404,898 0	404,898 0	\$ -
DBA- Madison Center	350044							11,200		11,200		
DIA	351180 351182							319,998	-	319,998	319,998	-
									2,881,899	2,881,899	2,881,899	
Eastern Market	351389 351194							625,000		625,000	(375,000)	793,382
									220,909	220,909	220,909	
Historical	351384 351388 351192							8,700		8,700	8,700	58,531
								500,000		500,000	500,000	
									-	0	0	
Zoo	351385 351187							402,727		402,727	402,727	1,915,187
									15,000	15,000	15,000	
Debt Service **	351380							914		914	914	-
Det Public Safety HQ	351210								2,690,439	2,690,439	2,690,439	40,520,179
APPROP/UNSOLD PROJECTS **												
TOTAL FREE BALANCE		(\$1,262)	\$43,128	(\$10,909)	\$25,422	(\$2,848)	\$242,229	\$ 42,424,159	19,354,378	\$ 62,074,298	\$ 49,898,155	\$ 64,066,191

Notes:
 ** There remains no appropriated/unsold balances (all bonds have now been sold). The August, 1995 Bond Sale in which \$50,000,000 was sold and \$76,770,000 was appropriated, is the original transaction giving rise to appropriated/unsold balances.
 *** 4510 Fund includes the FY 2006-07 budgeted amounts. FY 2006-07 bond sale was recorded in Fund 4512. The budget for the FY 2008 and FY 2009 bonds were not sold and subsequently deleted.
 **** Fund 4513: The \$100 million in bonds sold on December 16, 2010 was appropriated in 2 actions: \$65.746 million was appropriated in Jan.2011 for the Public Safety Project/bond expenses; and the \$34.254 million remainder was appropriated for various ca

\$ 113,964,346
Reserved and Unreserved Fund Balance

CITY OF DETROIT CAPITAL AGENDA SUMMARY BY FUNDING SOURCE

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2012-13	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
General Obligation Bonds									
Coleman A. Young Airport	\$ 16,810	\$ -	\$ -	\$ -	\$ -	\$ 83	\$ 497	\$ 580	\$ 1,078
Civic Center (Reduced by 2010 Bond sale expenses)	6,000	-	-	-	-	-	-	-	-
Detroit Institute of Arts	21,287	-	-	-	-	2,800	2,200	5,000	25,000
Charles H. Wright Museum of African-American History	3,140	-	-	-	-	925	300	1,225	200
Department of Transportation	12,000	-	-	-	-	-	-	-	-
Detroit Transportation Corporation	3,409	-	-	-	-	-	-	-	21,300
Department of Public Works	4,000	-	-	-	-	-	-	-	9,000
Detroit Fire Department	28,527	-	-	-	-	16,000	16,000	32,000	51,500
Eastern Market Association	6,479	-	-	-	-	1,000	1,000	2,000	3,000
General Services Department	-	-	-	-	-	1,500	2,156	3,656	11,071
Department of Health & Wellness Promotion	4,376	-	-	-	-	-	-	-	-
Historical Museum	20,557	-	-	-	-	2,500	3,300	5,800	13,350
Detroit Public Library	25,000	-	-	-	-	-	-	-	31,900
Planning & Development Department	42,295	-	-	-	-	5,000	5,000	10,000	67,800
Public Lighting Department	29,339	-	-	-	-	-	-	-	-
Detroit Police Department	36,308	-	-	-	-	2,000	2,000	4,000	21,200
Recreation Department	24,450	-	-	-	-	7,000	7,000	14,000	101,000
Detroit Zoological Institute	8,924	-	-	-	-	2,250	2,750	5,000	5,000
TOTAL GENERAL OBLIGATION BONDS	\$ 292,901	\$ -	\$ -	\$ -	\$ -	\$ 41,058	\$ 42,203	\$ 83,261	\$ 362,399

** Note: Authorized Unissued column represent bonds that have been approved by the voters, but remain unsold to date. The amount charged to debt service (from rounding) is \$2,628 (from 2002) and \$1,689 (from 2010).

DEPARTMENTAL
PROGRAMS
(5 YEAR CAPITAL PLAN)



CITY OF DETROIT CAPITAL AGENDA SUMMARY BY AGENCY

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2012-13	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
Coleman A. Young Airport	\$ 16,810	\$ -	\$ 502	\$ 9,021	\$ 20,129	\$ 3,305	\$ 19,875	\$ 52,832	\$ 1,078
Civic Center	6,000	-	-	-	-	-	-	-	-
Detroit Institute of Arts	21,287	-	-	-	-	2,800	2,200	5,000	25,000
Charles H. Wright Museum of African-American History	3,140	-	-	-	-	925	300	1,225	200
Department of Transportation	12,000	-	52,450	21,497	43,867	6,720	34,325	158,860	-
Detroit Transportation Corporation	3,409	1,520	390	140	15	-	-	545	21,300
Department of Public Works	4,000	4,300	500	-	-	-	-	500	9,000
DPW Street Capital	-	127,325	117,975	80,327	84,979	84,259	121,484	489,024	-
Building & Safety Engineering Environmental	-	2,600	4,200	7,100	400	400	-	12,100	-
Detroit Fire Department	28,527	-	-	-	-	16,000	16,000	32,000	51,500
General Services Department	-	-	4,588	105	110	1,500	2,156	8,459	11,071
Department of Health & Wellness Promotion	4,376	-	-	-	-	-	-	-	-
Historical Museum	20,557	4,500	2,000	300	200	2,500	3,300	8,300	13,350
SUBTOTAL	\$ 120,106	\$ 140,245	\$ 182,605	\$ 118,490	\$ 149,700	\$ 118,409	\$ 199,640	\$ 768,844	\$ 132,499

CITY OF DETROIT CAPITAL AGENDA SUMMARY BY AGENCY

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2012-13	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
Detroit Public Library	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,300
Municipal Parking Department	-	2,102	2,000	2,000	2,000	2,000	2,000	10,000	15,750
Planning & Development Department	42,295	9,343	10,667	10,328	10,441	16,919	15,913	64,268	68,800
Public Lighting Department	29,339	-	-	-	-	-	-	-	-
Detroit Police Department	36,308	-	-	-	-	2,000	2,000	4,000	21,200
Recreation Department	24,450	-	-	-	-	7,000	7,000	14,000	151,000
Eastern Market Association	6,479	6,030	2,000	1,000	28,000	9,000	21,500	61,500	8,200
DWSD- Sewerage Department	-	150,109	205,823	234,911	154,288	83,669	-	678,691	107,245
DWSD- Water Department	-	120,060	149,502	110,765	85,290	62,952	-	408,509	19,211
Detroit Zoological Institute	8,924	8,300	8,200	9,000	-	2,250	2,750	22,200	6,100
SUBTOTAL	\$ 172,795	\$ 295,944	\$ 378,192	\$ 368,004	\$ 280,019	\$ 185,790	\$ 51,163	\$ 1,263,168	\$ 430,806
GRAND TOTAL	\$ 292,901	\$ 436,189	\$ 560,797	\$ 486,494	\$ 429,719	\$ 304,199	\$ 250,803	\$ 2,032,012	\$ 563,305

** Note: Authorized Unissued column represent bonds that have been approved by the voters, but remain unsold to date. However, for this Capital Agenda period, we are assuming that all bonds previously appropriated have been sold. FY 2008 and 2009 general obligation bonds were not sold due to the city's below investment grade credit rating. The city anticipates selling \$100 million in general obligation bonds in FY 2010-11 using credit enhancements available from Federal and State Programs. This sale is not reflected in the current total.

CITY OF DETROIT CAPITAL AGENDA SUMMARY BY FUNDING SOURCE

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2012-13	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
Aviation Grants									
Coleman A. Young Airport	\$ -	\$ -	\$ 493	\$ 9,002	\$ 20,129	\$ 3,222	\$ 19,378	\$ 52,225	\$ -
Block Grants									
Planning & Development Department	\$ -	\$ 9,343	\$ 10,667	\$ 10,328	\$ 10,441	\$ 11,919	\$ 10,913	\$ 54,268	\$ 1,000
Eastern Market	-	330	-	-	-	-	-	0	1,000
Subtotal	\$ -	\$ 9,673	\$ 10,667	\$ 10,328	\$ 10,441	\$ 11,919	\$ 10,913	\$ 54,268	\$ 2,000
Cash Capital									
Coleman A. Young Airport	\$ -	\$ -	\$ 9	\$ 19	\$ -	\$ -	\$ -	\$ 28	\$ -
Detroit Public Library	-	-	-	-	-	-	-	-	1,400
Detroit Transportation Corporation	-	55	390	140	15	-	-	545	-
Subtotal	\$ -	\$ 55	\$ 399	\$ 159	\$ 15	\$ -	\$ -	\$ 573	\$ 1,400
Environmental Protection Agency									
Building & Safety Engineering Environmental	\$ -	\$ 400	\$ 1,000	\$ 1,200	\$ 200	\$ 200	\$ -	\$ 2,600	\$ -
Federal Grants (HOME)									
Planning & Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Transportation Grants									
Department of Transportation	\$ -	\$ -	\$ 41,961	\$ 17,198	\$ 35,094	\$ 5,376	\$ 27,460	\$ 127,088	\$ -
Detroit Transportation Corporation	-	1,465	-	-	-	-	-	-	-
General Obligation Bonds									
Coleman A. Young Airport	\$ 16,810	\$ -	\$ -	\$ -	\$ -	\$ 83	\$ 497	\$ 580	\$ 1,078
Civic Center	6,000	-	-	-	-	-	-	-	-
Detroit Institute of Arts	21,287	-	-	-	-	2,800	2,200	5,000	25,000
Charles H. Wright Museum of African- American History	3,140	-	-	-	-	925	300	1,225	200

CITY OF DETROIT CAPITAL AGENDA SUMMARY BY FUNDING SOURCE

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2012-13	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
General Obligation Bonds									
Department of Transportation	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Detroit Transportation Corporation	3,409	-	-	-	-	-	-	-	21,300
Department of Public Works	4,000	-	-	-	-	-	-	-	9,000
Detroit Fire Department	28,527	-	-	-	-	16,000	16,000	32,000	51,500
Eastern Market Association	6,479	-	-	-	-	1,000	1,000	2,000	3,000
General Services Department	-	-	-	-	-	1,500	2,156	3,656	11,071
Department of Health & Wellness	4,376	-	-	-	-	-	-	-	-
Historical Museum	20,557	-	-	-	-	2,500	3,300	5,800	13,350
Detroit Public Library	25,000	-	-	-	-	-	-	-	31,900
Planning & Development Department	42,295	-	-	-	-	5,000	5,000	10,000	67,800
Public Lighting Department	29,339	-	-	-	-	-	-	-	-
Detroit Police Department	36,308	-	-	-	-	2,000	2,000	4,000	21,200
Recreation Department	24,450	-	-	-	-	7,000	7,000	14,000	101,000
Detroit Zoological Institute	8,924	-	-	-	-	2,250	2,750	5,000	5,000
Subtotal General Obligation Bonds	\$ 292,901	\$ -	\$ -	\$ -	\$ -	\$ 41,058	\$ 42,203	\$ 83,261	\$ 362,399
Michigan Department Environment Quality									
Building & Safety Environmental	\$ -	\$ 200	\$ 1,200	\$ 1,200	\$ 200	\$ 200	\$ -	\$ 2,800	\$ -
Michigan Gas & Weight Taxes									
DPW & DPW- Street Capital	\$ -	\$ 29,332	\$ 24,781	\$ 23,498	\$ 24,084	\$ 26,121	\$ 26,038	\$ 124,522	\$ -
General Services	-	-	392	-	50	-	-	442	-
Other Identified Sources									
Coleman A. Young Airport	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Department of Transportation	-	-	-	-	-	-	-	-	-
DPW- Street Capital	-	1,465	7,636	-	-	-	-	7,636	-
Building & Safety Environmental	-	2,000	1,000	-	-	-	-	1,000	-
Eastern Market Association	-	2,200	-	-	25,000	8,000	8,500	41,500	4,200

CAPITAL AGENDA SUMMARY BY FUNDING SOURCE

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2012-13	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
Other Identified Sources									
General Services Department	\$ -	-	4,195	105	60	-	-	4,360	-
Public Lighting	-	-	-	-	-	-	-	-	-
Recreation	-	-	-	-	-	-	-	-	50,000
Subtotal	\$ -	\$ 5,665	\$ 12,831	\$ 105	\$ 25,060	\$ 8,000	\$ 8,500	\$ 54,496	\$ 54,200
Other Identified Sources-State TIP									
DPW- Street Capital	\$ -	\$ 100,828	\$ 86,058	\$ 56,829	\$ 60,895	\$ 58,138	\$ 95,446	\$ 357,366	\$ -
Parking System Reserve Fund									
Municipal Parking Department	\$ -	\$ 2,102	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 10,000	\$ 15,750
Private Funds									
Eastern Market	-	3,500	2,000	1,000	3,000	-	12,000	18,000	-
Historical Museum	-	4,500	2,000	300	200	-	-	2,500	-
Detroit Zoological Institute	-	8,300	8,200	9,000	-	-	-	17,200	-
Subtotal	\$ -	\$ 16,300	\$ 12,200	\$ 10,300	\$ 3,200	\$ -	\$ 12,000	\$ 37,700	\$ -
Revenue Supported									
DWSD- Sewerage Department	\$ -	\$ 150,109.0	\$ 205,823.0	\$ 234,911.0	\$ 154,288.0	\$ 83,669.0	\$ -	\$ 678,691.0	\$ 107,245
DWSD- Water Department	-	120,060	149,502	110,765	85,290	62,952	-	408,509	19,211
Subtotal	\$ -	\$ 270,169	\$ 355,325	\$ 345,676	\$ 239,578	\$ 146,621	\$ -	\$ 1,087,200	\$ 126,456
State Transportation Grants									
Department of Transportation	\$ -	\$ -	\$ 10,490	\$ 4,299	\$ 8,773	\$ 1,344	\$ 6,865	\$ 31,772	\$ -

CITY OF DETROIT CAPITAL AGENDA SUMMARY BY FUNDING SOURCE

(in thousands- 000's omitted)

AGENCY NAME	Authorized Unissued **	(Budget) 2012-13	***** 5 Year Capital Plan *****					RECOMMENDED 5- YEAR PLAN	Unprogrammed
			2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
Unidentified Sources									
Building & Safety Environmental	\$ -	\$ -	\$ 1,000	\$ 4,700	\$ -	\$ -	\$ -	\$ 5,700	\$ -
Detroit Zoological Institute	-	-	-	-	-	-	-	-	1,100
Subtotal	\$ -	\$ -	\$ 1,000	\$ 4,700	\$ -	\$ -	\$ -	\$ 5,700	\$ 1,100
GRAND TOTAL	\$ 292,901	\$ 436,189	\$ 560,797	\$ 486,494	\$ 429,719	\$ 304,199	\$ 250,803	\$ 2,032,012	\$ 563,305

** Note: Authorized Unissued column represent bonds that have been approved by the voters, but remain unsold to date. However, for this Capital Agenda period, we are assuming that all bonds previously appropriated have been sold. FY 2008 and 2009 general obligation bonds were not sold due to the city's below investment grade credit rating. The city anticipates selling \$100 million in general obligation bonds in FY 2010-11 using credit enhancements available from Federal and State Programs. This sale is not reflected in the current totals.

AIRPORT



COLEMAN A. YOUNG AIRPORT

AGENCY MISSION

Accelerate the growth of Detroit as a commercial and industrial transportation center. Maximize the Coleman A. Young Airport's economic benefit to our community and region.

CURRENT FACILITIES

General - The Airport Department operates the Coleman A. Young International Airport (renamed in 2003), which encompasses over 300 acres of land, generally bound by Gratiot and Grinnell on the south, Conner on the east, French Road on the west and Mt. Olivet on the north. The Airport Department also holds properties in other off airport areas: a 30-acre parcel to the west, 10-acre parcel to the east and an 11-acre parcel to the south.

Terminals – Approximately sixty seven thousand (67,000) sq. ft. U. S. Auto Rental, rental car operations is located in the main passenger terminal.

The AVFlight Corporation is the primary fixed-based operator (F.B.O.) at the airport. The F.O.B. provides aeronautical services such as aircraft hangaring, fueling, parking, and other general aviation support services. AVFlight leases various facilities at the airport.

Hangars - One hundred eighty two thousand (182,000) square feet in fourteen hangar bays, in which related shop and office space are contained. An eleven thousand five hundred square feet (11,500 sq. ft.) stand alone hangar, and one hundred thirty one (131) total nested T-Hangars (94 small @ 846 sq. ft.; 27 medium @ 944 sq. ft. and 10 large @ 1,649 sq. ft.). Tenants occupy most of the hangars and bays.

Runways and Taxiways - The primary runway Southeast/Northwest (15-33) is

5,090 feet long by 100-feet wide with 5,501 feet available for takeoff with FAA and City of Detroit approval.

-Northeast/southwest (7-25) is 4,026 feet in length by 100 feet wide.

Runways are equipped with parallel taxiway system and turnoffs to facilitate efficient operations.

Apron and Ramp Area – Approximately 69,000 sq. yds. of ramp area for aircraft parking and servicing.

Developable Land - Approximately 15 acres on site and 25 acres adjacent.

Fuel Storage Area and Fuel Farms – Encompasses area of approximately 5,700 square feet of land on which is located three above ground fuel tanks - two of thirty thousand (30,000) gallon capacity containing Jet A fuel, and one of twelve thousand (12,000) gallon capacity containing AV gas - having the cumulative capacity to hold approximately seventy two thousand (72,000) gallons of fuel and related fixtures and equipment used for storing aviation fuels, lubricants and other related aviation products at the airport.

There are three (3) other privately operated fuel facilities at the airport. Two (2) are self fueling operations and the other is a retail self-serve fuel service.

FIVE YEAR HISTORY

During the past five years, Coleman A. Young Airport Department completed projects to enhance the airport operating environment and continued to develop a more customer-focused facility. These projects were funded through federal, state and local grants. Projects include Exhibit A Property Map, South Building Demolition, Rehabilitation of Taxiway A and East End

COLEMAN A. YOUNG AIRPORT

of Runway 7-25, Michigan state Police hangar renovation, security system upgrade, and Land Acquisition under an on-going program. The rehabilitation of parallel Taxiway A for Runway 15/33 is 99% complete financed with block grants. The renovation of the existing DPD hangar used to house the Michigan State Police helicopter was financed with State aviation grants. The security system upgrades were made possible through a Homeland Security Grant of \$1.1 million. This project is part of the Safety and Security program that entailed new airport gate/access control system and new perimeter security and cameras.

The Airport Department began the French Road Land Acquisition Project in 1994 to acquire and relocate the residential or commercial/industrial land uses, and demolish the structures within the areas currently under waivers from the Federal Aviation Administration (FAA). By completing this land acquisition project, the operating environment at the Airport will be in line with FAA airport design standards that require standard runway safety areas and clear zones. It will promote safer operations and more compatible land use around the airport, while reducing the adverse environmental impacts.

Phases I, II, III, and IV of the land acquisition program are 95% complete. The total investment in land acquisition since 1998 is approximately \$12 million. Remaining activity included in Phase V, which completes the project, consists of the acquisition of twenty-five occupied residential properties; vacant parcels and one non-residential commercial property.

PROPOSED FIVE-YEAR CAPITAL PLAN

Coleman A. Young Airport Department's proposed five-year plan focus is on the shared vision of NEXT Detroit. We are upgrading the existing facilities and equipment; safety and security; and continuing implementation of the Airport Master Plan. This capital plan also captures an opportunity to realize a return on investment of local spending.

The goal of the Airport Master Plan/Gateway Plan is to develop an aviation environment that results in compatible land use, optimizing the strategic location of the Coleman A. Young Airport to promote air trade from a National, State and Local perspective.

An issue facing the Coleman A. Young Airport Department is to have standard runway safety areas in place. We are adversely affected by this FAA requirement because the Coleman A. Young Airport may end up with an even shorter runway than what currently exists. If this happens, we will be unable to meet the aviation needs of our present customers and eliminate the possibility of airline service at the airport. The projects included in the Master Plan/Gateway Plan will help alleviate this issue with:

- a) A 5,000 to 6,500 feet replacement runway. This runway will allow existing Runway 15-33 area to be redeveloped for revenue generation. We will maximize the area available between the replacement runway and Van Dyke Ave. for new terminal and other commercial development. The proposed plan may require railroad lines south of the airport to be relocated and some industrial development along Grinnell and Gratiot to be acquired and relocated.

COLEMAN A. YOUNG AIRPORT

The replacement runway alternative reduces the need for the relocation of Van Dyke Ave, and increases the possibility of reopening East McNichols Rd, maximizes the use of the Mini-take area for future airfield development and provides for adequate Federal Aviation (FAR) Part 77 clearance of the Daimler Chrysler facility. The exact location and runway length for development will be determined after more detailed study and coordination with the FAA.

- b) Construction of new T-hangars.
- c) Replacement of cargo apron.
- d) Airport will continue the land acquisition program to facilitate safety areas and clear zones.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

As the Airport District grows, we will develop the staff and equipment to work in conjunction with any City department where there is an opportunity for synergy. We can support the functions of the General Services, Recreation, Fire and Police Departments by supporting services to adjacent community geographical areas. Coleman A. Young Airport is a unique point of service because our location borders these three areas. This is a prime example of our strategic location.

GOALS FOR CAPITAL PROGRAM

1. Capacity Enhancement – There is a need for increasing aviation capacity throughout the nation and the Detroit Metroplex to combat congestion and the associated domino effects such as delay, higher operating costs and safety.
2. To improve Competition – Airfares in this region continue to be high due to a counter competitive environment and hub domination by a single carrier.

3. To improve safety at the airport through updating existing airport equipment and facilities while providing an airport that is modern and integrated into the needs of the local community.
4. To foster environmentally friendly and compatible land use in the Airport community.
5. Promote jobs and economic development in the City of Detroit and Southeast Michigan.
6. Promote aviation and the business/career opportunities available in the aviation industry.
7. To achieve a financially self-sufficient airport operation.

RATIONALE FOR CAPITAL PROGRAM

The Capital Improvement Program for the Coleman A. Young Airport is designed to meet the mission of the Airport Department by enhancing the amenities to our community, the traveling public, business community and recreational pilots. By leveraging local investment we will ensure that our youth receive good education, career development, and job opportunities. Coleman A. Young Airport is vital to the City, State and National transportation infrastructure and a key component in attracting more jobs and economic opportunities to our community.

Customers in the Detroit region will benefit from the presence of an Airport that trains and educates, is safe, provides high quality service and has a position as a “special and desirable” place to be in Detroit. We will realize our vision.

Modernization

For over seventy-five (75) years, Coleman A. Young Airport has contributed to the economic vitality of the City of Detroit by serving as an on-off ramp to the nation’s aviation system. It was the primary air carrier airport for this region until the post

COLEMAN A. YOUNG AIRPORT

WWII era when the major airlines left Coleman A. Young Airport to serve Willow Run Airport, which had longer runways. Instead of modernizing Coleman A. Young Airport, a decision was made to upgrade the facilities at Willow Run for passenger service. No investment of the level needed to modernize Coleman A. Young Airport has occurred since WWII and the facility adjusted by hosting the greatest concentration of corporate aircraft during the fifties and continues to the present day to have solid corporate and private activity.

Unfortunately, modern design standards cannot be met at this community asset due to land constraints and this leads to under-utilization. Coleman A. Young Airport operates under several waivers issued by the FAA. We are committed to removing these waivers and thus formulated this Airport Improvement – Gateway Plan.

Air Service Development

In recent years, attempts to restore air service have yielded mixed results because of the constraints associated with a facility built for aviation in the Nineteen Thirties (1930's) (propeller), servicing aircraft of the Seventies (1970's) and Eighties (1980's) (jets). From 1988 to 1993 Southwest Airlines and several small regional carriers served more than 3.5 million passengers. That is evidence of a pent up demand for service at Coleman A. Young Airport. Facility constraints restrict the ability to build the market.

New carriers, in general, experience difficulty entering the Detroit market because of the dominance of a single carrier and limited gate availability. The market's dominant carrier recently constructed a new terminal at its fortress hub, Detroit Metropolitan Airport, which should have increased gate capacity at the facility.

However, an entire terminal was shut down and plans are to demolish some of the concourses and eliminate excess gate capacity. Limited gate capacity and other non-competitive practices have kept airline fares at a premium in the Detroit market.

The City of Detroit Airport Department studied the benefits of modernizing Coleman A. Young Airport and found there is great potential to attract and serve over three (3) million passengers and over two hundred thousand (200,000) aircraft operations on an annual basis thereby increasing aviation capacity in Southeast Michigan and the nation. Over fifty percent (50%) of the metropolitan area's population reside closer to the Coleman A. Young Airport than to the local hub airport. Introduction of air service, especially low cost carrier (LCC) service to high yield business centers will stimulate the aviation market and expand it by introducing greater travel choices.

Economic Development

Modernizing Coleman A. Young Airport will stimulate private investment; create permanent jobs and will generate over \$65 million dollars in annual economic impact to Detroit and the airport's surrounding communities.

The Airport Gateway District will serve as a hub of activity fostering spin-off economic development along Gratiot, Van Dyke, and Conner Avenues and along East McNichols Road.

It will allow the City of Detroit to return large sections of City owned land to the property tax rolls by creating value in the property surrounding the Coleman A. Young Airport and promote commercial and industrial development. Studies show that areas around public transportation related

COLEMAN A. YOUNG AIRPORT

developments such as transit stations and airports readily attract private investment. Investment and modernization will also support and encourage local grass root efforts such as The Conner Creek Greenway Initiative and CitiPort Industrial Park Plan. Both of these projects enlist local partners within the residential, commercial and industrial community. We have a community, within a one-mile radius of Coleman A. Young Airport that is rich with recreational, educational and commercial assets. The Greenway and additional developments will connect these “islands” and synergize our impacts.

Environmental improvements associated with the Gateway Development include reduced vehicle travel times to access air service, reductions in air pollution, noise impacts and traffic congestion.

COLEMAN A. YOUNG AIRPORT

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

The following is a narrative description of the development projects that make up Coleman A. Young Airport Department's five-year Capital Improvement Program.

LAND ACQUISITION

Airport will continue the land acquisition program to facilitate safety areas, clear zones and the ultimate replacement of the existing runway. This project was undertaken to clear an area along French Road that is within 750 feet of and parallel to the centerline of runway 15-33. Land Acquisition Phases I through IV and building demolition (including DeLasalle) is the continuation of a program that began in 1994, and is required by the FAA, to clear the primary surface and building restriction line for existing runways. Phase V and beyond will position Coleman A. Young Airport Department as a revenue-producing economic center attracting new aviation services and land lease agreements such as the DaimlerChrysler buy leaseback agreement. As of 2011 reimbursement request(s) of approximately \$3.5 million for land acquired using funds advanced by the City of Detroit is pending at the FAA. The department plans to reinvest those funds into the project upon receipt.

French Road to Gilbo

Complete the acquisition of land west of French Road to meet current FAA Part 77 surface clearance requirements for runway 15-33. This safety-related land acquisition will enable the closure and removal of French Ford, thereby reducing the chance of vehicle/pedestrian deviations onto the runway. * Federal Aviation Grants include Discretionary grants and \$150,000 Federal Entitlement grants.

2014-15	\$5,000,000	Aviation Grants – Federal*
	131,579	Aviation Grants – State
	131,579	General Obligation Bonds- Unprogrammed

French- Lynch Road Area Acquisition

Purchase of land in the Northwest quadrant of the French-Lynch Road turn needed for existing runway 15-33 Part 77 clearance.

2015-16	\$3,775,000	Aviation Grants – Federal Apportionment
	10,000,000	Aviation Grants – Federal Discretionary
	362,500	Aviation Grants – State
	362,500	General Obligation Bonds- Unprogrammed

COLEMAN A. YOUNG AIRPORT

AIRFIELD IMPROVEMENTS

The Airfield Improvement Program ensures compliance with FAA standards and undertakes projects to modernize the Airport facility to make it competitive and profitable in the airport industry. Projects include updating the Airport Layout Plan, determining whether the existing runways comply with FAA safety area standards and repairing and/or removing severely deteriorated pavements. The viability of relocating a rail line at the south of the Airport will be assessed along with the environmental impact of a new runway. A new 5,700-foot runway, as well as, new heliport and cargo areas will be constructed at Coleman A. Young Airport Department. A parallel replacement runway is part of the 15-year capital plan for the airport.

Partial ALP update, Including 2003 RSA Study Update

Complete partial update to Airport Layout Plan (ALP). The 2003 Runway Safety Area (RSA) Study, as it relates to Runway 15-33, will be updated to account for any changes in FAA RSA requirements and current Engineered Material Arresting System (EMAS) technology.

2013-14	\$95,000	Aviation Grants – Federal Entitlement
	2,500	Aviation Grants - State
	2,500	Cash Capital

Standby Engine/Generator for Airfield Lighting

Purchase new 300+/- kilowatt standby engine/generator to maintain the operational integrity of airfield lighting in the event of a power failure. The current unit, donated by the City approximately 20 years ago, has sustained irreparable damage.

2013-14	\$243,500	Aviation Grants – Federal Apportionment
	6,400	Aviation Grants - State
	6,400	Cash Capital

Airport Master Plan

Master Plan study to include Master Planning elements in accordance with Paragraph 406 of FAA Order 5100, 38C, as will be determined at the time the Master Plan scope is developed. An Airport Layout Plan (ALP) has been prepared and has been in an agency review process since 2009, but did not include a Master Plan study in support of the ALP.

* Federal Aviation Grants include Discretionary grants and \$150,000 Federal Entitlement grants.

2014-15	\$712,500	Aviation Grants – Federal*
	18,750	Aviation Grants - State
	18,750	Cash Capital

COLEMAN A. YOUNG AIRPORT

Construct New Cargo Area, Apron and Entrance Road

The airport's current cargo area, in the southwest area of the airport, will be eliminated by construction of the replacement runway. This project will enable the airport to replace the air cargo area to an area fronting on Lynch road.

2014-15	\$3,059,000	Aviation Grants – Federal Discretionary
	80,500	Aviation Grants - State
	80,500	General Obligation Bonds- Unprogrammed

Closure of French Road and Infrastructure Removal

After completion of land acquisition close French Road to clear the FAR Part 77 surface for existing Runway 15-33. The removal of French Road (and side streets) infrastructure will make the acquired land physically a part of airport property. This safety related road closure/removal will reduce the chance of vehicle/pedestrian deviations onto runway 15-33. * Federal Aviation Grants include Apportionment grants and \$150,000 Federal Entitlement grants.

2016-17	\$1,139,75	Aviation Grants – Federal*
	2,000,000	Aviation Grants – Federal Discretionary
	82,625	Aviation Grants – State
	82,625	General Obligation Bonds

Rehabilitate Runway 15-33 (5,090' x 100')

The last rehabilitation of Runway 15-33 was in 1998. The 2005 Pavement Condition Index (PCI rating for the runway was 90. It will receive a new PCI in 2011 or 2012. It is anticipated that the runway will need rehabilitating in 2017. Because this is the airport's primary runway and when it is shut down, the airport is essentially shutdown, the runway rehabilitation is anticipated to be 4" mill and pave. * Federal Aviation Grants include Discretionary grants and \$150,000 Federal Entitlement grants.

2017-18	\$4,631,250	Aviation Grants – Federal*
	121,875	Aviation Grants – State
	121,875	General Obligation Bonds

COLEMAN A. YOUNG AIRPORT

Engineered Material Arresting System (EMAS) for Runway Safety areas (RSA)

It is known that Runway 15-33 Runway Safety Areas (RSAs) do not meet current FAA standards. The RSA study update to be conducted in 2013 will determine the best method of achieving RSA compliance, which may or may not be the use of Engineered Material Arresting System (EMAS). However, to address the probability of using EMAS, it is included as part of the 2017 runway rehabilitation project.

2017-18	\$14,250,000	Aviation Grants – Federal Discretionary
	375,000	Aviation Grants - State
	375,000	General Obligation Bonds

SAFETY & SECURITY

The Safety & Security Program is an on-going program that enables City of Detroit Airport Department to meet Federal Aviation Administration (FAA), Transportation Security Administration (TSA) regulatory and design standards as well as enhance homeland security. Mechanisms to discourage acts of terror and mitigate emergencies include back up auxiliary power, supplemental apron lighting and improved screening for drugs, chemicals and explosives.

Construct New Cargo Area- building and Parking Lot Construction

Construction of a multi-tenant cross dock will assure the usability of the cargo area.

2015-16	\$1,900,000	Aviation Grants – Federal Discretionary
	50,000	Aviation Grants – State
	50,000	General Obligation Bonds- Unprogrammed

BUILDINGS & GROUNDS

The Building and Grounds Program is an on-going endeavor to ensure that Airport infrastructure is responsive to the airport industry and supportive of Airport operations. The completion of these projects will create lease space, improve aesthetics promote a cleaner environment, enhance user amenities and ultimately increase the revenue generation capacity of the Airport.

COLEMAN A. YOUNG AIRPORT

Airport Signage Improvements- Replace Runway 15-33 Distance Remaining Signs, Fence Security Signage

Upgrade/replace DRM on Runway 15-33. The current signs are approximately 20 years old. Add/replace airport security signs on perimeter fence.

2013-14	\$55,000	Aviation Grants – Federal Entitlements
	87,500	Aviation Grants – Federal Apportionment
	3,750	Aviation Grants – State
	3,750	General Obligation Bonds- Unprogrammed

T- Hangar Site Preparation and Taxistreets

Prepare site for T-Hangars

2015-16	\$1,386,000	Aviation Grants – State
	154,000	General Obligation Bonds- Unprogrammed

T-Hangar Construction

Construct GA T-hangars to replace Conner T's (part 77). This project will result in a reduction in funding for operations due to a decrease in maintenance expenses.

2015-16	\$2,655,000	Aviation Grants – State
	295 000	General Obligation Bonds- Unprogrammed

COLEMAN A. YOUNG INTERNATIONAL AIRPORT

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed	
									2013-14	2014-15	2015-16	2016-17	2017-18		
Land Acquisition	M	U	NOI	NSI		A.G.- Fed A.G.- State G.O.	\$ 5,000		\$ 5,000	\$ 13,775					\$ 494
Airfield Improvements	N	P	RF	RSI		A.G.- Fed A.G.- State C.C. G.O.	4,810	\$ 338	3,772		\$ 3,140	\$ 18,881			
Safety & Security	N/M	P	NOI	NSI		A.G.- Fed A.G.- State G.O. C.C.	4,000			1,900	50				50
Buildings & Grounds	M	P	RF	RSI		A.G.- Fed A.G.- State G.O. C.C.	3,000	143	4		4,041				453
TOTALS							\$ 16,810	\$ -	\$ 502	\$ 9,021	\$ 20,129	\$ 3,305	\$ 19,875	\$ -	1,078
Funding Source Summary:															
General Obligation Bonds						G.O.	\$ 16,810	\$ -	\$ -	\$ -	\$ -	\$ 83	\$ 497	\$ -	1,078
Aviation Grants						A.G. Federal A.G. State Subtotal	- - \$ -	- - \$ -	481 13 493	8,772 231 9,002	15,675 4,454 20,129	3,140 83 3,222	18,881 497 19,378	- - \$ -	-
Cash Capital						C.C.	-	-	9	19	-	-	-	-	-
Other Sources						O.S.	-	-	-	-	-	-	-	-	-
GRAND TOTAL							\$ 16,810	\$ -	\$ 502	\$ 9,021	\$ 20,129	\$ 3,305	\$ 19,875	\$ -	1,078

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

DETROIT INSTITUTE OF ARTS



DETROIT INSTITUTE OF ARTS

AGENCY MISSION

The Detroit Institute of Arts collects and holds in trust for the people of Detroit, Michigan, and the world, examples of the highest quality of fine arts from all times and cultures throughout the world.

CURRENT FACILITIES

The Detroit Institute of Arts (DIA) ranks among the top art museums in the United States. It contains an encyclopedic art collection of over 60,000 objects. The museum is housed in an approximately 650,000-square feet (sq. ft.) building on 11.5 acres in Midtown. The museum is near the junction of two major interstate highways, located close to downtown Detroit.

In 1966 and 1971 the South and North Wings, respectively, were added to the original Main (Cret) Building which was designed by Paul P. Cret in 1927. The building was designed and is maintained for the presentation of the collections, public accessibility, responsible collection maintenance, and as space for educational programs and events. The first and second floors of the Cret Building and the North and South Wings, and the third floor of the South Wing are principally gallery and public spaces. The third floor of the North Wing is used for staff offices. Space uses in the basement include collection storage rooms, kitchens, materials storage, photo lab and mechanical systems. The collection occupies approximately 44% of the building.

Major facilities within the building include an 8,500-sq. ft. research library, a 10,000-sq. ft. Conservation Services Laboratory, a 1,200-seat auditorium, 380-seat lecture hall, museum shop, two restaurants, and staff offices.

RECENT HISTORY

In Fiscal Year 2000-01, the museum launched its Master Plan Project for the renovation, remediation and expansion of the museum, with a 35,000 sq. ft. addition to the South Wing. The Master Plan included the following major elements: Conservation Services Laboratory renovation; construction of a new kitchen, server and dining facility; replacement of the Woodward Entrance stairs; replacement of all exterior windows; installation of new basement and attic air handlers, along with rerouting the air distribution system; addition of a 4th chiller and cooling tower, total remediation/renovation of the North and South Wings (including replacement of the exterior facades of the wings; flooring over the open courts; replacing/upgrading electrical and mechanical systems; and the complete re-installation and re-interpretation of the art collections.



The Master Plan was essentially completed by the end of FY 2007-08, with some items carrying over into FY 2008-09. Total cost was approximately \$170 million.

In the past year with the support of General Obligation Bonds, the DIA has installed a public address and wireless access system, initiated restoration of the exterior stairs for the DFT, and renovated the DFT lower level and Crystal Gallery windows. With support from a HUD grant, the DIA is completing a project to repair/replace the roof.

DETROIT INSTITUTE OF ARTS

PROPOSED FIVE-YEAR CAPITAL PLAN

Our proposed five-year capital plan includes bond funding of \$30 million. The projects include several items which could not be accommodated within the Master Plan project funding, or have subsequently arisen. These



items include a number of projects to upgrade museum safety and security, exterior building and grounds projects to repair/restore existing facilities, interior improvements to gallery spaces and lighting, and infrastructure improvements to complete work started with funds from the 2013 budget.

In addition to these specifically identified items, there is a need for maintenance capital

to ensure that the building and grounds are properly maintained.

GOALS FOR CAPITAL PROGRAM

1. Improve life safety/ADA compliance and security for the museum collection
2. Increase program area and replace systems at the end of their service life
3. Maintain system reliability and flexibility
4. Provide cost effective operation and reduce maintenance requirements

RATIONALE FOR CAPITAL PROGRAM

The proposed capital spending will address a number of items which were not within the scope of the Master Plan. These projects will enhance the protection of the collection, building functionality, visitor comfort and safety, as well as overall facility aesthetics.

After completing the Master Plan renovation, it is important that the facility continue to be maintained in a manner which will preserve it for generations to come and will continue to attract a larger and more diverse audience.

DETROIT INSTITUTE OF ARTS

DIA 5-Year Capital Expenditure Plan

Safety & Security

	Millions
Upgrade Cret Building Fire Detection - VESDA System	\$ 0.7
Emergency Generator	1.0
Museum Security Enhancements	0.6
Parking Lot Lighting and Logistical Enhancements	0.5
Subtotal	\$ 2.8

Exterior

Remediate Underground Parking Garage*	\$ 10.0
Clean Cret Building Exterior Marble	1.8
Complete Woodward Circle Driveway and Plaza	3.4
Landscaping & Wayfinding Improvements	0.5
Restore Woodward Iron Gates	0.2
Subtotal	\$ 15.9

Interior

Complete Asian and Ancient Near East Galleries	\$ 2.5
Build-out 3rd Floor Addition in South Wing	0.8
Renovate Knight and Treehouse Galleries	0.8
Upgrade Gallery Lighting	1.0
Install Family Room	0.3
Renovate Crystal Gallery Kitchen	0.2
Subtotal	\$ 5.6

Infrastructure

Replace Air Handlers, Pumps, Electrical (complete work started in 2013 budget)	\$ 1.5
All Other	\$ 4.2
Grand Total	\$ 30.0

* The estimated DIA share of construction of a new parking deck or remediation of the underground parking

9-21-12

DETROIT INSTITUTE OF ARTS

Projects	* Status	** Timeline	*** on Budget	**** on Staffing	***** on Budget \$	Source	Unissued	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
<u>SAFETY & SECURITY</u>														
Upgrade Cret Bldg Fire detection-Vesda System	M	P	NOI	NSI		G.O.	\$ 700					\$ 700		
Emergency Generator	M	P	NOI	NSI		G.O.	1,000					1,000		
Museum Security Enhancements	M	P	NOI	NSI		G.O.	600					600		
Parking Lot Lighting and Logistical Enhancements	M	P	NOI	NSI		G.O.	500					500		
<u>EXTERIOR</u>														
Remediate Parking Garage	M	P	NOI	NSI		G.O.	7,000							\$ 10,000
Restore Cret Building Exterior Marble	M	P	NOI	NSI		G.O.	3,400							3,400
Woodward Circle driveway/plaza	M	P	NOI	NSI		G.O.	1,800							1,800
Landscaping/Wayfinding Imp.	M	P	NOI	NSI		G.O.	500					\$ 500		
Restore Woodward Iron Gates	M	P	NOI	NSI		G.O.	200						200	
<u>INTERIOR</u>														
Complete Galleries- Islamic, Asian, Ancient Near East	M	P	NOI	NSI		G.O.	2,287							2,500
South Wing 3rd Floor Addition	M	P	NOI	NSI		G.O.	800							800
Renovate Galleries- Knight/Treehouse	M	P	NOI	NSI		G.O.								800
Upgrade Gallery Lighting	M	P	NOI	NSI		G.O.	1,000							1,000
Install Family Room	M	P	NOI	NSI		G.O.								300
Renovate Crystal Gallery Kitchen	M	P	NOI	NSI		G.O.								200
<u>INFRASTRUCTURE</u>														
Electrical	M	O	NOI	NSI		G.O.	1,500						1,500	
Other						G.O.								4,200
TOTALS					\$ -		\$ 21,287	\$ -	\$ -	\$ -	\$ -	\$ 2,800	\$ 2,200	\$ 25,000
Funding Source Summary:														
General Obligation Bonds					G.O.		\$ 21,287	\$ -	\$ -	\$ -	\$ -	\$ 2,800	\$ 2,200	\$ 25,000
GRAND TOTAL							\$ 21,287	\$ -	\$ -	\$ -	\$ -	\$ 2,800	\$ 2,200	\$ 25,000

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

BUILDINGS AND SAFETY ENGINEERING & ENVIRONMENTAL



BUILDINGS, SAFETY ENGINEERING & ENVIRONMENTAL

AGENCY MISSION

The Buildings, Safety Engineering and Environmental Department (BSEED) safeguards public health, safety and welfare by enforcing construction, property maintenance, environmental compliance and zoning codes, which will preserve and enhance property values and promote a quality of life to make Detroit a preferred place to reside and conduct business.

CURRENT FACILITIES

BSEED occupies the entire fourth floor inside the Coleman Young Municipal Center located in downtown Detroit.

FIVE YEAR HISTORY

BSEED has established numerous partnerships with state and federal regulators to address environmental concerns and brownfield redevelopment within the City of Detroit. One of which was the Redevelopment of Urban Sites (REUS) Team. Working with this collection of city agencies, state and federal regulators, BSEED has: 1) provided technical environmental services to prepare land for reuse and redevelopment and developed innovative ways to address assessment and clean-up of re-development properties; 2) mitigate risk and liability associated with real estate transactions; and 3) trained city employees in environmental compliance with applicable state statutes and federal regulations. The division participated in technical assistant programs administered by both the Michigan Department of Environmental Quality (MDEQ) and United States Environmental Protection Agency (USEPA), which provided assistance via environmental site assessment and cleanup activities of brownfield sites. BSEED continues to develop procedures to address the Detroit Riverfront development effort, as well as the inventory of City owned property. Furthermore, BSEED continues to

implement a coordinated and comprehensive environmental policy that addresses floodplain protection and shoreline rehabilitation.

BSEED actively participates in state and federal policy initiatives designed to address brownfield re-use and re-development. BSEED has successfully leveraged funds from state and federal grant and loan programs with local dollars to prepare brownfield sites for re-use and re-development. Over the last ten years the City has received approximately \$105 million in grant funding from the State of Michigan. During that same period the federal government contributed over \$17 million dollars in the form of removal actions, time-critical remedial activity and other remedial actions including site assessment grants and revolving loan funds. These clean-up efforts have resulted in over \$400 million dollars in investments in the re-use and re-development of brownfield sites.

BSEED has participated in the following list of major development projects, by providing technical assistance and oversight of environmental site characterization, site cleanup, site remediation and/or site preparation.

Residential Developments:

East Riverfront Development – Detroit Riverfront Conservancy/William G. Milliken State Park & Harbor/Dequindre Rail Line):

This 100 plus acre site has been designated for mixed use residential, commercial, and recreational redevelopment. Approximately \$2 million has been leveraged for site assessment and remedial related activities and associated due diligence process. In addition, \$500,000 will be leveraged for storm water management control

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alternatives and additional environmental assessment related activities.

Jefferson Village:

The proposed 400 single-family housing development is located on Detroit's east side. Final acquisition and infrastructure upgrades were completed in 2002. Home construction has begun. BSEED continues to provide technical assistance regarding impacted soils and in the rehabilitation of the Harding Canal located in the project area.

Harbor Hills:

The Harbor Hill Condominium Community is a \$39 million project consisting of 256 condominiums on the 23 acre site. BSEED provided technical assistance and leveraged \$200,000 through MDEQ's Brownfield Redevelopment Assessment program.

Nailah Commons:

The Nailah Commons residential development project is located at 710 E. Ferry off I-75. BSEED provided technical assistance and leveraged \$64,000 through MDEQ's Area-Wide Detroit Brownfield Redevelopment Project for Underground Storage Tank removal and removal of contaminated soil and \$17,000 through the Detroit Wayne County Port Authority United States Environmental Protection Administration assessment grant for environmental assessments.

Corktown Housing LLC:

North Corktown Single Family residential development is a \$3,967,964 project consisting of 19 single-family homes and 10 town homes located in southwest Detroit. BSEED continues to provide technical assistance and leveraged \$12,000 through MDEQ's Area-Wide Detroit Brownfield Redevelopment Project for environmental assessments.

Pocket Parks:

This seven-parcel project consists of the development of pocket parks throughout the residential neighborhoods located in southwest Detroit. BSEED provided technical support and leveraged \$6,000 through MDEQ's Area-Wide Detroit Brownfield Redevelopment Project for environmental assessments.

Far Eastside Project:

This 1200-acre project consists of the development of residential housing throughout Detroit's eastside, as well as, commercial redevelopment on properties within the City Cluster 1, 2, 3, 4, 5, 6, and 9 Boundaries. BSEED provides technical support and leveraged \$600,000 through MDEQ's Site Assessment Grant for environmental assessments.

Industrial & Manufacturing

Developments: Industrial and manufacturing developments include all production-type developments. Several of these projects are auto-related facilities. Most of these developments are located near Detroit's railroad corridors and located in the federally-designated Empowerment Zone or in the State-designated Renaissance Zones. These sites generally require some form of remedial response and demolition of buildings before the development can commence.

Gateway Building/Park-Rite Site, 1101 & 1119 Washington Blvd:

The proposed use for this site is commercial and transit use. BSEED provided technical assistance and leveraged approximately \$62,000 through MDEQ's Brownfield Redevelopment Assessment for environmental assessments.

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Highland Park Ford Motor Company Assembly Plant, 91 Manchester

The proposed use for this site is commercial and transit use. BSEED provided technical assistance and leveraged approximately \$84,000 through MDEQ's Brownfield Redevelopment Assessment for environmental assessments.

5780 Chene Site, 3601 McDougall, 10540 Shoemaker:

These three sites contain underground storage tanks and contaminated soils. BSEED provides technical assistance and leverage approximately \$400,000 through MDEQ for removal of underground storage tanks (USTs) and contaminated soil remediation.

Globe Building Site, 1801 E. Atwater:

This 1.5-acre site has been designed for mix residential and commercial redevelopment. BSEED provides technical assistance and leverage approximately \$250,000 through USEPA and MDEQ for remediation of contaminated soils.

10750 W. Grand River, Former Sears Site:

This six-acre site has been designated for commercial redevelopment. BSEED provides technical assistance and leveraged \$800,000 through MDEQ and USEPA grants for UST removal and remediation of contaminated soils.

406 E. State Fair:

The proposed development for this site is for commercial use. BSEED provided technical assistance and leveraged \$7,000 through MDEQ's Area-Wide Detroit Brownfield Redevelopment Project for environmental assessments.

3439 Woodward:

The proposed development for this site is for commercial use. BSEED provides technical assistance and leveraged \$19,000 through MDEQ's Area-Wide Detroit Brownfield Redevelopment Project for environmental assessments.

Firehouse Museum:

This proposed Firehouse Museum consists of nine parcels on Michigan Ave & Cook St in southwest Detroit. BSEED provided technical assistance and leveraged \$19,000 through MDEQ's Area-Wide Detroit Brownfield Redevelopment Project for environmental assessments.

Mt. Elliot Parcels:

The proposed redevelopment plans for seven parcels on Mt. Elliott Avenue off of Iowa St on the Detroit's eastside consists of a job training center and museum. BSEED provides technical assistance and leveraged \$38,000 through MDEQ's Area-Wide Detroit Brownfield Redevelopment Project for environmental assessments and hazardous substance removal.

Lawndale Parcels:

The proposed commercial development is located on three parcels in southwest Detroit. BSEED provides technical assistance and leveraged \$3,000 through MDEQ's Area-Wide Detroit Brownfield Redevelopment Project for environmental assessments.

9191 W. Fort St:

The proposed commercial development is located in southwest Detroit. BSEED provided technical assistance and leveraged \$21,000 through MDEQ's Area-Wide Detroit Brownfield Redevelopment Project for environmental assessments.

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3011/3033 Russell:

This site is being marketed for Commercial usage BSEED provides technical assistance and leveraged \$27,000 through MDEQ grants for UST removal and remediation of contaminated soils.

850 Oakman (Focus Hope):

Focus Hope proposes to redevelop the historic “Yellow Pages” building (882 Oakman) by removing and remediating the adjacent blighted and deteriorated industrial building at 850 Oakman. BSEED provides technical assistance, oversight, and leveraged \$350,000 through EPA grants for site clean up and building demolition. BSEED is receiving payment for the Focus Hope Revolving Loan that will be reinvested into the community and used to conduct site assessment and clean up activities within the City of Detroit.

Welcome Center:

BSEED provided technical assistance and leveraged \$500,000 through MDEQ grants for remediation of contaminated soils.

6051 Hastings (Carter Color Coat):

This site is being marketed for light industrial usage. BSEED provided technical assistance and leveraged \$622,000 through USEPA grants for environmental assessments, remediation of hazardous material. BSEED leveraged \$100,000 through MDEQ for UST removal and remediation of contaminated soil.

Sustainable Redevelopment – East River Front Development:

BSEED received \$100,000 grant from USEPA to conduct sustainable development study and develop a Best Management Practices (BMPs) Plan. This will assist DEGC in developing River Front properties in sustainable manner and reduce pollution into the environment. BSEED provides

technical assistance on Sustainable Redevelopment practices.

DNRE Detroit UST Cleanup:

The former gas stations at 3445 W. Warren, 14241 E. Warren, 8727 Petoskey, and 665 E. Philadelphia were recommended to BSEED by MDEQ. The proposed developments for the properties are for commercial use. BSEED is providing technical assistance and leveraged \$386,000 through MDEQ grants for environmental site assessments, UST removal and removal of contaminated soil.

I-94 Industrial Park:

This area is being developed into light industrial. BSEED provides technical assistance and leveraged \$1,515,000 through MDEQ grants for remediation of contaminated soils and demolitions.

Detroit Coke/Springwell Subdivision:

BSEED provides technical assistance and leveraged \$1 million through a MDEQ grant for site assessment activities and contamination delineation. BSEED also provides oversight to the “Responsible Party” Final Remedial Action and Remedial Assessment (Phase I and II Remedial Investigations).

In FY 2005-06, BSEED secured funding (\$8 million) for demolition through the CMI Bond Fund from MDEQ. Demolition and remediation of the site were completed in 2006 and the site was made ready for redevelopment.

Eastern Market:

USEPA provided a grant to BSEED in an amount of \$200,000 in FY 2008-2009. The grant was to perform site assessments on parcels within Eastern Market with the potential for redevelopment. The work continues after receiving an extension from

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USEPA until 2012. EPA grant will be closed by the end of 2012.

East Riverfront:

In order to facilitate development in this area, assessment activities on 25 parcels were done. This project was completed in cooperation with Wayne County Brownfield Authority. The 25 parcels are proposed by McCormack Baron Salazar of St Louis, Missouri for mixed commercial and residential development. BSEED will use \$55,000 of USEPA grant to fund initial geophysical survey and test pit investigation during 2012. Wayne County will provide an additional grant of \$150,000-200,000 to conduct environmental assessment until 2014.

Fredrick Douglass Homes

The site consists of 14 vacant buildings and structures located at 2701 Chrysler Service Drive (west side of I-75). DHC is seeking a USHUD Emergency Grant to demolish the vacant and blighted buildings and structures in 2013 and 2014. BSEED assisted with DHC's grant application (approximately \$10 million).

City-Owned Development Sites-PDD

USEPA Technical Assistance:

With USEPA technical assistance, BSEED performed heavy metals tests at 2915 W. Hancock, Euclid St. Townhomes, Eastern Market- South Phase, Parcel #4, Riverbend Site-Parcel 492, and 19159 John R.

ADDITIONAL SITES:

In addition to the above projects, BSEED has facilitated with the assessment and clean-up of the following properties and prepared them for re-use and redevelopment:

Alpine Site
9000 Alpine

Federal Reserve Bank
5780 Federal

Piquette
65 Piquette

Woodward UST Site
17105 Woodward

Kercheval UST Site
8852 Kercheval

14th Street UST Site
2847 14th Street

State Fair Dry Cleaner
1103 State Fair

239 Erskine Street
253 Erskine Street
2284 Erskine Street

71 Garfield Avenue
74 Garfield Avenue

52 East Forest Avenue
66 East Forest Avenue

Piquette Square Apartment
WSU Development Site 1

Chene West Development
2122 E. Atwater Street

Cass Plaza & Davenport Apartment

Manhattan Apartment
3942-2972 Second Avenue and
2943-61 Second Avenue)

Tireman & Epworth Properties
at 5943 Tireman Avenue
(Crosswinds Communities, Inc properties)
Tireman Associates' project

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Vacant Building Properties
at 6511 Epworth,
(Crosswinds Communities, Inc. property),
Tireman Associates' project

Gardenview Estate Phase 1 Parcels

Gardenview Estate Phase 2A Parcels

Gardenview Estate Phase 2B Parcels

Former Detroit Elevator Company
(1938 E. Franklin Street)

5716 Michigan Avenue

4830 Cass Avenue
(UrbCamCom/WSU I) Development

Beethoven Apartment

Federal Reserve Building
(160 W. Fort Street)

Piquette Veterans Building
(285 Piquette Square Avenue)

Corktown Area 2 –
3331 & 3401 Trumbull
3305 Trumbull
(1500 Ash Street)

1941 Pine Street
(Corktown Area 3 Townhome Project)

Northeast Guidance Center
(2920, 2950, 2970 Conner Avenue and
2912, 2916 and 2922 Anderson Street)

Conner Creek Village (4777 East Outer
Drive)
Woodbridge/Jeffries East Development

Six Lots on West Warren and Rosa Parks
Blvd.

1015 Spruce Street

Euclid Street Redevelopment Area

St. Joseph Senior. Village

3105 Carpenter Street

PROPOSED FIVE YEAR CAPITAL PLAN

One of the major issues in the redevelopment of urban areas is the environmental assessment and clean-up (if needed) of the property. Through the Brownfield Redevelopment Program, contaminated properties are identified, assessed, and cleaned in preparation for new businesses and residential developments. These site preparation activities are necessary on the majority of large development projects and to close the financing gap between development on a brownfield as opposed to a greenfield site.

Cornerstone Estates:

The project consists of the redevelopment of the former Jeffries East public housing development in Detroit. Demolition of the original 252 units was completed in 2008. The redevelopment, scheduled to be completed in 2012, will result in a \$46.2 million, 180-unit complex called Cornerstone Estates, east of the Lodge Freeway, on Martin Luther King Jr. Boulevard and Fourth Street.

Gardenview Estates:

The project consists of the redevelopment of the former Herman Gardens public housing development in Detroit. Demolition of the original 2,144 apartment units was completed in 1997. The redevelopment of this residential project consists of 496 rental units and 424 homeownership units called Gardenview Estates bounded by Joy Road

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(north), Southfield Freeway (west), Tireman Avenue (south), and Asbury Park (east). The site is scheduled to be completed in 2012 at a cost of \$79.0 million.

Uniroyal:

The project consists of the remediation and redevelopment of the 43-acre former Uniroyal site located at in Detroit's East Riverfront District, bounded by Jefferson Avenue (north), MacArthur Bridge (east), Detroit River (south) and Meldrum Street (west). The total cost for redevelopment will be approximately \$325 million. The development will include between 800 to 1,000 housing units, approximately 300,000 square feet of commercial and retail space, a 150 to 200 room hotel, and a 12-story signature building. MichCon will complete soil/groundwater remediation action on Uniroyal West area by the end of 2013. BSEED will receive approximately \$3.5

millions of MDEQ grants to conduct remedial investigation and clean up activity on Uniroyal East/Stove Works parcels.

HOST COMMUNITY AGREEMENTS:

Americal, LLC

Americal, LLC operates a Transfer Station at 14801 Meyers. Materials handled are construction and demolition debris and recyclable corrugated container board. The initial one-time fee collected in FY 2007 was \$5,000. Americal was acquired by another company in January 2010 and is now known as Eagle Sanitation.

Dynecol, Inc.

Dynecol operates a non-hazardous liquid industrial waste stabilization process at 6520 Georgia.

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CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

PROJECT AREA	SPECIFIC PROJECT ACTIVITIES*	BSEED	PDD	PLD	DWSD	DPW	OTHER
<i>DPW/GSD Russell Ferry Site</i>	Remedial investigation and feasibility study, and remedial action for two leaking underground storage tank facilities in order to comply MDNRE/MDEQ Part 213 regulation.	X	X			X	GSD
<i>Detroit Police Head Quarters</i>	Environmental assessment and compliance for “due diligence”	X					DPD, Law
<i>Jefferson Village</i>	Floodplain Protection	X	X		X	X	EDC, MDEQ, ACOE
<i>Eastern Market</i>	Public Infrastructure Improvements	X	X	X	X	X	EPA, EDC, MDEQ
<i>Far East Redevelopment</i>	Public Infrastructure Improvements	X	X		X	X	MDEQ
<i>Uniroyal Project</i>	Environmental Remediation/Infrastructure Improvements	X	X		X		EDC, Law Dept.
<i>Major Building Demolition (Tiger Shed)</i>	Demolition of major industrial and commercial sites.	X	X			X	EDC, BSE, Housing
<i>Intermodal Transportation Projects</i>	Downtown Station, MDOT Detroit Intermodal Freight Terminal	X	X		X		DOT, FHA MDOT
<i>Far East Side Flood Plain Management</i>	Review proposed flood plain elevations related to the Flood Insurance Rate Map, as well as addressing flood plain management issues.	X	X		X		LAW
<i>11031 Shoemaker</i>	BSEED is providing technical assistance for environmental site assessments and remediation	X	X		X		Federal Mogul, Inc.
<i>Garden View Estates</i>	Gardenview Estates is approximately 139 acres, formerly known as the Herman Gardens. Detroit Housing Commission is applying HUD funding for a mixed-income housing. BSEED performs the oversight of the Due Care activities at the site.	X					DHC, DBA
<i>DPW Livernois Yard</i>	DPW Livernois Facility is a 6.89 acres parcel of land, and is proposed for commercial development.	X	X			X	

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Project Area	Specific Project Activities	BSEED	PDD	PLD	DWSD	DPW	OTHER
<i>Fredrick Douglass Homes</i>	The project involves demolition of 18 building structures on the Frederick Douglass Homes property located at 2700 St. Antoine Street, 650 Alfred Street, 2601 and 2701 Chrysler Drive in Detroit. Detroit Housing Commission is applying HUD funding for demolition activities.	X					DHC
<i>DPW Livernois Yard</i>	DPW Livernois Facility is a 6.89 acres parcel of land, and is proposed for commercial development. BSEED is conducting environmental assessments at the site.	X	X			X	
<i>Woodward Light Rail Project</i>	BSEED provided technical assistance for environmental site assessments and review of the EIS and responsible for ROE activities.	X	X				DDOT
<i>US Border Patrol Detroit Station</i>	BSEED provided technical assistance for review of the Environmental Assessment.	X	X				DEGC
<i>MDOT Chicago-Detroit/Pontiac Passenger Rail Corridor Program</i>	EIS is being developed to for proposed improvements along the corridor.	X	X				DDOT
<i>EPA Windshield Survey</i>	Windshield surveys were conducted on 14 sites that had environmental impacts.	X					

Legend

X = Involvement of Agency essential to timely completion of project

ACOE=United States Army Corps of Engineers

BSEED = Building Safety and Engineering and Environmental

DBRA = Detroit Brownfield Redevelopment Authority

DDA= Downtown Development Authority

DHC = Detroit Housing Commission

DOT = Department of Transportation

DPD = Detroit Police Department

DWSD = Detroit Water & Sewage Department

EDC = Economic Development Corporation

FHA= Federal Highway Administration

MDEQ = State of Michigan Department of Environment Quality

MDOT = Michigan Department of Transportation

PLD = Public Lighting Department

USEPA = United States Environmental Protection Agency

* An average of 20% of the cost of these projects are attributable to environmental site preparation.

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GOALS FOR CAPITAL PROGRAM

Provide technical assistance and management expertise to economic development agencies and departments that facilitate the efficient assessment/clean-up of brownfield sites and provide floodplain management, protection/shoreline restoration.

- Institutionalize the technical and professional expertise needed to address environmental issues that impact the City and its residents.
- Develop, modify or amend local ordinances which affect environmental health, protection, conservation and land use.
- Coordinate disparate City activities and operations that have environmental aspects and/or result in environmental impacts under well-informed environmental policies.

- Implement a comprehensive plan to facilitate the re-use and redevelopment of contaminated property.

Take positive steps to bring about compliance with local, state, and federal environmental laws as allowed by the law and the city code to support a sustainable, healthy, clean environment for our citizens.

RATIONALE FOR CAPITAL PROGRAM

The Department is responsible for evaluating the environmental impacts on property acquired by or disposed of by the City and addressing those impacts as needed. This process is a necessary and essential component of site preparation for redevelopment activities. Addressing these environmental issues can represent as much as 90% of site preparation costs. These costs account for 15% - 20% of the total project costs. One goal of the BSEED capital program is to facilitate the re-use and redevelopment of brownfield sites.

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PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

Following is a list of project descriptions that BSEED-EA and is currently working to resolve the environmental site preparation.

REDEVELOPMENT AREA PROJECTS

Community Wide Redevelopment Activities

The City of Detroit has a long industrial history. At one time it was home to steel mills, copper and brass foundries and four major automobile manufacturing centers that served as job centers for all of Wayne County. After the economic downturns of the 1970's and 1980's, many of these industries closed or relocated to other parts of the country leaving acres of abandoned industrial facilities behind in older, poorer neighborhoods that lacked the resources to reuse them. BSEED-EA will receive over \$1,000,000 through MDEQ Refined Petroleum Fund (RPF) to conduct environmental assessment and clean up activities throughout the City of Detroit.

FUNDING SOURCE	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
MDEQ -ARRA	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	

East Riverfront Development – Detroit Riverfront Conservancy/William G. Milliken State Park & Harbor/Dequindre Rail Line:

This project continues to transform over 100 acres of prime riverfront land into a mixed-use collection of housing, open space and retail development. The area, bounded by Jefferson to the north, the Detroit River to the south, the MacArthur (Belle Isle) Bridge to the east, and the Renaissance Center to the west. It is estimated that the environmental costs for site preparation and sea wall reconstruction will range from \$5-10 million dollars exclusive of total project costs. This endeavor consist of the construction of the Port Authority Terminal, William G. Milliken State Park and Harbor, and the Detroit Riverfront Conservancy construction of the "Riverwalk" for pedestrian use from Cobo Hall convention center from the west to the Belle Isle Bridge to the east. The Dequindre Rail Line (DRL) planning stages (i.e., due care activities) have been completed. The intent is to prepare the former rail line as rails - to - trails path allowing residents, visitors, etc. access from the Detroit River to the Eastern Market district. The projects goals are to redevelop each parcel as mixed used (i.e., residential, commercial, and recreational park space).

FUNDING SOURCE	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Unidentified		\$1,000,000	\$500,000			

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Eastern Market Corporation

The market is a regional center for fresh food and goods, and one of Metro Detroit’s premier assets. Over the last year, the Partnership has convened a group of stakeholders, designers, and consultants to propose strategies to strengthen the market’s current assets and formulate new ideas to generate more activity. The partnership has identified and continues to seek partners for the funding and implementation of these initiatives. Partnerships between the City, Federal, State and local governments and corporate and private foundations will ensure that the market plays a tremendous role in the future of Detroit. Implementation of this strategy will recreate the market as an active, year-round center of health, education, economic growth, and diversity. BSEED-EA has secured a \$200,000 community-wide site assessment grant to assist with redevelopment activities.

FUNDING SOURCE	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
EPA	\$200,000					

Uniroyal Redevelopment Project (Bellevue Development)

The site is zoned as SD-4 Riverfront Mixed Use District. This zoning designation permits higher-density residential and commercial mixed-use communities and deems industrialization as inappropriate. Funding will be used for “*due care*” obligations as agreed upon by EA and MDEQ. BSEED-EA will also provide over-sight during the remediation of the site.

FUNDING SOURCE	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Other Sources	\$2,000,000	\$1,000,000				

Underground Storage Tanks (UST) Initiative (Area-Wide)

Environmental Affairs established a UST removal and Clean Up Initiative between EA, Michigan Department of Environmental Quality (MDEQ), Environmental Protection Agency (EPA), Wayne County, and the community. BSEED-EA has coordinated with several City departments; as well as; MDEQ, Wayne County, and the community to assist with the development of the City’s UST database. BSEED-EA will provide technical assistance, oversight and leverage grant funding, with the assistance of MDNRE, EPA, and Wayne County, for the removal and clean up of abandoned UST properties.

FUNDING SOURCE	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
EPA	\$200,000		\$200,000	\$200,000	\$200,000	

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**ECONOMIC DEVELOPMENT AND PUBLIC INFRASTRUCTURE
IMPROVEMENT PROJECTS:**

These projects are focused on business retention and often involve site improvements or changes to existing public infrastructure.

Commercial/Industrial Development Sites

The purpose of this fund is to assemble parcels and provide necessary site improvements to allow commercial and industrial development activity to move forward. Funds will leverage other available sources of investment and proposed new state and federal initiatives. The Department will participate with site assessment, asbestos survey and demolition.

FUNDING SOURCE	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
EPA		\$1,000,000	\$1,000,000			
MDEQ		\$1,000,000	\$1,000,000			

MAJOR DEMOLITIONS:

**Arnold Nursing/Rehabilitation Facilities – 18520 W. Seven Mile Road
Lafayette Clinic/former Wayne State Medical School - 1401 Rivard**

These facilities contain the typical hazardous materials associated with the age of the structure development. Contaminants consist of asbestos, lead, PCBs, etc. The materials would need to be abated prior to demolition. The sites are proposed as Planned Development sites. BSEED – EA is providing technical assistance for abatement activities and environmental cleanup, if necessary.

FUNDING SOURCE	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Unidentified			\$4,200,000			

BUILDING & SAFETY ENVIRONMENTAL ENGINEERING

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18	
Community Wide Redevelopment Activities	N	O	NOI	NSI		MDEQ		\$ 200	\$ 200	\$ 200	\$ 200	\$ 200		
East Riverfront Development	N	O	NOI	NSI		U.I.			1,000	500				
Eastern Market District	N	O	NOI	NSI		EPA		200						
Uniroyal Redevelopment Project (Belleview)	N	O	NOI	NSI		O.S.		2,000	1,000					
UST Initiative (Area Wide)	N	O	NOI	NSI		EPA		200		200	200	200		
Commercial-Industrial Development Sites	N	O	NOI	NSI		EPA MDEQ			1,000 1,000	1,000 1,000				
Major Demolitions	N	P	NOI	NSI		U.I.				4,200				
TOTALS								\$ 2,600	\$ 4,200	\$ 7,100	\$ 400	\$ 400	\$ -	\$ -
Funding Source Summary:														
Michigan Dept of Environment Quality						MDEQ	\$ -	\$ 200	\$ 1,200	\$ 1,200	\$ 200	\$ 200	\$ -	\$ -
Environmental Protection Association						E.P.A.	-	400	1,000	1,200	200	200	-	-
Other Identified Sources: Primary Responsible Party						O.S.	-	2,000	1,000	-	-	-	-	-
Unidentified Source						U.I	-	-	1,000	4,700	-	-	-	-
GRAND TOTAL								\$ 2,600	\$ 4,200	\$ 7,100	\$ 400	\$ 400	\$ -	\$ -

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

CHARLES H. WRIGHT
MUSEUM OF
AFRICAN-AMERICAN
HISTORY



CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

AGENCY MISSION

Founded in 1965, the Charles H. Wright Museum of African American History serves metropolitan Detroit, national and international communities. We provide exceptional learning opportunities, exhibitions, programs and events based on outstanding collections and research that explore the diverse history and culture of African Americans.

CURRENT FACILITIES

The Wright Museum, a city-owned facility, located in the heart of Detroit's cultural center at 315 E. Warren opened in 1997. This 120,000 square-foot world-class institution is the second oldest and largest museum devoted to African American history and culture in the world.

Vital to the Detroit cultural community, the Wright Museum serves over 500,000 people from around the world annually. Housing over 30,000 artifacts and archival materials, the museum features seven exhibition areas, the Louis Lovett Wright Research Library, the 317-seat General Motors Theater and the Museum Store that sells authentic African and African American art, books and other merchandise. This past year we added the privately funded Children's Discovery Room which serves pre-school through 3rd grade students. The museum is a one-of-a-kind venue that is used for all types of special events, including convention/corporate receptions, business meetings, class/family reunions, weddings, film screenings, lectures, and many educational programs.

FIVE YEAR CAPITAL HISTORY

The Wright Museum has received capital funds over the past years to create new and exciting exhibitions and to correct design flaws and construction deficiencies in the building.

Approximately \$600,000 in capital funds were used to supplement private support for the exhibition *Inspiring Minds: Blacks in Science and Technology*. This exhibition originally scheduled to open in October, 2013, will actually open in November, 2012. This highly interactive exhibition will honor Black scientist and inventors. It will occupy a gallery of approximately 1,200 square feet and will feature three dimensional models of inventions, video simulations, historical timelines and access to our digitized encyclopedic database of information.

Approximately \$210,000 in capital funds were used for the reconstruction of the Farnsworth Bridge leading into the museum. This was necessary because of the poor construction of the original bridge which was not pitched properly to allow proper drainage of water on the bridge. As a result the bridge deteriorated and became unsafe.

The remaining \$50,000 of the capital funds were used to replace the exterior lift which had become unsafe for use and to upgrade the museum camera and alarm systems. These projects were completed in 2011.

PROPOSED FIVE YEAR CAPITAL PLAN

The purpose of the current five year capital plan is to maintain the museum's world-class status, ensure a secure and controlled environment for the city-owned artifacts and operate as energy efficient as possible. The current building is 15 years old and is starting to experience the normal wear and tear of a well used building. Over the next five years some of the infrastructure equipment will hit its normal useful life and have to be replaced. Also since the opening of the building, new technologies have been developed that would allow us to operate with much more energy efficiency and

CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

reducing of operating costs. As stewards of the City of Detroit's building and artifacts, we must invest in the building.

The most immediate need is the replacement of the Variable Frequency Drives (VFD's) at a total cost of \$120,000. These drives modulate the flow of air from the air handlers allowing the temperature to be controlled in different areas of the museum. International museum standards require that we maintain the temperature in galleries containing artworks or artifacts between 55 and 65 degrees while other areas of the museum require higher temperatures. The VFD's allow us to control the differing areas of the museum. We have 12 VFD's which were installed with the opening of the building and the manufacturer's useful life recommendation is ten years. Three of our VFD's have failed and need immediate replacement. When the VFD's are not functioning, we are forced to run the air handlers at full tilt which requires more energy and increases the wear on the air handlers.

Replacement of the museum's roof at a cost of \$550,000. The current roof is flat and was installed with the opening of the museum and we are experiencing leaks in various areas of the museum during heavy rains or when accumulated snow starts to melt. We have done patchwork in the past but it continues to leak. This results in water accumulating on the floor and if undetected could result in slip and falls which would subject us to insurance claims and lawsuits.

Replacement of the Warren bridge entryway into the museum at a cost of \$200,000. The bridges to the museum were not properly graded when the building opened. This resulted in water accumulating on the bridges and seeping into the joints causing the metal undergird to rust and deteriorate.

We replaced the Farnsworth bridge in 2010 and we noted at the time that the Warren bridge would also need replacement. We see deterioration of the Warren bridge and expect that it will need to be replaced in the next two years.

The concrete around the museum, including the front entry drive, the rear parking lot, and the walkways, needs to be replaced at a cost of \$175,000. As the result of weather and the use of salt to melt the ice, the concrete around the building has started to buckle and separate. Besides being unsightly, this presents a tripping hazard that could result in insurance claims and lawsuits.

The cooling tower will need to be replaced at a cost of \$300,000. The cooling tower has a manufacturer's useful life of 15 to 20 years. We have experienced problems with the tower and have replaced components of the tower but at some point we will have to replace the complete tower.

INTERDEPARTMENTAL RELATIONSHIPS

There are no interdepartmental capital relationships.

GOALS FOR CAPITAL PROGRAM

The primary goal of the capital program is to protect the tremendous investment the City of Detroit and its citizens have made in a world-class Museum of African American History. The city provided approximately \$38 million toward the construction of the building in 1997 and the citizens of Detroit approved an additional \$6 million in 2000 to invest in the building. As a result, the City of Detroit owns the building, grounds and artifacts held at the museum. The proposed capital program aims to protect those investments. Without the investment in the building infrastructure, we will not be able

CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

to attract exhibitions and continue to operate as a museum.

RATIONAL FOR CAPITAL PROGRAM

As stated above, the City of Detroit and its citizens have made a tremendous investment in a world-class Museum of African American History. As a result, we can boast of an institution that continues to stand out in an increasingly crowded landscape of museums. The Charles H. Wright Museum of African American History, the largest of its kind in the world, is a vital institution on the cultural landscape of Detroit. Its distinctive architecture, archival holdings and exhibitions represent a cultural icon that is a source of pride for this community and African Americans around the country. The museum is often a key component in the Metropolitan Detroit Convention and Visitors Bureau's presentations to major conventions when selling the city. Approximately 50% of the visitors to the museum are from outside the City of Detroit

and 30% are from outside of the State of Michigan. The museum is the first choice of many in the community to hold their special events such as weddings, family reunions and meetings. The museum is the host venue for significant educational programs, health fairs, college fairs, and other programs that address the negative issues facing our city. These activities cannot be accomplished without maintaining the upkeep on this exceptional building. In order for the museum to meet its mission, maintain its world-class status and continue to attract visitors from around the world, we must continue to invest in the building and its product offerings. As stewards of the City of Detroit's treasures related to African American history and culture, we must ensure a safe, secure and controlled environment. As stewards of the treasure provided by the City of Detroit and other generous donors, we must operate as cost effectively as possible. And as citizens of the world, we must be as energy efficient as possible.

CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

Variable Frequency Drives

The replacement of the Variable Frequency Drives (VFD's) is the most immediate need of the museum. These drives regulate temperature control throughout the museum by modulating the flow of air from the air handlers. International museum standards require specific temperature in the galleries containing artworks or artifacts. The museum has 12 drives that are over their useful-life of 10 years. Three drives have failed and need immediate replacement.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.						\$200,000
Bonds						

New Roof

The current roof on the museum is the original flat roof and is now experiencing leaks in several areas. Past maintenance on the roof has not corrected the problem.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.				\$550,000		
Bonds						

Warren Bridge

The Warren Bridge entryway requires replacement due to improper grading of the site when the museum was first opened. The poor grading caused water to accumulate on the bridge which resulted in deterioration of the joints and metal undergird due to rust.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.				\$200,000		
Bonds						

Concrete Replacement

The concrete around the museum have become a safety hazard and needs to be replaced. Concrete for the front entry drive, the rear parking lot and various walkways have buckled and in some cases separated.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.				\$175,000		
Bonds						

CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

Cooling Tower

A complete replacement of the cooling tower is recommended. This cooling tower is within its manufacturer's useful life is 15- 20 years. The museum has replaced some of the components to this original unit due to past problems.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.					\$300,000	
Bonds						

CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18	
Variable Frequency Drives	M	P	RF	NSI		G.O.	\$ 200							\$ 200
Roof	M	P	NOI	NSI		G.O.	940			\$ 550				
Warren Bridge	M	P	NOI	NSI		G.O.	1,000				200			
Concrete Replacement	M	P	NOI	NSI		G.O.	500				175			
Cooling Tower	M	P	NOI	NSI		G.O.	500					\$ 300		
TOTALS							\$ 3,140	\$ -	\$ -	\$ -	\$ -	\$ 925	\$ 300	\$ 200
Funding Source Summary:														
General Obligation Bonds						G.O.	\$ 3,140	\$ -	\$ -	\$ -	\$ -	\$ 925	\$ 300	\$ 200
GRAND TOTAL							\$ 3,140	\$ -	\$ -	\$ -	\$ -	\$ 925	\$ 300	\$ 200

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
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- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

DEPARTMENT OF PUBLIC WORKS



DEPARTMENT OF PUBLIC WORKS

AGENCY MISSION

To provide excellence in the delivery of essential environmental and infrastructure services, thereby ensuring a safe and clean environment for our customers in a cost-effective manner.

CURRENT FACILITIES

The Department of Public Works (DPW) currently has five (5) divisions, including Administration. The functions and locations of the five divisions are summarized below:

Solid Waste Management Division

This division operates from the Russell Ferry Yard (Eastern) and the Southfield Yard (Western), built in 1981 and 1969 respectively. The Russell Ferry Yard is located at 5800 Russell and the Southfield Yard is located at 12255 Southfield Road. The main function of this division is to provide refuse collection services to residential and commercial customers.

Street Maintenance Division

This division is primarily responsible for the resurfacing and maintenance of streets, snow removal and mechanical street sweeping. The employees of this division that perform these activities are located at 2633 Michigan Avenue (eastern), and 12255 Southfield Rd (western). This division utilizes several buildings, the oldest of which is nearly 100 years old. The administrative section of this division operates from the Street Maintenance and Traffic Engineering Administration Building located at 19th and Michigan. This facility was constructed in 1999. The District Maintenance Building at the Michigan Avenue yard, which historically housed all SMD employees, has been determined to be unsafe, necessitating all employees to be relocated to the basement of the Administration building to receive daily assignments.

Traffic Engineering Division

The Traffic Engineering activity of this division is responsible for the operation and maintenance of various traffic control systems. Duties include evaluating requests for changes in the street system, including traffic signals and street signs; planning and reviewing the geometric changes in the street to accommodate new development projects; this division also undertakes various studies to reduce congestion and accidents. Various high-crash locations in the city are studied to reduce accidents. This division also proposes projects for intersection improvements as well as signal modernization. This division interacts with other highway agencies such as the Federal Highway Administration, the Michigan Department of Transportation and Wayne County operations, to coordinate highway planning. The division's administrative and engineering offices are located in the Street Maintenance and Traffic Engineering building constructed with Street Funds, at 19th and Michigan Avenue. The Traffic Sign Shop, which is housed at 2425 Fenkell, fabricates, repairs, and maintains all traffic control signs in the City.

City Engineering Division

This division is responsible for the design, survey, engineering and inspection of roads and bridge improvements. Their administrative and engineering offices are located in three (3) floors of rental space at the Cadillac Tower building. This division also currently operates a testing laboratory at the Southfield Yard at 12255 Southfield Road.

Administrative Division

This division, headed by the Director, establishes policies and procedures, and administers the activities of the department to accomplish its mission. It is located on the fifth Floor, Room 513, of the Coleman

DEPARTMENT OF PUBLIC WORKS

A. Young Municipal Center. Plans are presently underway to relocate this office to Suite 802 in the CAYMC.

FIVE YEAR HISTORY

A new salt storage facility at the Southfield yard was completed and is fully usable. The new dome will reduce the response time for snow removal. The total construction cost was about \$800,000. Development of engineering and architectural design is in process for the construction of a new street funded (subject to Act 51 amendment) District Maintenance facility at the 2633 Michigan Avenue location. Rehabilitation of one of the salt domes at the Russell-Ferry yard is scheduled for construction in the fall of 2012 at a cost of \$480,000

The Department continues its implementation of the ITS (Intelligent Transportation Systems) project. The ITS is used to maximize the existing system capacity in maintaining a safe and efficient road system. ITS is used to communicate construction detours and roadway incidents. It is used in conjunction with standard construction signing on roads projects to alleviate inconveniences to the monitoring public. The use of cameras also helps police and emergency vehicles respond to incidents along the roadways and minimize delays. A major component of the ITS is the construction of the Traffic Management Center (TMC) which was commissioned on March 31, 2009. TMC was constructed at a total cost of about \$6 million. This state of the art traffic facility houses equipment to control traffic signals, in the downtown area and along major thoroughfares such as E. Jefferson, from a centralized location at 2633 Michigan Avenue. The facility is utilized as a tool to improve safety and to help ease and mitigate traffic congestion during major events.

The IT equipment is mounted directly onto city owned traffic signals. All information is transported, via satellite to our TMC facility, where traffic and safety conditions will be monitored via the installation of twelve (12) separate large screen monitors.

DPW, through its “ground lease” with the Greater Detroit Resource Recovery Authority (GDRRA), has completed the rehabilitation of the compactor units of the Southfield Transfer Station at a cost of \$3 million. Funding for this project was secured through surpluses in GDRRA’s construction fund balance and made possible by the ground lease agreement.

PROPOSED FIVE-YEAR CAPITAL PLAN

The capital improvements proposed for the next five years are additions/improvements to existing buildings and infrastructure to facilitate and augment the operation of this department in a more efficient and effective manner.

Disposal infrastructure for Municipal Solid Waste (MSW) at the Southfield Yard Transfer Station is administered by the GDRRA, however all necessary funding comes from the DPW Solid Waste Division’s operational budget. Since the sale of the GDRRF (incinerator), the Department no longer has financial responsibilities related to the waste to energy facility.

The department’s State Fair Yard previously housed our container repair operations. However, most recently it has served as a drop-off site for citizens to dispose of bulk, recyclables, and yard waste material. Currently, the site is in very poor condition and requires demolition existing buildings, along with surface site improvements to assure continued compliance with

DEPARTMENT OF PUBLIC WORKS

Department of Environmental Quality regulations.

Additionally, our other drop-off facilities require infrastructure improvement and aesthetic enhancement. These facilities are designed for public use, and as such, they must convey a positive image for the City, and promote a safe, pleasing environment.

The other sites are:

- Davison Yard - 8221 W. Davison
- Southwest Detroit Yard – 5841 Anthon
- Southfield Yard -12225 Southfield Road

The department has completed the design for a new District Maintenance Building and fully expects to fund the project with Act 51, Street Fund dollars

INTERDEPARTMENTAL CAPITAL RELATIONSHIPS

The department works in conjunction with the following departments on various development projects: Planning and Development Department, Detroit Water and Sewage Department, Public Lighting Department, the General Services and Recreation Departments, Detroit Economic Growth Corporation and Downtown Development Authority, especially those that require right of way infrastructure

improvement. DPW also shares existing facility locations, such as the Russell-Ferry Michigan Avenue, and Southfield yards, with the General Services Department. Proposed capital improvements for these locations will involve both DPW and GSD, at minimum.

GOALS FOR CAPITAL PROGRAM

- To rehabilitate severely deteriorated infrastructure and parking facilities at the Southfield Yard (Western District), Russell Ferry
- Construct a new Street Maintenance Division District Maintenance building at 19th and Michigan.
- Reconstruct or repave the ingress, egress roadway, parking infrastructure, and restore storm water sewers at our facilities where numerous heavy pieces of equipment are deployed and stored.
- Rehabilitate building infrastructure at our Traffic Engineering Division Sign Shop, located at 2425 Fenkell.
- Provide citizen convenience centers (Drop-off bulk & recycling centers) that are, user friendly, aesthetically pleasing and efficient.
- Discourage illegal dumping and assist with prosecution with a camera monitoring system.

DEPARTMENT OF PUBLIC WORKS

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

Southfield Yard Renovation

The Southfield yard, which was constructed in 1969, is currently housing the personnel from Solid Waste Management division (Western Yard), GSD-Vehicle Management Division, Container Placement unit, Building Maintenance, Street Maintenance and City Engineering test lab. The repair garage is inadequate to repair larger equipment. The yard is susceptible to constant power failures and the general condition is very poor. The department is requesting \$4,000,000 to accommodate the repairs to the building. The balance of this request is delineated below.

The rehabilitation of the compactors at the Southfield Transfer Station is complete. Upgrading the entire roadway infrastructure for the facility would complete the transformation and make possible a venue conducive for public use, a sound base for trucks and employee parking. The estimated cost of reconstruction is \$1,000,000.

The roof of the Southfield Yard building was replaced last year at a cost of \$425,000.



Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bond						\$5,000,000

State Fair Yard

Renovation & Pavement Reconstruction

In previous years, this location was used exclusively as a refuse container repair and storage facility. Since the 2005-06 FY it has been used as a citizen drop-off center. Expanding the site into a state of the art recycling center is forward thinking and would serve the citizens on the east side for a material recycling center. State Fair Yard provides an excellent opportunity for convenience to eastside citizens for recycling, in addition to making the bulk and yard waste drop-off site appropriate for public use. Construction of a pre-fabricated building (which includes an office) upgrading infrastructure for the entire facility where public interaction occurs is estimated at \$1,000,000. This agenda also provide facilities for continuing container repair services on this site for a full service location, meeting the needs of the citizens and the department.

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Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bond						\$1,000,000

Bulk & Recycling Drop-off Renovations

- Davison Yard - 8221 W. Davison
- Southwest Detroit Yard – 5841 Anton

Each of these facilities is intended for public use. Although, they are usable in their current state, they do not depict the image of a world-class city. Sewer systems require restoration; pavement construction is necessary, security fencing can be breached, and there is not aesthetic appeal in the way of landscaping at the berms, nor on the perimeter of each facility. All improvements are required for continued inclusion as part of the Wayne County Solid Waste Management Plan... Estimated costs for these improvements are estimated at \$1,000,000.



Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bond						\$1,000,000

Russell Ferry Concrete Reconstruction

The infrastructure upon which thousands of heavy vehicles have passed and been stored since 1981, resulted in erosion of roadways, curbs, storm water drainage, etc, that need repair. Construction costs are estimated at \$1,000,000.

DEPARTMENT OF PUBLIC WORKS



Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bond						\$1,000,000

District Maintenance Building & Infrastructure Improvements

Demolish and reconstruct the District Maintenance building, a facility, which houses equipment, resources and personnel who perform street repair activities. The building was originally constructed over 100 years ago and is in desperate need of replacement. Construction costs are estimated at \$3,750,000. The construction plans are substantially completed and the construction is expected to begin in 2013.

Additional infrastructure improvements are required at this yard because thousands of heavy equipment and vehicles have passed and been stored here since 1981, resulted in erosion of roadways, curbs, storm water drainage, etc, that need repair. Construction costs are estimated at \$250,000. A total of \$4 million is budgeted for this project in fiscal year 2012-13.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
Gas & Weight Tax						

Illegal Dumping Preventative Camera Monitoring Systems

Illegal dumping of debris on our streets and alleys throughout the city continues to be a costly and environmentally unacceptable practice. The department is desirous to install sophisticated monitoring equipment at various “hotbed” locations of illegal dumping throughout the city with the ability to monitor these locations from web based computer workstations at our Solid Waste facilities. Costs are estimated at \$1,000,000.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bond						\$1,000,000

Sign Shop

The Sign Shop building was constructed in 1960. City bought this facility in 1994. The building needs extensive repairs including replacement of HVAC system. The construction drawings are substantially complete. The estimated cost of repairs is \$800,000. A total of \$300,000 is budgeted for this project in fiscal year 2012-13.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
Gas & Weight Tax	\$500,000					

DEPARTMENT OF PUBLIC WORKS

BUILDING SURVEY

<u>Location</u>	<u>Year Constructed</u>
Street Maintenance and Traffic Engineering Administration Building	1999
Russell-Ferry	1981
Street Maintenance (Repair Garage)	1974
Davison Yard	1974
Street Maintenance (Scale House)	1971
Southfield Yard	1969
Street Maintenance (Boiler House)	1967
Southfield Brush Burner	1963
Traffic Sign Shop	1960
State Fair	1954
Street Maintenance	1940
Street Maintenance (District Maintenance Building)	1914

The general conditions of most of these buildings require some type of maintenance ranging from minor repairs to rehabilitation.

DEPARTMENT OF PUBLIC WORKS

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18	
Southfield Yard Renovation	M	P	NOI	NSI	(30)	G.O	\$ 1,000							\$ 5,000
State Fair Yard- Renovation & Pavement Reconstruction	M	P	NOI	NSI	100	G.O	1,000							1,000
Bulk & Recycling Drop-off Renovations	M	P	NOI	NSI	(100)	G.O	1,000							1,000
Russell Ferry Concrete Reconstruction	M	P	NOI	NSI		G.O	1,000							1,000
District Maintenance Building & Concrete Reconstruction	N	P	NOI	NSI	(20)	GWT		\$ 4,000						
Illegal Dumping Preventative Camera Monitoring Systems	M	P	NOI	NSI		G.O								1,000
Sign Shop		P	NOI	NSI		GWT		300	\$ 500					
TOTALS							\$ 4,000	\$ 4,300	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 9,000
Funding Source Summary:														
General Obligation Bonds						G.O.	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000
Gas and Weight Tax						G.W.	-	4,300	500	-	-	-	-	-
GRAND TOTAL							\$ 4,000	\$ 4,300	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 9,000

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

DEPARTMENT OF
PUBLIC WORKS
STREET FUND
(CAPITAL)



DEPARTMENT OF PUBLIC WORKS STREET CAPITAL

AGENCY MISSION

Street capital projects are developed to address the long-term infrastructure needs in the city along with a well defined State and Federal Transportation Program. The improvements are funded by Gas & Weight Tax and allocation from Federal and State surface transportation funds, which require local match funded by Gas and Weight Tax revenues.

CURRENT FACILITIES

There are 684 miles of major streets and 1,887 miles of local streets, appurtenances such as grade separations, traffic control signals and signs, under the City's jurisdiction.

FIVE YEAR HISTORY

408 miles of street were resurfaced during the last five years and 77 miles are under construction now and expected to be completed by end of 2012 construction season. Of the 408 miles resurfaced, DPW crews completed 250 miles and contractors completed the remaining. 29 miles were done with ARRA funds, 95 miles were done with 81.85% Federal funding and the remaining 284 miles were done with 100% funding from Gas and Weight Tax revenue.

The department has rehabilitated the E. Grand Blvd Bridge w/o St. Aubin, Ridge Road Bridge over Rouge River, Central Avenue Bridge on Belle Isle, Lafayette Bridge over I-375, Larned Bridge over I-375, East Bound and West Bound Service Drive bridges over I-96 during the past five years. Scour counter measure work for MacArthur Bridge over Detroit River (Belle Isle Bridge) and bridges carrying Tireman, Spinoza and Plymouth over Rouge River are currently in progress.

The Department continues to engage in numerous partnerships to evaluate and to

provide the best transportation solutions for the City.

The department previously formed a Non-Motorized Transportation Committee which consists of members from neighborhood organizations, community groups, MDOT and other city departments to discuss the feasibility of implementing the non motorized transportation projects in the city consistent with the approved non motorized transportation master plan.

55 miles of Bike lanes were installed as of year 2011. Another 28 miles are scheduled for installation in 2012 and 70 miles in 2013.

DPW has initiated multiple non-motorized projects including the Conner Creek Greenway, the Mid Town Greenway Loop Project, a four phase 2 mile greenway that will connect existing campuses, institutions including Wayne State University and Detroit Medical Center, streetscape projects on Anthony Wayne Drive (from Warren to Palmer), Michigan Avenue from Cass to Griswold, Greektown Streetscape project on Monroe street from Randolph to St. Antoine and Brush street from Lafayette to Gratiot, and the installation of 16 miles of bike lanes in Corktown and Mexicantown. The above mentioned non motorized path and streetscape projects were implemented with financial support from the Midtown Detroit, Inc, University Cultural Center Association, Wayne State University, Detroit Economic Growth Corporation, Detroit East Community Collaborative, the Community Foundation of Southeast Michigan, Federal Surface Transportation funds and ARRA funds through Michigan Department of Transportation,

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

MAJOR INITIATIVES

To comply with the requirements of Americans with Disabilities Act (ADA), in 2006, the department began a very aggressive program of installing curb ramps (handicap ramps) at all intersections of streets resurfaced under the City's jurisdiction. The department has installed 25,457 ramps at a total cost of over \$33 million from 2006 through 2011. This includes 2031 ramps in the Downtown area bounded by the Detroit River to the south, E.Grand Blvd to the North, Lodge Freeway to the west and Chrysler Freeway to the east. Another 7,343 ramps are scheduled for construction in 2012 at a total estimated cost of \$9 million.

MDNR has awarded the city a grant for an amount not to exceed \$375,000 for the acquisition of railroad property to extend the Dequindre Cut greenway project north from Gratiot to Mack. . The property acquisition is expected by November 2012 and will a key component of our Link Detroit Multimodal Enhancement project.

We recently were approved a \$10 million federal TIGER Grant (Transportation Investment Generating Economic Recovery) for the implementation of our \$22.4 million Link Detroit Multimodal Enhancement project. This is one of only two projects approved for TIGER grants in the state of Michigan. This project, once completed, will connect the Eastern Market and Midtown areas to Dequindre Cut, continuing to the Detroit RiverWalk, and north to Hamtramck. This multi-modal project will serve as a means to address the inherent problem with blighted abandoned railway corridors.

Other initiatives include the conversion of Third Avenue in Midtown to two-way, which was initiated by property owners and

businesses along the corridor. In addition, a segment of Second Avenue is also being converted to two-way as part of an enhancement project that will provide for the replacement of street lights with LED bulbs. This project is currently ongoing and scheduled for completion by November 2012.

A. Intelligent Transportation System (ITS)

The City has completed the installation of Intelligent Transportation System (ITS) infrastructure at 162 selected traffic signals throughout the City. ITS will be used to maximize the existing system capacity in maintaining a safe and efficient road system. The system's cameras are used to assist police and emergency vehicles in responding to incidents along the roadways and to minimize delays. The project provides for all signal functions to be monitored and controlled from a centrally located Traffic Management Center (TMC). This system network provides a foundation for an Intelligent transportation System in Detroit and a platform for enhancing ITS and transportation operations capabilities throughout the city. The state of the art Traffic Management facility, located at 2633 Michigan Avenue, houses equipment to control traffic signals, in the downtown area and along major thoroughfares such as Central Business District, Warren Avenue, University District and E. Jefferson.

The Traffic Management System will be utilized to:

- Improve the management of traffic flow within the Central Business District and along major arterial roadways throughout the City
- Manage traffic flow for events at Comerica Park, Ford Field, etc.
- Monitor vehicle and pedestrian traffic

DEPARTMENT OF PUBLIC WORKS STREET CAPITAL

- Collect traffic information for analysis and public dissemination
- enable TACTICS traffic responsive features
- decrease response time and increase safety for public safety vehicles operations as vehicles are being equipped with transmitters that ensure all green traffic signals,
- Invite stakeholders to monitor operations from the TMC

B. Safe Route to School (SR2S) Project

In 2003, The Michigan Department of Transportation through the Federal Highway Administration Transportation Enhancement program funded a two-year State safe Route to School pilot project (SR2S), which was administered by the Governor's council on Physical Fitness Foundation. Since then a federal Safe Route to School program was authorized as part of the Surface Transportation bill signed into law in August 2005. As a result, every state now has dedicated funding to help with infrastructure improvements (e.g. new

sidewalks, ADA compliant ramps, and traffic calming projects) and non-infrastructure

activities to encourage and enable students to walk and bicycle safely to and from school. DPW actively participated with MDOT, the schools and community groups to identify the safe routes to schools and the needed improvements to our right of way infrastructure.

MDOT has awarded construction contracts for necessary infrastructure improvements around the following schools in the City of Detroit:

- Frank Murphy Elementary School
- Harms Elementary School,
- Mayburry Elementary School,

- Stewart Elementary School,
- Vetal Elementary School,
- Fleming Academy,
- Nichols Middle School,
- Nolan Preparatory School
- Trix Elementary School,
- Burns Elementary,
- Noble Elementary,
- Universal Academy and
- Priest Elementary.

DPW continues to improve traffic safety in the City. This includes enhancement of school safety by implementing new traffic circulation around selected 35 Detroit Public Schools. The department has installed 75 Driver feedback signs around various schools as a measure to deter speeding around schools and enhance safety.

C. Street Name Sign Project

The department has completed City wide replacement of aging street name signs with 3M Diamond grade retro reflective material to enhance safety by improving night time visibility.

D. Traffic Signal System Project

DPW has been very aggressive and proactive in developing a program to modernize city jurisdiction traffic signals. There are 880 Traffic Signals under City's jurisdiction. All, but a few have been modernized, with the balance already scheduled for upgrades. Almost all of these signal upgrades were paid with 100% federal funding. Upgrades include new LED displays which are exponentially brighter than incandescent bulbs, while consuming only 10% of the energy, resulting in a substantial reduction in maintenance cost compared to incandescent bulbs. We also have installed pedestrian signals at 870 locations, pedestrian signals with countdown timers at 466 locations, pedestrian actuated signals with countdown timers at 200

DEPARTMENT OF PUBLIC WORKS STREET CAPITAL

locations and 55 flashing signals at pedestrian bridges.

E. 2014 ITS World Congress

The ITS World conference is scheduled to be held in Detroit in September 2014 and preparation are well underway to host this prestigious event. Detroit is now in a unique position to provide an urban proving ground and sustainable deployment of emerging ITS technologies and strategies.

The timing of this project corresponds with the expected NHTSA regulatory decision in 2013, regarding connected vehicle technology. The ITS implementation will be structured so that the ITS infrastructure deployed and applications demonstrated will continue to function after the World Congress. The emerging connected vehicle technologies will be a centerpiece of the USDOT ITS research program over the next decade. The Detroit metropolitan area has been at the forefront of connected vehicle research activities, in both the public and the private sectors. The connected vehicle program involves vehicles communicating with each other and with roadway infrastructure, creating an integrated network of connected vehicles and roadways. All kinds of information will flow through this network using wireless technology to make transportation safer, smarter and greener. Once on the network, the information can be used for multiple applications, including collision avoidance, traffic alerts, improved traffic signal timing, and traffic routing.

Vehicles will be equipped with short-range transmitters that use dedicated bandwidth to send and receive information. The vehicle will decide whether to give a heads-up to the driver or take appropriate defensive action

itself. It could cut highway fatalities and injuries, eliminate billions of dollars in medical bills. By governing the flow of traffic with real-time information, it can reroute drivers to avoid congestion and reduce time and fuel wasted while stuck in traffic.

F. Major Projects

Major Projects undertaken by the Department that are either currently under construction or scheduled for construction include the following:

- 28 miles of major streets to be resurfaced in 2012
- 45 miles of residential streets are scheduled for resurfacing by City crews
- paving of 4 miles of Class C streets by contractors in 2012.
- Rehabilitation of Woodside Bridge over Canoe on Belle Isle is expected to be completed this year.

The following streetscape, decorative street lighting and non motorized improvement projects are under/scheduled for construction shortly.

Midtown Greenway loop Phase II, Trumbull Avenue Streetscape and decorative street lighting from Warren to Holden, Streetscape and decorative street lighting on Congress Street from Washington Blvd to Third Ave.

DEPARTMENT OF PUBLIC WORKS**STREET CAPITAL****STREET RECONSTRUCTION****Listed below are the projects scheduled for reconstruction in 2012-13:**

	Federal/State	Gas and Weight	Other Source
Woodbridge, St. Antoine to Rivard	\$2,700,000		
Total	\$2,700,000		

Listed below are the projects scheduled for 2013-14

	Federal/State	Gas & Weight Tax
* Reconstruction of Woodward from Chandler to Sibley	\$17,745,000	\$455,000
Total	\$17,745,000	\$455,000

*Indicates projects programmed by MDOT for which the City has to pay Act 51 share

STREET & CURB IMPROVEMENTS**Listed below are the projects scheduled for 2012-13**

	Federal/State	Gas & Weight Tax
Resurfacing Ewald Circle,Livernois,Meyers and Plymouth.5.26 miles. Job # 116141	\$3,454,500	\$766,000
Resurfacing Evergreen and Southfield S Drive. 3.75 miles, Job # 116322	\$1,713,100	\$379,900
Resurfacing Dequindre, Warren, Russell,21 st and Chrysler S Drive.3.99 miles, Job # 116321	\$2,974,400	\$659,600
Handicap Ramps @various locations	\$480,000	\$120,000
Residential streets resurfacing, 45 miles		\$12,000,000
Resurfacing Harper, Schoenherr and Vandyke.3.19 miles, Job # 116319	\$1,844,900	\$409,100
Sidewalk, ADA ramps and other safety improvements on Central Avenue from Vernor to McGraw	\$348,000	\$87,000
Sidewalk, ADA ramps and other safety improvements on E.7 Mile, Vandyke to Gratiot	\$355,000	\$89,000
Sidewalk, ADA ramps and other safety improvements on W. Chicago, Greenfield to Monica	\$335,000	\$84,000
Sidewalk, ADA ramps and other safety improvements on Chicago, Spinoza to Greenfield	\$300,000	\$75,000
Sidewalk, ADA ramps and other safety improvements on Dix, Woodmere to warren and W. Vernor, Lansing to 20 th	\$315,000	\$79,000
Sidewalk, ADA ramps and other safety improvements on E.7 Mile,I-75 to Vandyke	\$345,000	\$86,000
Conversion from One-way to two way traffic on Third Avenue from Warren to Ledyard	249,000	55,000
Conversion of one-way to two-way traffic on A	\$751,000	\$166,000

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

W Drive from Kirby to Palmer and Second Avenue from Palmer to Grand Blvd including installation of street lighting
*Resurfacing 8 Mile, Rouge River to Southfield Rd

11,183,000 287,000

Total \$24,647,900 \$15,342,600

- Denote project programmed by MDOT for which City has to pay Act 51 share

Class “C” Streets 2012-13

	Federal/State	Gas & Weight Tax
Resurfacing 4.1 miles of various Class C streets.(CDBG Funds)	\$1,000,000	0
Total	\$1,000,000	0

STREET & CURB IMPROVEMENTS

Listed below are the projects scheduled for 2013-14:

	Federal/State	Gas & Weight Tax
City Crew Resurfacing, 45 miles of residential streets	\$-0-	\$13,000,000
Resurfacing various major streets, 14 miles	\$7,571,000	\$1,679,000
Safety improvement on various locations including ADA ramps, bike lanes, signal modernization and pavement marking, F Y SAFETY Funds	2,400,000	600,000
ADA Ramp Construction	491,000	109,000
*Reconstruct Woodward Avenue from Chandler to Sibley	17,745,000	455,000
Total	\$28,207,000	\$15,843,000

*Denotes projects programmed by MDOT

Listed below are the projects scheduled for 2014-15

	Federal/State	Gas & Weight Tax
City Crew Resurfacing, 45 miles	\$-0-	\$13,000,000
Resurface various major streets, 15 miles	\$8,971,000	\$2,056,000
ADA Ramp Construction	\$491,000	\$109,000
Total	\$9,462,000	\$15,165,000

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

Class “C” Streets

	Federal/State	Gas & Weight Tax
Road improvements		\$1,000,000
Total		\$1,000,000

Listed below are the projects scheduled for 2015-16:

	Federal/State	Gas & Weight Tax
Resurfacing Major streets, 14 miles	\$8,594,000	\$1,906,000
City Crew Resurfacing, 45 miles		14,000,000
Total	\$8,594,000	\$15,967,000

Class “C” Streets

	Federal/State	Gas & Weight Tax
Road improvements		\$1,000,000
Total		\$1,000,000

Listed below are the projects scheduled for 2016-17:

	Federal/State	Gas & Weight Tax
Resurfacing Major Streets, 15 miles	\$9,330,000	\$2,069,000
City Crew Resurfacing, 45 miles		15,000,000
* Resurfacing I-75, Canfield to Piquette	1,419,000	36,000
Total	\$11,898,000	\$17,280,000

*Denotes projects programmed by MDOT

Class “C” Streets

	Federal/State	Gas & Weight Tax
Road improvements		\$1,000,000
Total		\$1,000,000

Listed below are the projects scheduled for 2017-18

	Federal/State	Gas & Weight Tax
Resurfacing Major Streets, 14 Miles	\$8,881,000	\$1,969,000
City Crew Resurfacing, 45 miles		15,000,000
Total	\$8,881,000	\$16,969,000

Class “C” Streets

	Federal/State	Gas & Weight Tax
Road improvements		\$1,000,000
Total		\$1,000,000

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

TRAFFIC SIGNALS & SIGNING

Listed below are the projects scheduled for 2012-13

	Federal/State	Gas and Weight Tax
TS timing optimization @ 120 locations, Job # 114979	9000,000	
Implementation of ITS strategies including Connected Vehicle Technology at 17 Intersections in Downtown Detroit	1,700,000	
Intersection marking city wide, Job # 116656	450,000	
Lane marking on 574 miles, city wide, Job # 115749	446,600	
Zebra Cross walk Markings, Job # 116375	600,000	
Box span and pedestrian signals on Davison, John R, Nevada, Chene and Lonyo, Job # 113665	400,000	100,000
Traffic Engineering & Sign shop		5,895,000
Box span and pedestrian signals on Schoolcraft, Lyndon, Puritan and Wyoming, Job # 113669	380,000	95,000
Total	\$\$\$4,876,600	\$6,090,000

Listed below are the projects scheduled for 2013-14

	Federal/State	Gas & Weight Tax
Intersection pavement marking	\$450,000	
Lane Marking & Railroad Marking	650,000	
Traffic Signal Modernization, Traffic Engineering & Sign shop	1,000,000	\$6,000,000
Traffic signal timing optimization, Plymouth Corridor. F Y 2014 CMAQ Project	950,000	
Total	\$3,050,000	\$6,000,000

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

TRAFFIC SIGNALS & SIGNING

Listed below are the projects scheduled for 2014-15

	Federal/State	Gas & Weight Tax
Intersection pavement marking	\$450,000	\$-0-
Lane Marking	350,000	
TS modernization, ITS system at 40 locations in CBD area	1,000,000	
Traffic Engineering & Sign shop		6,500,000
Total	\$1,800,000	\$6,500,000

Listed below are the projects scheduled for 2015-16

	Federal/State	Gas & Weight Tax
Traffic Signal Modernization	\$1,000,000	\$-0-
Traffic Engineering & Sign shop		\$6,500,000
Traffic signal modernization, ITS system	1,200,000	
Rail Road cross walk markings	300,000	
Lane Markings	500,000	
Intersection pavement markings	600,000	
Total	\$3,600,000	\$6,500,000

Listed below are the projects scheduled for 2016-17:

	Federal/State	Gas & Weight Tax
Traffic Signal Modernization	\$1,000,000	
Traffic Engineering & Sign shop		\$6,500,000
Traffic signal modernization, ITS system	1,200,000	
Lane Markings	500,000	
Intersection pavement markings	600,000	
Total	\$3,300,000	\$6,500,000

Listed below are the projects scheduled for 2017-18

	Federal/State	Gas and Weight Tax
Traffic Signal Modernization	\$1,000,000	
Traffic Engineering & Sign shop		\$7,000,000
Lane Markings	500,000	
Intersection pavement markings	600,000	
Total	\$2,100,000	\$7,000,000

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

HIGHWAY BRIDGES

Listed below are the projects scheduled for 2012-13

	Federal/State	Gas and Weight Tax
*Replacement of Fort Street bridge over Rouge River	\$40,950,000	\$1,050,000
Replacement of Wilkins bridge over Dequindre Cut	2,365,000	747,000
Replacement of Jefferson Avenue bridge over Conrail	2,046,000	454,000
Replacement of Woodside Bridge over canoe		1,000,000
*Replacement of Bridge carrying Vandyke over I-94	8,262,000	212,000
*Replacement of bridges carrying S/B and N/B Grand Blvd over I-94	10,754,000	136,000
Total	\$64,377,000	\$3,599,000

***Indicates projects programmed by MDOT for which the City has to pay Act 51 share**

DEPARTMENT OF PUBLIC WORKS

STREET CAPITAL

HIGHWAY BRIDGES

Listed below are the projects scheduled for 2013-14:

	Federal/State	Gas & Weight Tax
Scour counter measures on Belle Isle Bridge, Tireman, Spinoza and Plymouth bridges over Rouge River	\$2,455,000	\$545,000
* Replacement of Fort Street bridge over Conrail	3,528,000	90,000
*Replacement of bridge carrying M-# over I-94	13,811,000	175,000
Replacement of Adelaide Bridge over Dequindre Cut	1,738,000	623,000
Replacement of Division Bridge over Dequindre Cut	1,534,000	550,000
Total	\$23,066,000	\$1,983,000

*Denotes projects programmed by MDOT for which City has to pay Act 51 share

Listed below are the projects scheduled for 2014-15

	Federal/State	Gas & Weight Tax
*Replacement of bridge carrying 2 nd Avenue and Mt. Elliott over I-94	44,339,000	561,000
Rehabilitation of Central Bridge over Canoe	\$655,000	\$145,000
Rehabilitation of Oakway bridge over Canoe	573,000	127,000
Total	45,567,000	833,000

*Denotes projects programmed by MDOT for which the City has to pay Act 51 share

Listed below are the projects scheduled for 2015-16

	Federal/State	Gas & Weight Tax
* Replacement of pedestrian bridges carrying Cathedral Ave, Sawyer Ave, Tournier Ave, Vassar Ave and Glendale Ave	7,150,000	91,000
*Replacement of bridges carrying Chene, Concord, Cass, Brush, Cadillac and French Road over I-94	41,551,000	526,000
Total	\$48,701,000	\$617,000

*Indicates projects programmed by MDOT for which the City has to pay Act 51 share

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

Listed below are the projects scheduled for 2016-17

*Replacement of bridge carrying Trumbull Ave over I-94	3,642,000	46,000
*Replacement of bridge carrying Fort street over I-75	7,598,000	96,000
*Replacement of bridge carrying I-75 over Rouge River	71,394,000	904,000
*Deck replacement of ramp from I-75 N/B over M-10 N/B	1,831,000	23,000
Total	\$84,465,000	\$1,069,000

*Indicates projects programmed by MDOT for which the City has to pay Act 51 share

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

TRANSPORTATION ENHANCEMENTS (Streetscape and Bike Path Projects)

Listed below are the projects scheduled for 2012-13

	Federal/State	Other Sources
Trumbull Ave Streetscape project from Warren to Holden, match by Wayne State university and Henry Ford Hospital	778,000	194,000
Streetscape project on Congress Street, Washington Blvd to Third Ave, match by COBO	636,000	480,000
Midtown Greenway Loop Greenway;(phase II) links Medical Center, Art center, Wayne State. Improve walkway with wider sidewalks, shade trees, benches.	1,813,000	791,000
Total	\$3,227,000	\$1,465,000

Listed below are the projects scheduled for 2013-14

Vernor Avenue streetscape from Woodmere to Clark. Decorative street lighting and streetscaping	2,500,000	3,066,000
*Streetscape on Woodward Avenue from I-94 to Euclid	1,410,000	
Dequindre Cut North from Gratiot to Mack	3,680,000	1,208,000
Eastern Market Streetscape. Streetscape project on Russell, Wilkins and Market Streets Link Detroit Project from TIGER Grant	3,200,000	1,712,000
Midtown Greenway Loop Greenway(phase iv) links Medical Center, Art center, Wayne State., Eastern Market and Dequindre Cut. Improve walkway with wider sidewalks, shade trees, benches.	3,200,000	1,650,000
Total	\$13,990,000	\$7,636,000

* Denotes project programmed by MDOT

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

**PROPOSED FIVE YEAR CAPITAL
PLAN**

The street capital program is an on-going program of improvements to the City's infrastructure of streets and appurtenances such as grade separations traffic control signals and signs. Total estimated cost of the five year capital program is funded with a combination of Federal, State and City revenue. The street capital program represents an approximate investment of \$616 million for roads, bridges, traffic signals, traffic control signs and streetscape projects including similar projects programmed by MDOT for improvements in their ROW within City limits

The Department plans to pursue a program of street improvements, which involves the resurfacing of major and local streets. The program continues to focus on preserving and maintaining the City's roads. This is accomplished through the combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), as well as routine maintenance.

The street and curb improvement projects proposed for the next five years estimated to total an investment of \$214.2 million, with funding from Gas & Weight Tax, and federal & state transportation funds

In order to comply with the requirements of the Americans with Disability Act and other federal actions, the City will ensure that curb ramps are installed when streets, roads, highways are resurfaced/reconstructed under its jurisdiction during 2006 year and thereafter. Also, these curb ramps will be installed into intersections of each cross street that intersects with the alteration or resurfacing, so that these ramps are fully accessible to mobility-impaired persons with

disabilities. There are approximately 15,000 street intersections within the City.

As per the settlement Order issued by the Federal Court, we have entered into a corrective action plan. The department has installed 25,457 ramps at a total cost of over \$33 million from 2006 through 2011.. Another 7,343 ramps are scheduled for construction in 2012 at a total estimated cost of \$8.5 million.

The modernization of Traffic Signals and Signing including Pavement Marking is a continuous program aimed at providing more effective/efficient methods of traffic control. Estimated total costs for this program is \$57.3 million, which includes funding for Traffic Engineering & Sign shop for its operations. One of the major initiative taken by the department about 6 years back was to modernize all the traffic signal in the City. This project involves the replacement of all the existing traffic signal bulbs with new 12" head LED bulbs. The advantage of using LED bulbs is that it increases visibility and enhances safety. Also the LED bulbs use less energy than the existing incandescent bulbs and are expected to last five years. There are 880 traffic signals in the City. Almost all these signals have been modernized during the last six years, with 100% federal aid, in most cases.

Other projects under the Street Capital program include replacement and rehabilitation of highway and city bridges at a total investment of \$318.5 million. This region is home to the highest density population in the state. Therefore the roads and bridges continue to be well traveled by commercial carriers, visitors, and residents alike. MDOT plans to rehabilitate several bridges within the City limit under its "Preserve First Program". Under this program, MDOT will improve the conditions of the existing bridges while

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

protecting the investment of the taxpayers. The program concentrates on high volume freeways and state routes in poor condition and provides an appropriate mix of fixes.

**INTERDEPARTMENTAL CAPITAL
RELATIONSHIPS**

The Department requires input from the Public Lighting Department (PLD) on some street widening and construction projects where existing light poles needs to be repositioned or where new service is required. Assistance is also required from the Detroit Water and Sewage Department on various street/road constructions, widening or resurfacing projects where water and sewage lines need to be replaced or repositioned. The Department also seeks assistance from the Downtown Development Authority or the Detroit Economic Growth Corporation in administering some projects. The department has provided/programmed

financial assistance to construct roadways for some of the housing development projects.

GOALS FOR CAPITAL PROGRAM

1. Rehabilitate and resurface existing ROW infrastructure showing surface distress.
2. To continue the modernization of the arterial traffic signal and signing systems.
3. To eliminate high-hazard locations through safety improvements.
4. To reduce traffic congestion.

**RATIONALE FOR CAPITAL
PROGRAM**

The safe and efficient movement of pedestrian non-motorized and motorized traffic by replacement of obsolete, deteriorating and hazardous trafficways and appurtenances.

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

Street Construction, Resurfacing & Curb Improvements

This continuing Program allocates funds for the construction, resurfacing and reconstruction, of streets, construction of ramps in compliance with ADA standards and improvements of intersections. The intersections selected for improvements – such as widening, adding left turn lanes, etc., are based on the crash data and the number of accidents at these intersections. Resurfacing lasts approximately 10-15 years on major streets and 20 years for local streets. The Department has been paving an average of 82 miles per year during the last 5 years. 77 miles of streets are scheduled for paving in 2012 construction season.

Funds	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
Gas and Weight Taxes	\$15,342,600	16,298,000	\$16,165,000	\$16,967,000	\$18,280,000	\$17,969,000
Federal and State Grants	28,347,900	45,952,000	9,462,000	8,594,000	11,898,000	8,881,000

Traffic Signals and Signing

Programs covered under this project includes Modernization of Traffic Signals, Pavement Marking with long life polyester paint, intersectional pavement marking, markings at railroad crossings, symbols, stop signs, yield signs, street name signs, etc. Traffic Signal Modernization is eligible for 100% Federal Funding through the Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU). Almost all of the 880 active traffic signals under the City’s jurisdiction except a few that are scheduled for removal have been modernized with in the last six years with 12”heads and LED bulbs at a total cost of about \$41 million. Pedestrian signal with countdown timers have been installed at 464 intersections. Traffic Signals at 162 locations have ITS equipment and are integrated with the Traffic Management Center. This program also includes funding for Traffic Engineering and Sign Shop for its operations.

Funds	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
Gas and Weight Taxes	\$6,090,000	\$6,000,000	\$6,500,000	\$6,500,000	\$6,500,000	\$7,000,000
Federal and State Grants	4,876,000	3,050,000	1,800,000	3,600,000	3,300,000	2,100,000

**DEPARTMENT OF PUBLIC WORKS
STREET CAPITAL**

City and Highway Bridges

The City has an inventory of 192 bridges. Some of these bridges are very old and need deck replacement or rehabilitation.

MDOT also plans to rehabilitate some bridges over Freeways in the City limits. Every year matching funds are provided for in the street fund capital budget. The funding for these projects that are programmed by the City and MDOT during construction season 2012-13 through 2017-18 is shown below.

Funds	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
Gas and Weight Taxes	\$3,599,000	\$1,983,000	\$833,000	\$617,000	\$1,341,000	\$1,069,000
Federal and State Grants	\$64,377,000	\$23,066,000	\$45,567,000	\$48,701,000	\$42,940,000	\$84,465,000

Streetscape and Bike Path Projects

The Department has been working with various organizations and community groups such as the Midtown Detroit, Inc, Southwest Detroit Business Association, Wayne State University, Henry Ford Hospital, Detroit Riverfront Conservancy, Detroit Economic Growth Corporation, Downtown Development Authority and eastern Market Corporation to implement streetscape and non motorized improvement projects throughout the City. The department has been successful in receiving Transportation Enhancement funds for the implementation of many of these projects. Recently we have received approval of \$10 million from TIGER grant for the implementation of streetscape, landscape, bike path and non motorized improvements including the extension of Dequindre Cut and rehabilitation of few bridges over the Dequindre Cut. The community Groups initiated many of these transportation enhancement/non motorized transportation projects and have agreed to pay for the design, construction inspection as well as the match funds with financial assistance from the Community Foundation of Southeast Michigan and from other foundations. Federal Surface Transportation Enhancement funds have contributed to as much as 80% of the construction cost in some cases

Funds	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
Other Sources	\$1,465,000	\$7,636,000				
Federal and State Grants	\$3,227,000	\$13,990,000				

DEPARTMENT OF PUBLIC WORKS- STREET CAPITAL

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014-15	2015-16	2016-17	2017-18	
Street Construction, Resurfacing & Curb Improvements	M	O	RF	NSI		G.W. O.S.-STIP *		\$ 15,343 28,348	\$ 16,298 45,952	\$ 16,165 9,462	\$ 16,967 8,594	\$ 18,280 11,898	\$ 17,969 8,881	
Traffic Signals and Signing	M	O	RF	NSI		G.W. O.S.-STIP		6,090 4,876	6,000 3,050	6,500 1,800	6,500 3,600	6,500 3,300	7,000 2,100	
City and Highway Bridges	M	O	RF	NSI		G.W. O.S.-STIP *		3,599 64,377	1,983 23,066	833 45,567	617 48,701	1,341 42,940	1,069 84,465	
Streetscape and Bike Path	M	O	RF	NSI		O.S. O.S.-STIP *		1,465 3,227	7,636 13,990					
TOTALS								\$ 127,325	\$ 117,975	\$ 80,327	\$ 84,979	\$ 84,259	\$ 121,484	\$ -
Funding Source Summary:														
Gas and Weight Tax						G.W.	\$ -	\$ 25,032	\$ 24,281	\$ 23,498	\$ 24,084	\$ 26,121	\$ 26,038	\$ -
Other Identified Sources						O.S.	-	1,465	7,636	-	-	-	-	-
Other Identified Sources-STIP						O.S.-STIP *	-	100,828	86,058	56,829	60,895	58,138	95,446	-
GRAND TOTAL							-	\$ 127,325	\$ 117,975	\$ 80,327	\$ 84,979	\$ 84,259	\$ 121,484	\$ -

Other Identified Sources' include: Federal Highway Funds such as SAFETEA-LU, TEA 21, ISTEA, etc
Transportation Economic Development Funds (TEDF), Railroad Funds and other 'Local Source' shares.
* (STIP) refer to projects in the State's Transportation Improvement Program which are subject to amendment.

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
*** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
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DETROIT DEPARTMENT OF TRANSPORTATION



DETROIT DEPARTMENT OF TRANSPORTATION

AGENCY MISSION

The mission of the Detroit Department of Transportation (DDOT) is to provide public transit services that are reliable, clean, customer focused, fiscally responsible, safe and secure for all metropolitan Detroit area residents.

CURRENT FACILITIES

DDOT is the largest transit provider in the State of Michigan; operating over 1,200 miles of routes and providing service to over 32 million passengers annually.

DDOT's primary facilities include the **Central Shop**, which is located at 1301 East Warren, and includes an administration building, a heavy repair facility, and plant maintenance building. The Central Shop facility is in fair condition and requires some capital enhancements and upgrades. However, its equipment needs are substantial.

DDOT also maintains three other satellite terminals with garages for light repairs and bus storage bays:

- **Coolidge Terminal** is located at 14044 Schaefer and includes the Emergency Dispatch Center,
- **Gilbert Terminal**, is located at 5600 Wabash; and
- **Shoemaker Terminal** is located at 11200 Shoemaker and includes the bus rehab facility.

All DDOT maintenance facilities are in need of major upgrades and improvements. In particular, Shoemaker and Coolidge Terminals are in poor condition and require a substantial amount of capital improvements.

Facilities used for major bus passenger traffic and layover purposes are Rosa Parks Transit Center, State Fairgrounds,

Northland, Eastland and Fairlane Shopping Centers. Additionally, the department maintains numerous bus turn-around loops at the end of the bus routes (e.g. Wayburn Loop).

DDOT's active fleet consists of 445 fixed-route coaches, which serves 37 bus routes in the City of Detroit. The department maintains approximately 6,000 bus stops and 175 bus shelters. Additionally, DDOT provides administrative services to the Detroit Transportation Corporation (DTC), operator of the Detroit People Mover.

FIVE-YEAR HISTORY

DDOT capital funding over the past five fiscal years (2008-2012) was provided by grants from the Federal and State governments; i.e., the Federal Transit Administration (FTA) and the Michigan Department of Transportation (MDOT). A capital lease and voter approved General Obligation (GO) bonds were also used to fund DDOT's capital projects. The capital lease and GO Bonds are paid from Federal and State grants.

DDOT has utilized approximately \$118 million from grant funds, including \$37.9 million for capital bus lease payments to replace its 40' line-haul buses. DDOT has purchased 50 diesel coaches in 2010. During 2012, DDOT purchased 42 diesel and four hybrid Gillig replacement coaches with American Recovery Reinvestment Act (ARRA) funding. All buses have been delivered and are in service. The department implemented a facilities management system, and implemented new bus stop signs.

DDOT completed its third and final phase of the Shoemaker Renovation Project. DDOT removed and reconstructed approaches at St. Jean and Shoemaker Streets and constructed new signage and landscaped areas,

DETROIT DEPARTMENT OF TRANSPORTATION

constructed new security wall on west side of site, removed and replaced existing site concrete as required, demolished the existing boiler/power house building including tunnels, demolished the north portion of the existing terminal building, renovated existing terminal building to include training area and locker room upgrades, constructed a new Fare Box House, constructed new Guard House, made minor renovations to existing Bus Assignment Building, constructed new Bus Assignment Building. Renovated existing Paint Booth, installed emergency generator for campus, renovations to existing Underground Storage Tank including all piping.

Other facility renovations performed include fire alarm upgrades to Central, dock locks at the Stockroom, new gas detection system for the Money Room, a dust collector unit installed in Plant Maintenance, security camera upgrades at all locations, and a new executive and administrative parking lot for Central.

DDOT has begun replacing existing bus stop signs with new and improved customer-focused signs. In addition to the new bus stop signs, DDOT is installing supplemental signage at transfer points. The supplemental signs feature a map of the route and lists connecting routes for that bus line. The bus stop improvement project began in 2009. As of August 2012, DDOT has installed approximately 5,000 new signs at the 6,000 DDOT bus stops. Bus stop signage is an on-going project and will conclude in FY 2014-15. However, the department will continue to replace damaged or missing signs. DDOT is the lead department for the City of Detroit Code of America project. The City of Detroit will launch the Text My Bus application on September 4, 2012 to allow DDOT riders to

text from a cell phone to receive real time bus arrival at any DDOT bus stop.

The department has implemented a Facility Management System (FMS) and replaced the current Vehicle Maintenance Management System (VMMS) with an asset management solution built on industry standards. The new system provides a means to improve efficiency and productivity, lower costs, lower failure rate on equipment and facilities, and increase asset utilization. The department will reengineer business processes in Vehicle and Plant Maintenance divisions to change staff culture and adhere to the proper use of the software.

In 2006, construction began on the Rosa Parks Transit Center and was completed in July 2009. In addition, the automated vehicle locator (AVL) system is in the final acceptance testing phase.

Woodward Light Rail Project

The Woodward Light Rail Project was canceled in December 2011. The final deliverables from URS has been received and paid. DDOT will not incur any additional cost for this project.

PROPOSED 5-YEAR CAPITAL PLAN

DDOT's proposed Five-Year Capital Plan includes approximately \$156 million that is expected to be funded with a combination of FTA and MDOT grant funds.

The department's Five-Year Plan includes major enhancements, such as relocating the Central Dispatch Center from Coolidge to Central with all new upgraded equipment, provide new parking lot and perimeter security fencing to the Central Facility, upgrade Central Facility's Underground Storage Tanks, continue installing new bus shelters, provide a new employee parking lot at Shoemaker to accommodate consolidation

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efforts, and extend the maintenance building lift capacity at Shoemaker Facility.

The maintenance training department will incorporate new audio/visual equipment, ISL engine module, and IT equipment. Additionally, new service, support vehicles, and buses will be procured to maintain daily operations.

Planning and Engineering Services

DDOT will procure planning, engineering and general consulting services for structural engineering analysis on DDOT's facilities, communications equipment, fare card and computer systems. Other services will include long-range transportation planning, route evaluation and service planning and multi-modal planning.

DDOT will continue coordinating with SMART, DTC, and Transit Windsor on an integrated regional fare system.

CAPITAL RELATIONSHIPS

Interdepartmental and Key Stakeholders

The Department's major investment projects, such as the major renovations at the DDOT facilities, will require cooperation and services from various City of Detroit departments including Public Works (Traffic and City Engineering), Planning and Development, Water and Sewerage, Public Lighting, Municipal Parking, and Recreation. Also, the Detroit Building Authority (DBA) and the Economic Development Corporation (EDC) will assist DDOT. The impact on these departments' budgets cannot currently be determined.

GOALS FOR CAPITAL PROGRAM

The goals of the department's Capital Plan is to improve overall external and internal operations for the benefit of existing customers, to attract new customers, and to develop new business relationships. The

goals will be carried out through the following objectives:

- (1) Provide transportation service that is efficient by implementing major investment projects that are directly geared towards improving system efficiency.
- (2) Provide safe, reliable, and well-maintained service through timely fleet replacement, expansion, and maintenance programs.
- (3) Provide cost effective service through procurement of fuel efficient buses that decrease overall fleet maintenance costs.
- (4) Provide customer-driven and customer-focused service by upgrading and improving bus stop amenities and the availability of schedule information.
- (5) Improve DDOT's infrastructure and provide quality work environments through major facility repairs and upgrades that encourage improved employee performance and productivity.
- (6) Develop new and foster existing business relationships by seeking collaboration and cooperation on major investment projects, and supporting cultural events, areas of employment and commerce by providing transportation service to those areas.

CAPITAL PROGRAM RATIONAL

DDOT's Capital Program supports the department's mission and reflects its capital needs to carry out its goals. The program is based on:

- 1) Projects eligible for funding under Federal and State guidelines.
- 2) What can be reasonably funded based on all expected funding levels.
- 3) The department's ability to obtain matching funds for federal grants.

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DDOT does expect moderate changes in funding levels from the Federal and State governments over the next five years.

The Capital Program was also developed to meet the Federal Highway Act/Federal Transit Act (FHWA/FTA) transportation planning regulations to address service equity issues (e.g., nondiscrimination under Title VI of the Civil Rights Act) and the Americans with Disabilities Act (ADA).

The ADA requires public involvement in the planning process and planning coordination with the local Metropolitan Planning Organization (MPO) - Southeast Michigan Council of Governments (SEMCOG). The Capital Program is consistent with the Transportation Improvement Program (TIP) required by the Safe, Accountable, Flexible, and Efficient Transportation Safety Act

(SAFETEA-LU), the nation's new transportation law, and the 2030 Regional Transportation Plan, as approved by the MPO. In October 2012, the SAFETEA-LU Act will change to the enacted Moving Ahead for Progress in the 21st Century (MAP-21).

MAP-21 was signed into law by the President on July 6, 2012 and authorizes programs for two years, through September 30, 2014. There will new grants, repealed programs, consolidated programs and modified programs for FTA grantees. MAP-21 will allow steady and predictable funding, consolidate certain transit programs to improve efficiency, and target funding increases particularly for improving the state of good repair.

DETROIT DEPARTMENT OF TRANSPORTATION

PROJECT NARRATIVE AND FUNDING SCHEDULES

Facility Upgrades and Improvements-Central, Shoemaker, Coolidge and Gilbert Terminals

DDOT has completed the Phase III renovation of the Shoemaker Facility. During the next five years, additional renovations and site improvements will occur at the Central Facility. The Coolidge Terminal experienced severe damage to the property in December of 2011 as a result of a bus fire. Insurance monies will restore the site back to its original condition. The department is currently evaluating the benefits associated with consolidating its facilities to support the smaller fleet size with a specific focus on DDOT utilizing only the Shoemaker and Central facilities in the future. However, consideration is also being given for the possibility of growth and determining “decommissioning” options for Gilbert and Coolidge.

The following activities are expected:

1. UST & Fluid Dispensing Upgrades
2. Plant Maintenance Interior Renovation
3. Perimeter Security Fencing
4. Central Facility Paving
5. Provide Energy Efficient Lighting
6. Replace Overhead Doors with High Speed Breakaway Features
7. Infrastructure for Electronic Support Vehicles
8. Replace HVAC Systems (20 Units Total)
9. Remove and Replace Pedestrian Doors
10. Relocate Central Dispatch from Coolidge to Central
11. Replace existing Roof with Energy Efficient System
12. Rosa Parks Transit Center Upgrades
13. Shoemaker Modifications to Support Consolidation

The estimated cost of these projects over the next five years is \$55 million. Approximately 80% of the cost is expected to be funded by a grant from the FTA, with the balance paid for with a grant from the Michigan Department of Transportation (MDOT).

Year	Total Cost	FTA Share	MDOT SHARE
2013 - 14	\$ 8,000,000.00	\$ 6,400,000.00	\$ 1,600,000.00
2014 - 15	\$ 12,000,000.00	\$ 9,600,000.00	\$ 2,400,000.00
2015 - 16	\$ 15,000,000.00	\$ 12,000,000.00	\$ 3,000,000.00
2016 - 17	\$ 5,000,000.00	\$ 4,000,000.00	\$ 1,000,000.00
2017 - 18	\$ 15,000,000.00	\$ 12,000,000.00	\$ 3,000,000.00

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Rolling Stock (Buses)

DDOT plans to replace its eligible revenue vehicles (bus fleet), as well as replace a number of service and support vehicles over the next five years.

New Bus Acquisitions

DDOT intends to replace its eligible bus fleet. Over the next five years, DDOT has approximately 60 revenue vehicles to be replaced. Each bus is expected to cost approximately \$388,000 in 2012 dollars.

Year	Purchase Price	FTA	MDOT	Buses to Purchase
2013-14	\$7,760,000	\$6,208,000	\$1,552,000	20
2014-15				None
2015-16	\$7,760,000	\$6,208,000	\$1,552,000	20
2016-17				None
2017-18	\$7,760,000	\$6,208,000	\$1,552,000	20

Current Bus Leases

DDOT has a current lease program for 121 of its previously acquired buses. The payments extend through fiscal year 2016.

Year	Annual Lease Expense	FTA	MDOT	Buses Under Lease
2013-14	4,563,579	3,651,000	912,579	121
2014-15	4,563,579	3,651,000	912,579	121
2015-16	4,563,579	3,651,000	912,579	121

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Midlife Overhauls

As part of DDOT's fleet maintenance program, every DDOT bus is overhauled at its midlife (six years). This reduces maintenance costs and provides a more reliable bus fleet. As of June 30, 2012, DDOT has grant funds totaling \$8.3 million for midlife overhauls. The estimated cost for midlife overhauls over the next five years is \$47.8 million. The costs, along with FTA and MDOT funding for the midlife overhauls over the next five years, are detailed below.

Year	Total Cost	Overhauls	FTA Share	MDOT SHARE
2013 - 14	\$ 29,200,000	146	\$ 23,360,000	\$ 5,840,000
2014 - 15	-	-	-	-
2015 - 16	9,400,000	47	7,520,000	1,880,000
2016 - 17	-	-	-	-
2017 - 18	9,200,000	46	7,360,000	1,840,000

Service Support Vehicle Replacement

To support its fleet of over 300 buses, DDOT utilizes a number of support and service vehicles. These vehicles include tow trucks, supervisor vehicles, light-duty trucks, money trucks and other specialty vehicles.

Summarized below are the anticipated capital expenses over the next five years for non-revenue vehicles.

Year	Total Cost	FTA Share	MDOT SHARE
2013 - 14	\$ -	\$ -	\$ -
2014 - 15	-	-	-
2015 - 16	1,250,000	1,000,000	250,000
2016 - 17	-	-	-
2017 - 18	1,250,000	1,000,000	250,000

Machinery, Equipment and Other Capital Assets

DDOT plans on purchasing machinery, equipment and other capital assets to improve maintenance performance and productivity of DDOT employees and comply with mandated Federal and State regulations. Listed below are major categories of anticipated machinery, equipment, and other capital asset purchases for the next five years.

1. Generators
2. Central Warehouse Items
3. Bulk Additive and Fuel Storage
4. Marketing Equipment
5. Maintenance Equipment

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The total estimated costs for purchasing machinery, equipment and other capital assets over the next five years is approximately \$105,000. FTA and MDOT transportation grants of \$84,000 million and \$21,000 million, respectively, will be requested over the next five years for this project.

Year	Total Cost	FTA Share	MDOT Share
2013 - 14	\$ 70,000	\$ 56,000	\$ 14,000
2014 - 15	\$ -	\$ -	\$ -
2015 - 16	\$ 35,000	\$ 28,000	\$ 7,000
2016 - 17	\$ -	\$ -	\$ -
2017 - 18	\$ -	\$ -	\$ -

Communications Equipment

DDOT will need to procure communications and computer equipment over the next five years; such as computer systems (hardware/software), IVR hardware/software, UPS and other hardware and software.

Listed below are major categories of anticipated communications equipment purchases for the next five years.

1. Print Shop Equipment Replacement
2. Miscellaneous Equipment
3. Replacement Radio System and Supporting Infrastructures
4. Replacement AVL System
5. Replacement IVR System
6. Replacement of Operational Applications

The total estimated cost for communications equipment over the next five years is approximately \$8 million. FTA and MDOT transportation grants of \$6.4 million and \$1.6 million, respectively, will be requested over the next five years for this project.

Year	Total Cost	FTA Share	MDOT Share
2013 - 14	\$ 2,100,000	\$ 1,680,000	\$ 420,000
2014 - 15	1,400,000	1,120,000	280,000
2015 - 16	2,500,000	2,000,000	500,000
2016 - 17	1,300,000	1,040,000	260,000
2017 - 18	700,000	560,000	140,000

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Fare Collection

During fiscal year 2007, DDOT made a significant investment in its fare collection system by replacing its outdated fareboxes with modern, electronic fareboxes that speed the collection of fares and improves system accounting and efficiency. General Obligation Bonds in the amount of \$6,271,722 were issued for this purchase and will be repaid with FTA and MDOT grant funds.

As a result, DDOT anticipates limited capital expenditures in this area during the next five years. The major initiatives are described below.

Year	Total Cost	FTA Share	MDOT Share
2013 - 14	\$ 272,902	\$ 218,322	\$ 54,580
2014 - 15	\$ 2,933,479	\$ 2,346,783	\$ 586,696
2015 - 16	\$ 2,933,479	\$ 2,346,783	\$ 586,696
2016 - 17			\$ -
2017 - 18			\$ -

Fare Counting & Money Room Upgrades

One departmental initiative is to reduce the cost and time required to process and deposit currency and coins through the expanded automation of current processes. This initiative will include acquisition of equipment that automates the method used for separating, orientating and sorting currency prior to the counting of the currency and replacement of worn counting equipment. During the fiscal year 2012 – 2013, DDOT anticipates an expense of approximately \$150,000 to upgrade and replace currency and coin counting equipment.

Ticket Vending Machine

The Ticket Vending Machines initiative was implemented April 2012 at Rosa Parks Transit Center. The customers are gradually using the machines. During the next five years, the maintenance of the machines will cost the department \$5,000 per year.

Farebox On-Board Upgrades

The U.S. Government is continuing to make improvements in the security features of currency and coins to thwart counterfeiters. Therefore it will be necessary to upgrade the on-board farebox components that validate currency and coins. The estimated cost of the validating component upgrade is \$200,000 and is expected to be incurred during the 2014 – 2015 fiscal year.

New Fare Media

DDOT is currently launching a project to change the fare structure within the fareboxes. We will seek grant funding to possibly change the machines to cashless and change the media to a more durable card to allow longer usage and reloadable. This funding opportunity will occur during the five year capital plan, estimated cost of \$5M - \$20M.

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Bus Stop Improvements

DDOT will purchase, install, and improve bus shelters over the next five years. This includes:

- Seating and trash receptacles will be installed at bus stops
- Install, upgrade and maintain bus stop signs
- Install static information signs, maps, and route information
- Install Global Positioning System (GPS) based scheduling information systems at transit centers.
- City of Detroit Code of America Project to allow passengers to receive on-time bus arrival at any DDOT bus stop location.

The total estimated cost for bus shelters and bus stop amenities over the next five years is approximately \$2.3 million. FTA and MDOT transportation grants of \$1.9 million and \$468,882, respectively, will be requested over the next five years for this project.

Year	Total Cost	FTA Share	MDOT Share
2013 - 14	\$ 484,000	\$ 387,200	\$ 96,800
2014 - 15	\$ 600,000	\$ 480,000	\$ 120,000
2015 - 16	\$ 425,270	\$ 340,216	\$ 85,054
2016 - 17	\$ 420,000	\$ 336,000	\$ 84,000
2017 - 18	\$ 415,142	\$ 332,114	\$ 83,028

DEPARTMENT OF TRANSPORTATION

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18	
Facility Upgrades & Improvements	M	O	NOI	NSI		F.T.G.-9 S.T.G.-9			\$ 6,400 1,600	\$ 9,600 2,400	\$ 12,000 3,000	\$ 4,000 1,000	\$ 12,000 3,000	
Rolling Stock - New Bus Acquisitions- Replacement	M	O	NOI	NSI		F.T.A-9 S.T.A-9	12,000		\$ 6,208 1,552		\$ 6,208 1,552		\$ 6,208 1,552	
Leasing-Previously Acquired Buses (121)	M	O	NOI	NSI		F.T.A-9 S.T.G.-9			\$ 3,651 913	3,651 913	3,651 913			
Midlife Overhauls	M	O	NOI	NSI		F.T.G.-9 S.T.G.-9			23,360 5,840		7,520 1,880		7,360 1,840	
Sub-Total (page 1)							\$ 12,000	\$ -	\$ 49,524	\$ 16,564	\$ 36,724	\$ 5,000	\$ 31,960	\$ -

Funding Source Summary (page 1):

General Obligation Bonds	G.O.	\$ 12,000													
Federal Transportation Grants	F.T.G.		\$ -	39,619	13,251	29,379	4,000	25,568							-
State Transportation Grants	S.T.G.		-	9,905	3,313	7,345	1,000	6,392							-
Other Identified Sources (combination of local, regional, state, federal and Non-New Starts funding)	O.S.														
Sub-Total (page 1)		\$ 12,000	\$ -	\$ 49,524	\$ 16,564	\$ 36,724	\$ 5,000	\$ 31,960	\$ -						

Notes:

Planned funding for (FY2011-12 through FY2015-16) is based only on Applications for Federal and State Grant Funds, if available. As the sole local government contributing to Detroit D.O.T.,

'Capital' for Transportation is defined by Federal and State criteria.

Federal allocations for FY2010-11 have not yet been established.

State Transportation Grants (Michigan Department of Transportation: Section 9 and Section 3 Grants)

Federal Transportation Grants (Federal Transit Administration: Section 9 and Section 3 Grants)

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development

** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway

*** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac

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***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

DEPARTMENT OF TRANSPORTATION

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed							
									2013-14	2014-15	2015-16	2016-17	2017-18								
Other Capital Projects																					
Service Support Vehicles	N	O	NOI	NSI		F.T.G. S.T.G.				\$	1,000 250		\$	1,000 250							
Machinery, Equipment & Other Capital Assets	M	O	NOI	NSI		F.T.G. S.T.G.		\$	56 14		28 7										
Communication Equipment	M	O	NOI	NSI		F.T.G. S.T.G.			1,680 420	\$	1,120 280	2,000 500	\$	1,040 260	560 140						
Fare Collection	M	O	NOI	NSI		F.T.G. S.T.G.			218 55		2,347 587	2,347 587									
Bus Stop Improvements	M	O	NOI	NSI		F.T.G. S.T.G.			387 97		480 120	340 85		336 84	332 83						
Sub-Total (page 2)								\$	-	\$	2,927	\$	4,933	\$	7,144	\$	1,720	\$	2,365	\$	-
Funding Source Summary (page 3):																					
State Transportation Grants						F.T.G.		\$	-	\$	2,342	\$	3,947	\$	5,715	\$	1,376	\$	1,892	\$	-
Federal Transportation Grants						S.T.G.		-		585		987		1,429		344		473		-	
Sub-Total (page 2)								\$	-	\$	2,927	\$	4,933	\$	7,144	\$	1,720	\$	2,365	\$	-

Notes:

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DEPARTMENT OF TRANSPORTATION

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed	
									2013-14	2014-15	2015-16	2016-17	2017-18		
GRAND TOTALS							\$ 12,000	\$ -	\$ 52,450	\$ 21,497	\$ 43,867	\$ 6,720	\$ 34,325	\$ -	
Funding Source Summary (Grand totals):															
General Obligation Bonds						G.O.	\$ 12,000								
Federal Transportation Grants						F.T.G.	-	\$ -	\$ 41,961	\$ 17,198	\$ 35,094	\$ 5,376	\$ 27,460	\$ -	
State Transportation Grants						S.T.G.	-	-	10,490	4,299	8,773	1,344	6,865	-	
Other Identified Sources						O.S.	-	-	-	-	-	-	-	-	
GRAND TOTAL							\$ 12,000	\$ -	\$ 52,450	\$ 21,497	\$ 43,867	\$ 6,720	\$ 34,325	\$ -	

Notes:

Planned funding for (FY2011-12 through FY2015-16) is based only on Applications for Federal and State Grant Funds, if available. As the sole local government contributing to Detroit D.O.T.,

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DETROIT TRANSPORTATION CORPORATION



DETROIT TRANSPORTATION CORPORATION

AGENCY MISSION

The mission of the Detroit Transportation Corporation (DTC) is to provide safe, reliable, efficient and accessible rail transportation services that will serve to enhance business development and retention, to support economic drivers to the city and the region, and to sustain better quality of life functions in Detroit by augmenting pedestrian travel and by supporting other modes of public and private transportation.

CURRENT FACILITIES

The Detroit Downtown People Mover system (DPM) maintains facilities that include the main central Maintenance and Control Facility (MCF), 13 passenger stations, and the administrative offices located at 1420 Washington Boulevard.

The Maintenance Control Facility (MCF) is where the operation and maintenance control of all subsystem and equipment is maintained. Constructed and in operation since 1986, the facility serves as a garage for all vehicles when not in use, and all equipment and inventory needed for repair and maintenance by the Corporation's maintenance staff. The MCF is also the location for the command, control and communication center.

The DPM is an elevated, fully automated transit technology system that requires capital investment to maintain the fixed facilities and equipment to ensure reliability, safety, and efficiency in operating the system. Much of the equipment, vehicles, and component parts have exhausted their design life, and in many instances requires overhaul, replacement and upgrade. The obsolescence of parts and equipment beyond their useful life has presented even greater challenges due to lack of vendor support and the need to identify suitable replacements.

The Detroit Transportation Corporation was incorporated in 1985 as a Michigan public body for the purpose of acquiring, owning, constructing, furnishing, equipping, completing,

operating, improving, enlarging and/or disposing of the Central Automated Transit System (CATS) in Detroit, Michigan. DTC acquired the CATS Project from the Southeastern Michigan Transportation Authority (SEMTA), on October 4, 1985.

The CATS Project, commonly known as the Downtown People Mover (DPM), officially opened to the public in July 1987. The DPM is an automated guideway transit system serving as a circulator through the Detroit Central Business District. The DPM operates two-car (on occasion one car) automated train sets servicing 13 stations on an elevated 2.9-mile loop.

The DTC is a separate legal entity from the City of Detroit; however, the City provides support of the operation through capital bonds and an operational subsidy. DTC is the recipient of Public Act 51 operating revenues from the State of Michigan.

As per the DTC Articles of Incorporation and By-laws, the DTC is governed by a six-member Board of Directors, four of whom are appointed by the mayor of the City of Detroit: the Chief Operating Officer of the City; the director of the Detroit Department of Transportation; the director of Planning & Development; and the City's Chief Financial Officer. The City Council president and the chairperson of the SMART Board of Directors also serve on the DTC Board and establish the policies of the DTC.

The DTC remains committed to long-term, improved public transportation for today, tomorrow and the future. After returning to full service and station operations, the DTC has maintained a ridership of more than two million passengers annually since 2006. Train arrival and trip times have shortened to three-four minutes as DTC operates an optimal number of vehicles during revenue service.

DETROIT TRANSPORTATION CORPORATION

FIVE-YEAR HISTORY

The People Mover fleet is original to the system's inception and many parts and subsystems have exceeded their replacement time horizon. The DTC drew down a total of \$17,199,832 in capital funding for projects between years 2007-2012. Resources were provided by grants from the Federal Transit Administration (FTA), the Michigan Department of Transportation (MDOT), local subsidy, and voter-approved General Obligation (G.O.) Bonds allocated for city public transportation.

The most comprehensive project undertaken by DTC is the 2007-2011 **Vehicle Overhaul Program**. Overhaul initiatives (repair, refurbishment and replacement) conducted internally on-site, proved to be more fiscally conservative versus an off-site option. As a result, the on-site maintenance overhaul activity saved approximately \$12 million in fees associated with the off-site repair and delivery costs while allowing DTC direct accountability for providing the vehicle fleet in stages of service-ready operation. The overhaul effort modernized essential propulsion and hydraulic power units; provided new seats, floors and energy efficient interior lighting; and braking, motors and vehicle couplers installations. ADA-compliant wheelchair latches were replaced and tested on all vehicles.

General Obligation Bonds funded the FY 2007-2008 **Track Replacement Project**, which was brought in on-budget and completed four weeks ahead of schedule. The rail change-out replaced 1,800 feet of worn guideway rail, reduced noise, and improved ride quality. DPM has a post-improvement track record of 92 percent reduction in system delays [Completed - August 2008]

The DTC replaced the roof at the **Joe Louis Arena station** with a **green roof** in 2008 contributing to the reduction of downtown's carbon footprint. The \$159,000 project has a life

sustainability of up to 40 years. [Completed – July 2008]

Translation and posting of **bi-lingual (Spanish and Arabic) signage for safety and Title VI messages** were placed in stations, online and in printed materials.

The Maintenance Control Facility's aged and malfunctioning **HVAC system** was replaced in 2010 at a cost of \$ 653,432. [Completed - June 2011]

A \$515,000 FTA grant funded the FY 2011 **Millender Center Station** renovation, its first in 25 years. Ceiling tiles, eco-friendly HVAC with energy-efficient lighting and heat lamp enhancements merged with design elements to earn a finalist designation as a Construction Association of Michigan Project of the Year. [Completed – January 2011]

DTC provided requested support of the city's 2011 **attraction and economic development initiatives** with complimentary passes to secure the National Square Dance Convention (\$44,000) and Blue Cross Blue Shield of Michigan Relocation (\$300,000). [Completed – May / June 2011]

DTC continues to be an eligible recipient of Act 51 operating assistance allocation from MDOT. DTC also received Federal Congestion Mitigation Air Quality (CMAQ) funds in qualifying years in the amount of \$166,000.

A \$3.4 million draw-down of accumulated interest from the Corporation's Beam Escrow Account was approved to supplement the operating budget for FY 2012. The DTC maintains a balance of funds in the escrow account required to support future guideway inspection, maintenance, and repairs.

DTC implemented the People Mover's **first fare increase**. The Board of Directors approved new rates for individual, Convention and Special

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Event Fast Pass fares and bulk purchases. DTC's \$60,000 campaign placed additional token machines in the stations which provide change (U.S. Quarters) and held public hearings for the

community. Revenue generated during the first six months increased by \$234,371 from the previous year. [Completed – November 2011]

DETROIT TRANSPORTATION CORPORATION

PROPOSED FIVE YEAR CAPITAL PLAN

Several years ago, the DTC, in conjunction with its team of technical consultants, prepared an agenda to upgrade, replace, refurbish, and overhaul many of the DPM systems, subsystems, and facilities. The capital agenda has been updated to reflect the current priorities for capital funding.

A summary of the DTC's capital plan is indicated below.

1. DTC will purchase new equipment for its **Power Distribution System**. Circuit breaker and switch gear equipment in our two electrical power distribution substations are original, and procurement for replacement parts has been difficult. This will aid in recovery time for the systems in the event of unexpected power surges or outages, both internal and external.
2. **Reconstruction of the Grand Circus Park Station** is a significant development which coincides with the renovation of the David Whitney Building. The station will be equipped with pedestrian and ADA-accessible elevators, escalators, stairways and direct access to the station at the street level.
3. **Guideway switches** – replacement of original mechanisms
4. **Replacement of Guideway Joint Expansions:** Structural joints linking the concrete sections of the guideway.

#	Project	Amount	Funding Source	Year
1	Power Distribution Upgrade	\$1,000,000	General Obligation Bonds	2012
2	Reconstruct Grand Circus Park Station	\$ 865,328	Federal Grant	2012/13
3	Purchase Guideway Switches	\$ 300,000	Federal Grant	2012/13
4	Guideway Expansion Joint Replacement	\$ 300,000	Federal Grant	2013
FIVE-YEAR CAPITAL PLAN SUMMARY				
1	Vehicle On-Board Camera System	\$250,000	Capital Cash	2013-14
2	Fare Collection Equipment	\$10,000,000	General Obligation Bonds	Unprogrammed
3	Uninterruptible Power Supply (UPS) Units & Batteries in Facilities	\$300,000	Capital Cash	2012-14
4	Passenger & Freight Elevator Improvements	\$1,000,000	General Obligation Bonds	Unprogrammed
5	Facility Door Replacements	\$50,000	Capital Cash	2012-16
6	Updated Passenger Announcement System	\$300,000	General Obligation Bonds	Unprogrammed
7	Track Section Replacement	\$1,500,000	General Obligation Bonds	Unprogrammed

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INTERDEPARTMENTAL RELATIONSHIPS

Reliability and meeting the transportation needs of residents can be realized with the Fare Collection Upgrade. The Rosa Parks Transit Center is in direct proximity to two People Mover stations. Since opening in 2009, traffic has increased from DDOT and other bus systems which transition onto the People Mover, but cannot transfer using the same fare media. The DTC's Fare Collection Upgrade will provide connectivity and seamless ease of use for passengers. Technical specifications will require coordination from public transit agencies.

GOALS FOR CAPITAL PROGRAM

The priority of the DTC is to ensure operational security, reliability and efficiency of the Detroit People Mover as a city service and public transportation system. With the additional population of more than 12,000 new workers and residents in the Central Business District, as well as a heightened local and federal awareness for major public events and venues directly serviced by the People Mover, funding support of the Capital Program will improve and sustain public safety via improved lighting, surveillance and the following strategic goals:

- To increase ridership and mobility of downtown residents, guests, and workers.
- To continue with the replacement and refurbishment of obsolete equipment no longer serviced by the manufacturer with newer, more compatible hardware, parts and programming.
- To replace and/or upgrade equipment / facilities to improve efficiency and modernize technologies with the intent

to serve the population as an integrated transit mode.

RATIONALE FOR CAPITAL PROGRAM

Although the Detroit People Mover (DPM) remains a unique transit system to the city and region, similarly designed automated systems continue to transport significant populations in major U.S. cities and around the world. Operations are priority; DTC has, over the past 25 years, implemented necessary infrastructure improvements, vehicle repairs and capital projects in the effort to both maintain the system and position it for growth, efficiency, and reliability.

A number of projects have been executed to stabilize the remaining obsolete subsystems that have been forced to operate past their useful life; others are outmoded or no longer have an OEM supplier. Incrementally, through phased planning and budgeting, stages of the vehicle overhaul have moved forward which are visible to the public: new lighting, floors and seats in trains; a smoother braking system and track; new station lighting joins new and refurbished escalators and elevators. The computerized subsystems have been upgraded to accommodate an additional service capability of 5-50 miles.

The DTC five-year capital program is operations-based and customer-focused. As downtown transforms into a new, vibrant residential, employment, retail and entertainment destination, the system which serves it should effectively and positively reflect the direction of the city and be poised to offer the highest quality of service and integrate with the proposed M-1 Woodward corridor transit improvements.

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CAPITAL PROJECT DESCRIPTIONS

Capital Item	Attributes	Timeframe	Expected Improvements
Vehicle On Board Camera System	Observe and identify suspicious activity. Supply visual identification and training with enforcement agencies. Deployment of personnel to locations.	16-18 Months	Eliminate criminal or mischievous behaviors; more accurate incident response; Increase effectiveness of security system monitoring technologies; combat fare evasion fraudulent claims; increase chance of arrest and conviction of crimes.
Fare Collection Equipment	The DPM system has 64 fare gates operating on a first generation platform. The flat-fare, barrier design with magnetic swipe is read-only for monthly, yearly and convention passes without transfer or flexibility. Programming must be handled manually.	24-30 Months	Increased revenues from day/weekly pass sales; improved data collection; enhanced coordination with regional transit providers and ease of access for transit riders; increased functionality from smart cards; compatibility with Ticket Vending Machines, eliminating sales restrictions to weekday office hours; transfer and debit capabilities from other transit systems. Economy of inventory and cost savings from multi-agency purchasing.
Uninterruptable Power Supply (UPS) Units & Batteries in Facilities	The DPM system operates with UPS systems in its maintenance facilities, substations, and passenger rail stations. The UPS and batteries supply power to the subsystems and back-up power in the event of a failure. The equipment is aging and requires replacement.	12-18 Months	UPS and batteries are critical to the power supply throughout the DPM system. The DPM substations and mechanical rooms in the passenger stations need to be upgraded to ensure proper function of the critical bus.

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Capital Item	Attributes	Timeframe	Expected Improvements
Elevator Improvements	Both the freight and passenger elevators require upgrades. The freight elevator handles heavy volumes of parts and equipment weighing tons annually. Frequency of use on original parts has caused the thresholds to give, resulting in an uneven transition between the elevator and floor. DTC is experiencing similar issues throughout the system.	3 – 6 Months	Improved door sensors prevent contact with equipment being carried on and off the elevator. Reinforcement and replacement of loading dock and station elevator parts will prevent damage of costly and often rare parts and liability associated with malfunctioning equipment.
Maintenance Management System	Current system is not integrated to accounting, purchasing and asset management activities; Reports for trends, functions and any failures are not user-friendly. Data input with bar coding and hand held devices make the input of data easier for technicians and store keepers.	16-24 Months	Assist Maintenance, Procurement and Accounting Departments with asset management; tracking inventory and warranties; stocking; depreciation; improved maintenance records. Barcode can also be used for retrieving stored information on an asset to prevent shortages or overruns.
Replacement of Facility Doors	Many of the original facility doors at ground level have begun to deteriorate due to exposure to the elements resulting in high levels of corrosion and failed welds and reinforcements, in addition to settling of the structure.	4-6 Months	Restore structural integrity to key facility areas; enhanced ADA access to stations; provide increased safe and secure environment, with proper alignment of parts and closures.
Updated Passenger Announcement Systems	Original DPM system was delivered with a PA system tied into the automatic train control software. While functional, the system has limitations in terms of range, capacity and capabilities. Changes to programming are difficult and time-consuming.	18 Months	Secure a 925Mhz radio-based enhanced passenger announcement system. A modernized system extends capacity, provides means to add key safety and service messaging. Advertisements, points of interest can support and stimulate economic development activity.
Track Section	Existing rail has exceeded 25	24 Months	Continuation of the running rail

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Replacement	years of age.		replacement program begun in 2008. New sections will be installed in phases.
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DETROIT TRANSPORTATION CORPORATION

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact Staffing	***** Impact Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18	
Reconstruct Grand Circus Park Station Park	M	P	NOI	NSI		FTA		\$ 865						
Purchase Guideway Switches	M	P	NOI	NSI		FTA		300						
Guideway Expansion Joint Replacement	M	P	AF	NSI		FTA		300						
Vehicle On-Board Camera System	M	P	NOI	NSI		C.C.			\$ 250					
Fare Collection System	M	P	NOI	NSI		G.O.								\$ 10,000
Uninterruptable Power Supply (UPS) Units & Batteries In Facilities	M	P	NOI	NSI		C.C.		50	125	125				
Passenger & Freight Elevator	M	P	AF	NSI		G.O.	\$ 1,000							1,000

Subtotal (page 1) \$ 1,000 \$ 1,515 \$ 375 \$ 125 \$ - \$ - \$ - \$ 11,000

Funding Source Summary: (page 1)

Federal Transit Authority (FTA)	FTA	\$ -	\$ 1,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Obligation Bonds	G.O.	1,000	-	-	-	-	-	-	-	-	-	-	-	11,000
Cash Capital	C.C.	-	50	375	125	-	-	-	-	-	-	-	-	-

Subtotal (page 1) \$ 1,000 \$ 1,515 \$ 375 \$ 125 \$ - \$ - \$ - \$ 11,000

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

DETROIT TRANSPORTATION CORPORATION

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18	
Replacement of Facility Doors	M	P	NOI	NSI		C.C.		\$ 5	\$ 15	\$ 15	\$ 15			
Update passenger Announcement System	M	P	NOI	NSI		G.O.								\$ 300
Replacement of Sections of Track	M	P	NOI	NSI		G.O.	\$ 2,409							10,000

Subtotal (page 2) \$ 2,409 \$ 5 \$ 15 \$ 15 \$ 15 \$ - \$ - \$ 10,300

Funding Source Summary: (page 2)

General Obligation Bonds	G.O.	\$ 2,409	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	10,300
Cash Capital	C.C.	-	5	15	15	15	-	-	-	-	-	-	-	-

Subtotal (page 2) \$ 2,409 \$ 5 \$ 15 \$ 15 \$ 15 \$ - \$ - \$ 10,300

Funding Source Summary:

Federal Transit Authority (FTA)	FTA	\$ -	\$ 1,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
General Obligation Bonds	G.O.	3,409	-	-	-	-	-	-	-	-	-	-	-	21,300
Cash Capital	C.C.	-	55	390	140	15	-	-	-	-	-	-	-	-

GRAND TOTAL \$ 3,409 \$ 1,520 \$ 390 \$ 140 \$ 15 \$ - \$ - \$ 21,300

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

EASTERN MARKET



EASTERN MARKET

AGENCY MISSION

- Reinforce Eastern Market as a unique destination and continue to draw Detroit residents as it has for more than a century.
- Make Eastern Market a vibrant center for a robust local food system featuring fresh produce, specialty foods, flowers and healthy eating throughout the year.
- Make Eastern Market a convivial and welcoming community where everyone wants to visit, shop, and have fun.
- Establish public and private sector partners to secure needed investment to make Eastern Market a more vibrant urban mixed-use business district.

CURRENT FACILITIES

There are several areas within the market that are in desperate need of improvement. These areas have been identified by the City of Detroit and Eastern Market Corporation (EMC) who have been working together over the past six years to develop an improvement strategy for the Eastern Market campus and the Eastern Market District.

Management

The Eastern Market is owned by the City of Detroit and is under the jurisdiction of the Recreation Department. The Department has entered into a Management and Promotion Agreement with Eastern Market Corporation, a non-profit corporation established as an umbrella organization to manage the Market facilities, develop, fund, and implement a capital improvement program for the public market, promote the economic development of the district, and leverage Eastern Market as a healthy urban food hub for a robust local food system.

The main office of the Eastern Market Corporation is located at 2934 Russell, Detroit, Michigan 48207. The Eastern

Market has been continuously operating in Detroit since 1891.

Buildings and Grounds

The City of Detroit owns more than 11 acres of Eastern Market, from the Fisher Service Drive to Russell Street. Properties include the following:

- Shed #2—located between Winder and Adelaide
- Shed #3—located between Adelaide and Division
- Shed #4—located between Division and Alfred
- Shed #5—located between Alfred and Brewster
- Shed #6—located between Alfred and Wilkins
- Two stand-alone restrooms-round house and annex restrooms.
- Parking Deck - Three-story structure located at the corner of Alfred and Riopelle.
- Parking lots – Ten located throughout the Market in Squares 2, 5, 6, 7, 8, 10, 12, 13, 14 and 16.
- The Welcome Center is a two story building located at the corner of Adelaide and Market Street.
- The Eastern Market Offices is a one-story structure located at the corner of Russell and Wilkins with adjacent garage and storage space.
- The City also owns a building complex on one square block north of Wilkins between Russell and Riopelle that houses a fire station and the DFD's vehicle maintenance building.
- The City also owns a building complex on two square blocks north of Erkskine between Orleans and Riopelle that was formerly a maintenance facility for DWSD.

EASTERN MARKET

FIVE YEAR HISTORY

Operations

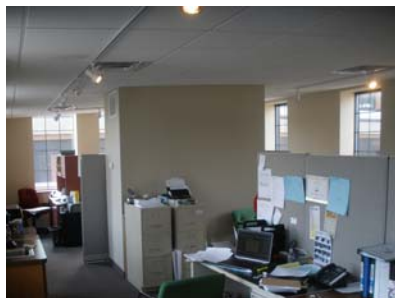
Eastern Market Corporation took over day to day operations of the market in February of 2006. Eastern Market has secured Community Development Block Grant (CDBG) funding from the City of Detroit and funding from several foundations to augment income earned from market operations to build staff capacity to better manage the market, lead the capital improvement program, and foster revitalization of the market District.

Market Campus Improvements

More than \$13,000,000 has been invested in the Eastern Market Campus since 2006 roughly half from the City of Detroit and half from corporate and foundation sources.

Welcome Center

The Welcome Center was remodeled in 2006 and re-opened as a place to obtain information about the market, purchase memberships in the Friends of Eastern Market, buy Eastern Market merchandise, and conduct EBT transactions. The Bridge Card was first accepted at Eastern Market in July of 2007 and usage has increased roughly 100% per year and more than \$1 million in EBT transactions have been recorded at Eastern Market. The upper floor of the Welcome Center was renovated in 2012 to house the MSU Extension. Extension agents work at the market and around Detroit to encourage healthier eating and mentor food businesses.



Shed 2

Renovations were completed in 2008.

Shed 2

Renovation of Shed #2, including renovation of the exterior, roof replacement, updated electrical, water and related utility systems; repainting, replacement of existing floors and drains, replacement of parking lots, new exterior lighting, sidewalk and curb replacement, including handicap ramps, signage and related actions was completed in 2008. Project cost, of \$2,200,000 was supported through bond funds and donations secured by the Downtown Detroit Partnership, the Eastern Market Corporation, and the City of Detroit.

The project has established a center for fresh food and seasonal growers and has reinforced Eastern Market as a historic center for delivery of fresh locally grown farm products. It provides opportunities for the Detroit Agricultural Network's youth and urban cooperative farmers to learn about growing and selling produce. Its renovation helped re-establish the architectural and historical significance of Eastern Market.

Shed 3

Renovation of Shed #3 was completed in 2010. Renovations improved the shopping experience for shoppers and visitors.

Renovation of Shed #3 included renovation of the shed interior, new concrete floors,

EASTERN MARKET

replacement and improvement of electrical, water, and utilities, added security, new signage, new ventilation and air handling, rehabilitation of the historic exterior, replacement of doors, reorganization of the stalls, renovation of the columns, parking lot, floor, and curb replacement, handicap access and related activities. Total cost for Shed #3 renovations was \$6,211,000 and was funded approximately one-half from corporate and foundation support and one-half from the City of Detroit.



Shed 3

Restoring the historical character of Shed 3 while adding restrooms and heat make Shed 3 a more useful and viable facility.

PROPOSED FIVE-YEAR CAPITAL PLAN

The estimated total cost of the initiatives proposed by the City of Detroit and the Eastern Market Corporation is \$60,500,000.

Specific plans for the Market over the next five years include the following: public infrastructure improvements throughout the Eastern Market District including streets, sidewalks, street lighting, alleys, gutters, and water, sewer and electrical system replacements; Sheds 5 renovations and the construction of a Community Kitchen, renovations of Shed 6, replacement of Shed 4 with a new mixed use market hall and destination restaurant, renovation of the parking structure, construction of a new

Grower's Terminal and construction of a Local Foods Accelerator.

INTERDEPARTMENTAL RELATIONSHIPS

The Recreation Department, Planning & Development Department and the Eastern Market Corporation will require assistance from the following departments: Recreation, Department of Public Works, Detroit Water and Sewage, Department of Planning & Development, and the Municipal Parking Department. Assistance will also be required from the Detroit Economic Growth Corporation.

The Eastern Market Corporation coordinates redevelopment opportunities in and around the Eastern Market campus but many of the projects include action and coordination by the above listed departments, especially those involving city owned assets in the Eastern Market District that are not under the facilities managed by EMC.

GOALS FOR CAPITAL PROGRAM

The following goals were identified by EMC in its Eastern Market 360° Market Capital Improvement Plan:

- Reverse decades of decline and develop Eastern Market through an aggressive and comprehensive capital improvement plan that will enable the market to realize its untapped social and economic potential and help transform the historic core of Detroit around food.
- Retain and create thousands of jobs in a more robust local food system with a cluster of food production, processing, distribution, and retailing.
- Accelerate business development by attracting more farmers and vendors under the sheds and to attract additional businesses and residents to the adjacent district.

EASTERN MARKET

- Improve stakeholder relationships for vendors, citizens, residents and visitors.
- Make the Market into a more complete year-round destination by improving facilities for all markets served by Eastern Market – wholesale market, the Saturday Market, flower and horticulture markets, vendors of merchandise, and the use of the market for special events.
- Develop Eastern Market as an active, year-round center for health, education, economic investment and diversity.
- Spur business and residential investment in Eastern Market District as proposed in the Eastern Market Economic Development Strategy.
- Provide barrier-free access to the market for those with special physical needs.
- Help improve the public health of Detroit residents by increasing both the supply of and demand for nutritious food by strengthening the market as a destination and by better leveraging of Eastern Market’s Wholesale Market.
- Integrate a variety of sustainable technologies that improve the long-term viability of Eastern Market by reducing heating, cooling, and electric power operating costs.
- Lastly, it is very important to reduce to the extent possible the disruption to ongoing market operations caused by major construction by carefully considering the timing and sequencing of major construction.

RATIONALE FOR CAPITAL PROGRAM

The Eastern Market has received insufficient improvements in past decades. As a result, the physical structures, parking areas and infrastructure have suffered and market share has declined.

Eastern Market however, remains an important economic development anchor for the near east side of Detroit. Currently, more than 1,500 hundred jobs are located in the Eastern Market District by focused development of new distribution, processing, and retailing. It is expected that as many as 1,500 new jobs can be created.

Eastern Market has three distinct entrepreneurial clusters that all can become job engines for the City of Detroit. First, Eastern Market is a local food hub with many existing jobs in food processing, distribution, and retailing. The Community Kitchen project seeks to incubate new niche food processing businesses, the Market Hall seeks to create a showplace to highlight existing and new food processors, the Grower’s Terminal seeks to provide an improved place to distribute locally grown crops, and the Local Food Accelerator provides a place for emerging firms to grow.

Further, Eastern Market has a cluster of art, design, and media companies that provides a new economy cluster that adds vibrancy and energy to the district.

Finally, Eastern Market has a strong participation of street vendors that can provide a base for improving entrepreneurial opportunities for residents in the sale of non-food items.

EASTERN MARKET

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

Public Infrastructure Improvements

These improvements enhance the Market as a major regional destination and improve the retail opportunities for both storefront businesses and street vendors, and improve the visual character of the District to attract new economy businesses. Investment will improve visitors' ability to park, walk, and move about in a comfortable and safe manner and provide a better balance of public space use that does not currently favor the pedestrian.

It will provide critically needed parking area improvements for vendors and customers. It will provide pedestrian links to the adjacent businesses. New infrastructure will create an attractive environment for property investment in the area adjacent to the public market.

The infrastructure project includes but is not limited to the following: parking area improvements, new signage, creation of enhanced gateways to Eastern Market, street improvements, alley improvements, sidewalks, lighting, pedestrian crossings, trash receptacles, new sidewalks, handicap access and related improvements. It also includes ongoing minor repairs required for the sheds, market offices, parking areas and infrastructure.



Infrastructure Improvements

Improving the appearance of the market area includes both working with property owners to encourage them to improve their buildings and improving the streets, sidewalks, curbs, and parking building and parking lots within the Eastern Market District.

Phase I	2013-14	2014-15	2015-16	2016-17	2017-18	Un programmed
Funds						
Private Fund	\$ 2,000,000					
G.O. Bonds						
Other Sources*						\$ 4,200,000

- Other Sources: Will apply for Community Development Block Grants (CDBG), Corporate and Philanthropic contributions, and State of Michigan Enhancement funds.

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As with other market facilities, Eastern Market will seek at least 50% of capital funding from sources other than the City of Detroit.

Phase II	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
Funds						
G.O. Bonds*						
CDBG						
Private						
Other			\$5,000,000			
Sources						

*Funding Source: Will apply for Community Development Block Grants (CDBG); private foundation grants and corporate contributions

Shed 4 Mixed Use Market Hall

Existing Shed 4 will be replaced with a Mixed Use Market Hall and restaurant.

New Shed #4 will be an enclosed, climate controlled year round space for transient vendors and will provide a 5,000 square foot space for a restaurant.

On three floors above the market hall, 50 mixed income residential units will be constructed. This housing will feature secure parking via a bridge to the underutilized city parking structure to the rear and skyline views from the front balconies.

Affordable and market rate units will be available for workers in the Eastern Market District to reduce auto dependency and increase district security by increasing the presence of residents.



**Shed 4
Mixed Use Market Hall**

This project will introduce mixed income housing to the market. Utilizing traditional affordable housing development financing tools will provide 75% of funding since 75% of the project square footage will be housing

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds*						\$1,000,000
CDBG						
Private Funds			\$2,000,000			
Other			\$9,000,000			
Sources						

EASTERN MARKET

Shed 5 Renovation

Eastern Market plan calls for improving Shed 5 as the home of plant and flower sales, adding a Community Kitchen, and by creating a 6,000 square foot outdoor plaza area in front of Shed 5 to accommodate more events and non-food merchandise vendors.



Shed 5

Expanding Shed 5 to provide an enhanced center for Plant and Flower sales, a Community Kitchen, and an outdoor plaza area will make Eastern Market more compelling and help increase efforts to incubate new food businesses and provide food education.

Renovation of Shed 5 will mirror work in Shed 3 by integrating radiant heating into new concrete floors. This will allow the Winter Market to operate in Sheds 3,4, and 5 that will all be climate controlled while preserving the markets flexibility to expand during peak business seasons in the spring and fall. Previously sold G.O. Bonds of \$1.5 million will be used for this project.

Funds	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds*							
CDBG	\$330,000						
Private	\$3,500,000						
Other							
Sources	\$2,200,000						

* Funding Source: Will apply for Community Development Block Grants (CDBG); private foundation grants and corporate contributions.

Eastern Market Parking Ramp



The City-owned parking ramp at Eastern Market is woefully underutilized. More fully integrating the ramp into long term market development plans is critical as is putting the parking structure into the Marketing and Promotion Agreement that governs EMC management of other City-owned Eastern Market facilities. Improvements to the lighting, entrance signage, landscaping, overall aesthetics as well as improved connections to the market and refurbishment of the buildings elevators are needed to increase the use of the parking ramp.

EASTERN MARKET

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds*						
CDBG						
Private		\$1,000,000	\$1,000,000			
Other						
Sources						

* Funding Source: Will also apply for Other Funding Sources such as, Community Development Block Grants (CDBG), or Neighborhood Stabilization Programs (NSP); private foundation grants and corporate donations and state housing finance program

Shed 7 Market Hall (2017-2018)

A Market Hall, Destination Restaurant, and Education Center will be built in the space where the current market offices and north parking lot are located. The first floor of a new Shed 7 will be a climate controlled year round Market Hall for featuring a mix of business unlike others in the Eastern Market District and focused on a new crop of niche food processors.

The days/hours of operation will be expanded to increase Detroit residents’ access to high quality food throughout the week. More retail traffic will also increase the vibrancy of retail activity throughout the Eastern Market District. Shoppers will be able to buy high quality and diverse food products year round. This shed will feature specialty foods, meats, dairy, produce and baked goods and provide a place for businesses incubated in the Shed 5 Community Kitchen to expand into as they improve their business models.

The Market Hall will include a demonstration kitchen in the main line of the market for enhancing cooking demonstrations on market days. Further, on the upper floor four classrooms and a dedicated teaching kitchen that will further add to the ability of Eastern Market and its partners to conduct education and outreach.

A destination restaurant will help share Shed 7 costs and provide another way of generating traffic throughout the week. The restaurant will focus on the use of local ingredients in its menu(s) and allow for more effective utilization of Shed 7 facilities by using the classrooms as banquet space and the demonstration kitchen for culinary events.



Shed 7
 A Market Hall with permanent vendors of fresh and prepared foods will operate three to five days weekly to expand the supply of healthy and fresh food to Detroiters while the Eastern Market Food Education Center will increase the demand for fresh and local foods by providing a wide array of education and outreach activities centered on food.

This project will be the biggest game changer for Eastern Market Corporation by increasing its operating responsibilities and it is important that earlier projects be completed in order to increase new Shed 7 chances for success

EASTERN MARKET

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds*					\$1,000,000	
Private Funds					\$12,000,000	
Other Sources					\$8,500,000	

*Funding Source will apply for Other Funding Sources such as, Community Development Block Grants (CDBG), or Neighborhood Stabilization Programs (NSP); and private foundation grants and corporate donations, and MEDC/MSDA financing programs

Growers' Terminal

In addition to the Saturday Retail market, the AM or Wholesale Market at Eastern Market provides an important connection between grower and consumer in Detroit. Largely, seasonal, the AM Market operates Monday-Friday from midnight to 6 am and is made up of sellers representing growers from throughout the metropolitan region and buyers comprised of local grocers, food service distributors, and small to mid-size wholesale produce firms.

This market has operated at Eastern Market since 1891 without the benefit of docks or refrigeration. Though growers and buyers have deployed interesting technology to overcome the lack of docks, increasingly food safety concerns indicate that Eastern Market will have to provide refrigeration if it wishes to continue its wholesale market in order to meet food safety concerns about keeping fresh food in a refrigerated chain to reduce the opportunity for food borne illness.

EMC is working with the State Department of Agriculture, the Economic Development Administration, and the USDA to acquire the bulk of funds needed to build a dedicated Grower's Terminal for the wholesale market.



Growers' Terminal

A facility dedicated to the Wholesale Market is needed to meet more stringent food safety regulations.

City of Detroit participation is needed to provide site improvements, and the contribution of land in the form of a long-term lease.

EASTERN MARKET

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds*				\$1,000,000		\$1,000,000
Private Funds			‘			
Other Sources				\$8,000,000		

*Funding Source: Will apply for Community Development Block Grants (CDBG). Other Sources include Economic Development grants, United States Dept of Agriculture or other federal sources.

Local Food Accelerator

The former DWSD maintenance facility north of Erkskine between Riopelle and Orleans, a local food accelerator facility is planned for Eastern Market will be acquire and renovate this building to accommodate the growth of food processing companies.

This 104,000 square foot building is an eyesore, but one that is structurally sound, accessible from four sides, has room to expand, and has high ceilings. Once repurposed and occupied, it will accommodate firms employing between 75-150 people depending upon the final tenants.



Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
Block Grant*						\$1,000,000
Private Funds			‘			
Other Sources			\$11,000,000			

* Funding Source: Will also apply for Community Development Block Grants (CDBG); Other Sources include: Private development funds; HUD and other Federal and State grants- Economic Development grants, MISHDA, and MEDC.

EASTERN MARKET

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014-15	2015-16	2016-17	2017-18	
Public Infrastructure Improvements- Phase I	M	U	NOI	NSI		G.O. P.F. O.S.	\$ 2,479		\$ 2,000					\$ 4,200
Public Infrastructure Improvements- Phase II	M	U	NOI	NSI		G.O. P.F. O.S.				\$ 5,000				
Shed 4- Mixed Use Market Hall	M	P	AF	AS	75	G.O. P.F. O.S.	1,000				2,000 9,000			1,000
Shed 5	M	P	AF	AS	(23)	G.O. P.F. B.G. O.S.		\$ - 3,500 330 2,200						
Eastern Market Parking	M	P	AF	AS		G.O. P.F. O.S.			\$ 1,000	1,000				1,000
Shed 7 Market Hall	M	P	NOI	NSI		G.O. P.F. O.S.	1,000					\$ 1,000 12,000 8,500		
Growers' Terminal	M	P	AF	AS	(23)	G.O. O.S.	2,000				\$ 1,000 8,000			1,000
Local Food Accelerator	M	P	NOI	NSI		B.G. O.S.					\$ 11,000			1,000
TOTAL					\$ 30		\$ 6,479	\$ 6,030	\$ 2,000	\$ 1,000	\$ 28,000	\$ 9,000	\$ 21,500	\$ 8,200

Funding Source Summary :

General Obligation Bonds	G.O.	\$ 6,479	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ 3,000
Private Funds	P.F.	-	3,500	2,000	1,000	3,000	-	12,000	-
Community Development Block Grant	B.G.	-	330	-	-	-	-	-	1,000
Other Sources- Federal/State Economic Development funds	O.S.	-	2,200	-	-	25,000	8,000	8,500	4,200

GRAND TOTAL	\$ 6,479	\$ 6,030	\$ 2,000	\$ 1,000	\$ 28,000	\$ 9,000	\$ 21,500	\$ 8,200
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* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

FIRE DEPARTMENT



FIRE

AGENCY MISSION

To protect life and property.

The Fire Department is dedicated to professionalism and community service.

The Fire Department protects life and property through the efficient use of emergency fire and rescue response resources, as well as, providing pre-hospital medical service and enforcing laws, ordinances and regulations relating to fire prevention and suppression.

The Department continues efforts to coordinate planning and training with the Office of Homeland Security.

CURRENT FACILITIES

The Detroit Fire Department deploys emergency personnel and equipment from forty-two (42) facilities located throughout the City. Other units providing support services are facilitated at 250 W. Larned (Headquarters), 13331 Lyndon (Communications), 1400 Erskine (Apparatus Repair and Supply), and 2775 W. Warren (Training Academy). The Fire Department has an Aircraft Crash Rescue Unit at Detroit City Airport and a fireboat located on the Detroit River.

The average age of Fire facilities is 82 years old. Facilities of this age require constant maintenance in order to provide a quality environment for assigned personnel.

FIVE YEAR HISTORY

The Fire Department has continued facility maintenance and upgrade efforts. This work has included core maintenance items such as electrical, plumbing, roof, boiler, and minor carpentry repairs.

Additionally, upgrades using stainless steel materials have been the blue print for

kitchen renovations within the department. It is expected that these materials will extend the operational life of the current kitchens.

In August 2010, the building that housed the former MGM Grand Casino was purchased for the future site of a Public Safety Headquarters. See City-wide Initiatives-Non-departmental for project details.

PROPOSED FIVE YEAR CAPITAL PLAN

The Fire Department will continue to plan capital improvements from a “facilities maintenance roadmap” that was created from professional assessments of plumbing and electrical systems, roofs, kitchens, and asbestos.

To continue the progress of developing the training needs of Department personnel, a driver’s training course will be designed and constructed. This project will require adjacent land acquisition.

The Department will begin construction of modular open-bay facilities on cement slabs that will allow for greater flexibility in redeploying human resources and equipment to meet demographical needs. Land acquired for this program may require soil testing and/or site development.

The Detroit Fire Department Regional Training Center provides on-going, progressive training for both public and private sectors. Again, modular open-bay style facilities will serve as classrooms, office space, a staging area for catastrophes, haz-mat training workstations, and areas of evolutions for recruits. The open space in which these facilities are designed will afford the Department to train year round without disruption due to unfavorable weather conditions. The existing land

FIRE

houses new classroom space and EMS units to provide medical assistance and emergency transportation.

The Department will construct a modular facility on existing land adjacent to the Fireboat quarters, located at the foot of 24th Street. This facility will house the Fireboat during inclement weather, while providing immediate accessibility to the boat and its equipment year-round.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Detroit Building Authority is the Project Administrator for the Public Safety Headquarters, which will house Fire and Police administrative offices, along with the Michigan State Police Crime Laboratory. This project will deliver high quality and cost-effective fire and crime prevention services to Detroit's citizens. This investment will improve energy efficiency and improve the useful life of city vehicles with indoor parking,

GOALS FOR CAPITAL PROGRAM

1. Provide quality emergency response capabilities for the protection of all

individuals and property within the City of Detroit.

2. Improve the physical environment of fire facilities for assigned personnel and equipment.
3. Establish a training complex, for public and private sectors that will facilitate training opportunities that include emergency preparedness, prevention and response activities.

RATIONALE FOR CAPITAL PROGRAM

The Fire Department is committed to:

1. Improving public safety delivery by increasing personnel training;
2. Improving city service by maintaining a strong departmental relationship with the community, and other city agencies, and;
3. Improving city assets by upgrading and/or replacing fire facilities.

These upgrades and/or building replacements will promote safety and security for personnel, and provide suitable facilities in which citizens can receive basic emergency training and public safety awareness.

FIRE

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

Major Renovations of Fire Facilities

This \$5,000,000 program will provide funding for major renovations at Fire facilities. These renovations will involve roof repair and replacement, the replacement of apparatus floors and widening of apparatus doors to accommodate the size and weight of the heavy movable equipment.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
General Obligation Bonds (G.O. Bond)				\$1,000,000	\$1,000,000	\$3,000,000

Fire Station Replacement- New Construction

This \$60,000,000 program will provide for the systematic replacement of facilities, as well as, the consolidation of companies that need to be relocated to provide more efficient services. Due to the age of several existing facilities, it has become costly and difficult to maintain quality living conditions and remain within Health and Safety Standards, as set forth by the State of Michigan. These open bay style facilities will be constructed on cement slabs to offer flexibility in Department growth. This will be a five-year program replacing two (2) fire stations each year. Each station will provide up to four bays to accommodate Fire Department movable equipment.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds				\$12,000,000	\$12,000,000	\$36,000,000

Fire Training Complex- New Construction

This program will provide funds to acquire land for the construction of a new training complex. The program is designed to consolidate all Fire Department training, in addition to providing training to metro area municipalities. This complex will have modular open bay style facilities to serve as multiple uses for the department, i.e. classrooms, office space, a burn tower, drivers training course, staging areas for catastrophes, areas of evolutions, sites for hazardous material handling, and certification rooms for all levels of emergency response. Additional classroom space for both fire fighter and EMS technician recruits are housed on the existing land. Also, EMS Units will be housed at the site to provide medical assistance and emergency transportation, if necessary. A total of \$4,900,000 has been allocated in previous years. However, due to the city's below investment grade rating bonds were not sold for these allocations. \$1,500,000 (2007-08) Appropriate - general obligation bonds remain unsold; \$1,500,000 (2008-09) Allocated - general obligation bonds remain unsold. The balance was reprogrammed for station repairs and for the new Public Safety Headquarters

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds				\$3,000,000	\$3,000,000	\$3,000,000

FIRE

Fire Boat Facility - New Construction

This \$3,000,000 project will provide funding to develop and construct a facility that will house the DFD Fire Boat during inclement weather. This all weather facility will be constructed next to the existing facility adjacent to Riverside Park located at the foot of West Grand Boulevard. This facility will allow the boat to remain in the water providing increased accessibility in cases of emergency and/or catastrophe.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds						\$3,000,000

Other Fire Station Renovations

Fire Stations throughout the city will continue to be renovated and repaired. To further improve living conditions for assigned personnel; to conform to MIOSHA standards; provide station security, conserve energy, modify entrance and exit door openings; and to upgrade parking and pedestrian traffic areas in and around stations for convenience and handicapped accessibility.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds						\$6,500,000

FIRE DEPARTMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18	
Major Renovations - Fire Facilities	M	P	NOI	NSI	-	G.O.	\$ 5,000				\$ 1,000	\$ 1,000	\$ 3,000	
Fire Station Replacement New Construction	N	P	RF	NSI	(375)	G.O.	16,600				12,000	12,000	36,000	
Fire Training Complex	N	O	AF	NSI	76	G.O.	4,000				3,000	3,000	3,000	
Fire Boat Facility	N	P	AF	NSI	45	G.O.							3,000	
Other Fire Station Renovations (also see General Services)	M	O	NOI	NSI	-	G.O.	2,927						6,500	
TOTALS					(\$254)		\$ 28,527	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ 16,000	\$ 51,500
Funding Source Summary:														
General Obligation Bonds						G.O.	\$ 28,527	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ 16,000	\$ 51,500
GRAND TOTAL						G.O.	\$ 28,527	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ 16,000	\$ 51,500

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

GENERAL SERVICES



GENERAL SERVICES

MISSION:

The General Services Department (GSD) supports General City operating departments by managing municipal facilities, grounds and fleet, and managing the inventory of major field operations, thus allowing these departments to focus on their core business. GSD operating goals are:

1. Maintain all city-owned grounds, parks, medians, right of ways, vacant lots and the urban forest of the City.
2. Procure, maintain and make available appropriate vehicles for General City operations.
3. Procure and manage cost-effective space and occupancy arrangements for General Fund city operations.
4. Clean and maintain all city-owned facilities.
5. Manage human and technological resources associated with security of city operations and facilities.
6. Receive, store, monitor and track inventories of major city field operations.

CURRENT FACILITIES/ DESCRIPTION OF OPERATIONS

GSD provides operational planning for facilities for all General Fund departments, and maintains and provides security and custodial services of facilities for the following departments:

- ❖ DPW Health
- ❖ Police Elections
- ❖ Fire PLD

GSD also has responsibility for design of city park spaces, and for their maintenance including grass cutting, litter removal, snow and ice, and special services such as ball diamond lining. A number of these parks have been closed in recent years or placed under the operations of nonprofit partners. GSD's major focus is now on tracking and

allocating total costs associated with operations and maintenance of city facilities. The AIM system now documents work order details so that labor, materials and vendor services costs illustrate the real cost of city buildings, selected building systems, and city department operations served by them. This initiative was kicked off July 2011 and is now tracking full costs so that future capital improvement planning will be informed by actual requirements rather than agency service requests.

The Administrative Office of the General Services Department is located at the Northwest Activities Center at Meyers and Curtis. The Department is organized into several divisions:

Facilities Management Division

This Division includes skilled trades who maintain and repair City-owned buildings: plumbing, heating, ventilation, electrical, air conditioning systems, elevators, automotive hoists, carpentry, painting, roofing, limited concrete work, welding, upholstery, emergency generators, furniture, smoke detectors, locksmith, carpet installation, other related equipment. It also includes janitorial services, including trash removal, vacuuming, sweeping, carpet cleaning, floor maintenance, pest control, dusting, interior window and wall washing. Security Services provide armed, bonded and unarmed manpower for municipal sites. This includes closed circuit television monitoring at 17 sites.

Experts in planning and design and property management negotiate lease agreements, and have crafted the city's first space master plan to further consolidate municipal spaces and set standards for future occupancy.

GENERAL SERVICES

Grounds Maintenance Division

The Grounds Maintenance Division is responsible for cleaning and landscaping the grounds of municipal facilities, and medians of public right-of-ways, and maintaining trees and vacant lots throughout the city. This includes city-owned parkland, and it includes management of contractual vacant lot weed cutting. It maintains medians under the Street Fund program. In season, it includes snow and ice removal at municipal facilities.

This Division is also responsible for forestry in parks and neighborhood berms. This includes tree trimming, removal of fallen trees and stumps, and tree plantings. It also includes operating the Tree Nursery at Rouge Park, and procuring grants for tree plantings. The Department has partnered with the Greening of Detroit to re-forest the City, planting over 20 varieties of trees to provide a diverse urban forestry.

The city has a problem of unprecedented proportions in vacant lots. The figure is now estimated at 100,000, scattered throughout the city and often not prime for assembly or for redevelopment. Further, ownership is often hard to clarify or enforce, with State, City-owned, County and Land Bank parcels far outnumbering privately-owned. GSD continues to explore new approaches to the problem which may include promoting community-based care or innovative environmental methods such as planting low-maintenance ground covers.

Inventory Management Division

The Inventory Management Division is responsible for making available the right goods and services at the optimum prices. They operate the storerooms supporting numerous field service functions: vehicle services, Police services, most public health programs, parks and grounds maintenance,

and building maintenance activities. Responsibilities include receiving goods; organizing, securing and monitoring of sites; and tracking agency usage.

Eight storerooms inherited from major field departments are now beginning to systematically track and plan out the usage of materials, so that program costing and coordinated purchasing can occur. This Division will conduct regular inventory of supplies, tighten up supplies requisitioning practices, and increase the security of supplies. There may be some movement of goods to multiple sites to achieve economies while honoring access patterns. In addition, staff are determining how best to schedule ordering and re-ordering needs, evaluating all supplies requirements, and exploring alternative service approaches which may include “on-time” suppliers or independent contractual oversight of the operations.

This division may eventually take on inventories of all city agencies. This could be organized by commodity groups such as construction and maintenance, office operations, automotive, information technology, etc. Further consolidation of contracts and changes in goods ordered may result from better tracking.

Fleet Management Division

GSD’s Fleet Management Division provides vehicle acquisition, assignment, repairs, fuel, road service, and other services associated with operating needs of city agencies. This responsibility totals 2,900 vehicles and 800 pieces of equipment (generally non-motorized or passenger carrying) within the General Fund, Solid Waste and Street Funds. These vehicles range from passenger cars to PLD cherry pickers, Courville trucks, police patrol, pavers, and log loaders.

GENERAL SERVICES

Division activities operate out of the Russell-Ferry, Southfield and Davison yards. The Division conducts hearings with agencies for annual vehicle requests, approves vehicle specifications, receives and disposes of vehicles, provides repair and maintenance of vehicles, support for the city's employee local driving policies, and a loaner pool.

FIVE YEAR HISTORY

In 2006-07, GSD was created through the transfer of existing staff and contracts from facilities-related functions in various city agencies. The department was established to serve General Fund agencies, with a focus on achieving economies of scale and labor-saving process improvements. Its methods include: better tracking of service levels to support operational planning; unit costing as a basis for exploring alternative service delivery approaches; emphasis on multi-tasking and other flexibility in work assignments; creative use of human resources; volume purchasing; and "out of the box" thinking.

In 2008-09, GSD performed an assessment of security needs throughout the city, identifying critical areas. Security improvements continue to be implemented, including a central monitoring center, cameras, fencing, doors and window enhancements.

Additional capital improvements implemented since GSD's inception include roofing, heating and cooling system improvements, recreation center repairs and improvements and parking lot paving.

PROPOSED FIVE-YEAR PLAN

The program is primarily based on an assessment of major systems of facilities under GSD responsibility: structural;

plumbing; electrical; heating, ventilation and cooling; and lighting. Departmental strategic operating plans are reflected in their respective sections and are not integrated into this plan.

The proposed five year capital improvement plan is a \$19.7 million program, organized according to the functions being served. The first year includes Public Works, Elections, Herman Kiefer and Huber facilities. The second year includes Fire facilities. Recreation and Police facilities are scattered across the five years according to the critical nature of the needs, with some facilities pushed to the fourth and fifth years.

Because the assessment focused on critical issues, the five year program is heavily weighted to the first and second years.

Vehicle replacement purchases are through the Internal Service Fund, a Non-Departmental account whose custodian is part of the Finance Department Accounting Consolidation. The Internal Service Fund only recognizes vehicle acquisition costs, but will ultimately integrate all costs of repairs so that every program can bear its full costs. This could become the model for assigning other overhead costs administered by GSD.

INTERDEPARTMENTAL CAPITAL RELATIONSHIPS

The capital program is augmented by aggressive grant-seeking efforts focused on modernization opportunities such as "greening" of building systems. The Detroit Building Authority is providing project management for these grants, as well as for the Public Safety Headquarters renovation.

In the case of new construction or major renovation of parks, Grounds Maintenance

GENERAL SERVICES

Division staff work under the direction of the Facilities Planning group. A Park Development Workforce was funded with Park Development-Bonds while that source was available.

GSD has partnered with a local nonprofit organization, the Greening of Detroit, to re-forest the City, planting over 20 varieties of trees to provide a diverse urban forestry.

GOALS FOR CAPITAL PROGRAM

The major criteria for developing the program are:

1. Assuring compliance of city operations with safety requirements
2. Favorable impact on the city's ability to provide services
3. Potential for reducing the city's operating costs such as manpower and energy.

RATIONALE FOR CAPITAL PROGRAM

GSD is responsible for analyzing agency facility requirements, for establishing deployment plans for building services, grounds maintenance, skilled trades, inventory and fleet staff, for overseeing related contracting processes, and for capital improvement planning. Given both the city's fiscal crisis and its initiative for reimagining land use patterns in Detroit, this capital program is focused on critical infrastructure maintenance issues in existing municipal facilities.

GSD has created the city's first space plan, which is beginning in 2012, to consolidate municipal spaces. This consolidation emphasizes location sharing of municipal functions to eliminate leases of space. The projects listed in this Agenda reflect space plan assumptions to date about building closures or operational changes.

The department focuses on achieving economies of scale and process improvements in the management of facilities in which city agencies – primarily general fund agencies – operate. These facilities serve: Department of Health and Wellness Promotion, Department of Public Works, Elections Commission, Fire Department, Police Department, Public Lighting Department, Recreation Department and the Water and Sewerage Department. Its methods include: better tracking of service levels to support operational planning; unit costing as a basis for exploring alternative service delivery approaches; emphasis on multi-tasking and other flexibility in work assignments; creative use of human resources; volume purchasing; “out of the box” thinking.

The city has announced a number of initiatives relating to the status of these customer departments, and GSD is working in concert with each to assess how organizational restructuring – such as through the creation of authorities, or outsourcing arrangements – will affect the facilities requirements expected of the city.

GENERAL SERVICES

PROJECT NARRATIVE AND FUNDING SCHEDULES

This section is a narrative description of the development projects that make up General Services Department's five-year Capital Improvement Program. GSD will ultimately provide input into major renovations and capital projects related to all of the facilities that they have responsibility for servicing. These facilities are related to the following departments in addition to GSD:

- Department of Public Works
- Recreation
- Police
- Health
- Elections
- Fire
- Public Lighting

Department of Public Works

Several repairs and improvements will be made at various DPW yards- Southfield- Solid Waste, Fleet; Davison Yard-Ground Maintenance, Fleet; Russell Ferry; State Fair- Solid Waste Dump; Street Maintenance Yard; Traffic Sign Shop. Improvements to include: heating & cooling systems, roofing, plumbing and electrical systems, overhead garage doors; fencing, flooring, windows, doors and demolition projects. Street Maintenance Yard and Traffic Sign Shop divisions are funded by the Street Fund; the other sites are split between General Fund and Solid Waste Fund. This project amount is \$4,008,000.

Funds	2013-14	2014-15	2015-16	Unprogrammed
Street Fund (Gas & Weight)	\$392,125		\$50,000	
Solid Waste Fund	\$4,195,446	\$105,000	\$60,000	
General Obligation Bonds				\$5,255,596

Recreation

Recreational Facilities are in need of renovations, repairs and upgrades within the DRD Strategic Plan. These repairs will be made at Lasky, Farewell, Williams, Athletic Office, Butzel Family, Lenox, Lipke Center, Clemente, and Patton Park Recreation Centers. Renovations may also occur at the Henderson Marina and the Belle Isle Casino depending on any operating agreements with third parties that may be forthcoming (and are unprogrammed). Repairs and improvements will include: roofing, HVAC systems, lighting, pool repairs and water supply lines. This project amount is \$946,000.

Funds	2015-16	2016-17	2017-18	Unprogrammed
General Obligation Bonds		\$1,000,000	\$1,110,000	

GENERAL SERVICES

Police

Several Police Facilities are in need of repair and upgrades to include: roofing, HVAC, boiler, and exterior lighting for Northwest and Western districts, and for the 10th Precinct and the Pistol Range. This project amount is \$410,000.

Funds	2015-16	2016-17	2017-18	Unprogrammed
General Obligation Bonds		\$500,000	\$580,000	

Health

Herman Keifer summer boiler, roof shipping, sewer, elevators, water service, steam control valves, Byron Street entrance doors, air conditioners, and A & B Wing windows will be improved and/or replaced. Also, included in this plan are improvements to the parking lot at Northeast and HVAC improvements and a new elevator will be installed at Grace Ross. This project cost estimate is \$3,005,000.

This project is contingent upon reorganization plans for the department that may include the relocation of operations from the Herman Keifer complex, or a lease arrangement with a third party provider.

Funds	2013-14	2014-15	2015-16	Unprogrammed
General Obligation Bonds				\$3,005,000

Elections

Building improvements including exterior tuck point sealings, replacement of windows and the rear exit door, and replacement of plumbing and restroom partitions are proposed for the Election Commission building. This project cost estimate is \$195,000.

Funds	2015-16	2016-17	2017-18	Unprogrammed
General Obligation Bonds			\$466,000	

Fire

Funds are requested for capital improvement projects not currently planned in the Fire Department's Capital Agenda.

Funds	2015-16	2016-17	2017-18	Unprogrammed
General Obligation Bonds				\$1,000,000

GENERAL SERVICES

Public Lighting

Roofs, air conditioning systems and parking lots and sidewalks will be repaired at the Grinnell Public Lighting facility. This project cost estimate is \$710,000. This project is contingent upon reorganization proposed for third-party control of this function.

Funds	2013-14	2014-15	2015-16	Unprogrammed
General Obligation Bonds				\$710,000

General Services

There is an urgent need for roof replacement at the Huber Storage Facility. In addition, additional heating systems and fire suppression systems in the garage area are necessary. Overhead doors will be replaced using existing Security Capital funds. This project cost estimate is \$1,100,000.

Funds	2013-14	2014-15	2015-16	Unprogrammed
General Obligation Bonds				\$1,100,000

GENERAL SERVICES DEPARTMENT

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed	
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
Projects by Agency															
Dept of Public Works	M	P	NOI	NSI		G.O G.W. O.S.		\$ 392 4,195		\$ 50 60				\$ 5,256	
Recreation	M	P	NOI	NSI		G.O				\$ 1,000	\$ 1,110				
Police	M	P	NOI	NSI		G.O				500	580				
Health	M	P	NOI	NSI		G.O							3,005		
Elections	M	P	NOI	NSI		G.O					466				
Fire	M	P	NOI	NSI		G.O							1,000		
Public Lighting	M	P	NOI	NSI		G.O							710		
General Services	M	P	NOI	NSI		G.O							1,100		
TOTALS								\$ -	\$ -	\$ 4,588	\$ 105	\$ 110	\$ 1,500	\$ 2,156	\$ 11,071
Funding Source Summary:															
General Obligation Bonds						G.O.	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ 2,156	\$ 11,071		
Gas and Weight Tax						G.W.	-	-	392	-	50	-	-		
Other Identified Sources						O.S.	-	-	4,195	105	60	-	-		
GRAND TOTAL							\$ -	\$ -	\$ 4,588	\$ 105	\$ 110	\$ 1,500	\$ 2,156	\$ 11,071	

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

DEPARTMENT OF HEALTH and WELLNESS PROMOTION

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DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

AGENCY MISSION

The mission of the Department of Health and Wellness Promotion (DHWP) is to improve the health and quality of life through the application of best practices in the delivery of public health services. Our responsibilities include identifying health risks, educating the public, and preventing and controlling disease, injury, and exposure to environmental hazards.

In September 2012, certain functions of the Department of Health and Wellness Promotion were transferred to a non-profit, independent entity- the Institute of Public Health (IPH). Activities involving patient care and services will be provided by the IPH.

The responsibility for the Animal Control function of the City of Detroit was transferred from the Health Department to the Police Department in 2012. Capital Improvements related to the Animal Control facility is recorded under the Police Department.

CURRENT FACILITIES

The DHWP operates and/or maintains the following facilities:

- **Herman Kiefer Health Complex (HKHC)**

Located at 1151 Taylor, the facilities have 554,000 square feet of space on 18 acres composed of a main building (451,000 square feet) and six outer buildings (103,000 square feet). The Birth and Death Records and other Public Health Department operational and administrative activities are located at this location.

- The Herman Kiefer Family Health Center, Infectious Disease Clinic, Laboratory, and other patient care services have closed or are being transferred to the new Institute for Population Health.
- Two separate Public Health Services Centers are located within the City, which are now under the Institute for Public Health:

GRACE ROSS

Located at 14585 Greenfield, the building is a two-story 11,759 sq.ft. Public health services facility that was last renovated in the 1960s. The center provides over 25,000 residents annually with prenatal care, pediatrics, immunizations, WIC, Family Planning, and other health and social services. Significant updating is needed to enhance service and clinic efficiencies, technology, energy savings, patient flow, security and handicap accessibility; including the installation of an elevator.

NORTHEAST

Located at 5400 E. Seven Mile and built in 1977, the building is a 10,000 sq.ft. Public health services facility serving over 20,000 residents each year. The center provides prenatal care, pediatrics, WIC, Family Planning, immunizations, and other health and social services. The facility needs renovations to improve service and clinic efficiencies, technologies, security, energy savings and patient flow.

DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

FIVE YEAR HISTORY

Over the past five years capital improvements have been completed at Herman Kiefer Health Complex (HKHC). The most recently completed projects at HKHC were the initial phase of the elevator repairs, the “C” Wing parapet repair, and the stabilization of the cantilever entrance canopy. Five elevators were repaired and placed on monthly maintenance reviews; however, these elevators need additional parts replacements to assure their daily reliability. In addition other elevators need complete replacement. The parapet wall project included removing the fascia bricks, replacing steel lentels where needed and replacing bricks. In addition, we completed an electrical upgrade for the “A & B” Wings in the main building at HKHC and the renovation of the HKHC Family Clinic registration and waiting area.

Recently Completed Projects Cost Date:

Electrical Plant Upgrade - \$726,300

General Obligation Bonds

Renovation of the Family Clinic registration and waiting area - \$98,000

General Obligation Bonds

Elevator Repairs at Herman Kiefer - \$120,000

General Obligation Bonds

PROPOSED FIVE YEAR CAPITAL PLAN

Plans for the five year period 2013-14 through 2017-18 are not available as the department continues its reorganization activities. The future of the Herman Kiefer Health Complex, as well as, the satellite centers are under discussion.

GOALS FOR CAPITAL PROGRAM

- To provide public health and clinical services for the city of Detroit residents from facilities that are modern, safe, attractive, and efficient.
- To upgrade or relocate the DHWP operating facilities to enable cost savings, energy efficiencies and security enhancements.

RATIONALE FOR CAPITAL PROGRAM

It is absolutely essential that building requirements be identified and funds obtained to provide for the type of facilities necessary to fulfill the public health services role assigned by the City. Public health services should be provided both effectively and efficiently at all the DHWP facilities in accordance with established standards and regulations. It is particularly important that the department be able to provide all core public health functions and essential services to the citizens of Detroit.

DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

No plans are available for the period 2013-14 through 2017-18.

DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed	
									2013-14	2014-15	2015-16	2016-17	2017-18		
<u>Herman Keifer</u>							\$ 5,076								
<u>Satellite Health Centers Renovation</u>															
- Northeast Health Center	M	P	NOI	NSI	(50)	G.O.	\$ 1,600								
- Grace Ross Health Center	M	P	NOI	NSI		G.O.	\$ 1,500								
<u>Parking Lot Painting</u>															
<u>Resurfacing</u>	M	P	NOI	NSI		G.O.	\$ 200								
<u>Animal Control- Transferred to Police Dept.</u>							\$ (4,000)								

TOTALS \$ (50) \$ 4,376 \$ - \$ - \$ - \$ - \$ - \$ - \$ -

Note: Animal Control Unit responsibilities were transferred to the Police Department. See Police Department for Animal Control Project and General Obligation Bond Authority.

Funding Source Summary:

General Obligation Bonds G.O. \$ 4,376 \$ - \$ - \$ - \$ - \$ - \$ - \$ -

GRAND TOTAL \$ 4,376 \$ - \$ - \$ - \$ - \$ - \$ - \$ -

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

DETROIT HISTORICAL MUSEUM



DETROIT HISTORICAL MUSEUM

AGENCY MISSION

The Detroit Historical Society educates and inspires our community and visitors by preserving and portraying our region's shared history through dynamic exhibits and experiences.

The Detroit Historical Society was founded in 1921 to foster an appreciation of Detroit's rich history. In 1928, leaders of the Society founded the Detroit Historical Museum. In 1945, the Society's leaders began negotiations with the City of Detroit to establish a City Historical Commission, which built and operated an expanded Museum, as a department of the City, in Detroit's Cultural Center. From that time until March 2006, the Detroit Historical Society primarily provided fundraising and marketing support, while the City retained ownership of all assets and operated the museums that grew to include the main Museum on Woodward, the Dossin Great Lakes Museum on Belle Isle and Historic Fort Wayne.

The City-Society partnership continued successfully for over 40 years, but by the early 21st century, the City no longer found it possible to continue operations under the existing structure.

In March 2006, an operating agreement was signed by representatives of the City and the Society that transferred overall management responsibility to the Society for the main museum, the Dossin Great Lakes Museum and the Collections Resource Center at Historic Fort Wayne. The City retained ownership of all of the facilities and retained operational responsibility for Historic Fort Wayne; except for the Collections Resource Center, which transferred to the Society. As part of the agreement, the City agreed to provide transitional funding to the society for at

least two years, with the opportunity to request operational support in subsequent years. Additionally, as a City asset, the Museums, under the day-to-day management of the Society, would be eligible for capital funding annually through the capital budget process.

The Vision Statement for the Historical Society is to create a shared sense of community and pride by celebrating the history and unique culture of our region.

The vision and the mission of the Detroit Historical Society is accomplished through exhibitions and educational programs, events and experiences based upon the museums' large collection of original artifacts and a variety of interpretive techniques. Approximately 100,000 peoples benefit from visits to the museum annually, with nearly 20,000 children visiting as part of organized school and group tours.

CURRENT FACILITIES

The Detroit Historical Society operates three sites:

- **Detroit Historical Museum**

The main museum is located at 5401 Woodward Avenue. This museum was built in 1951 and contains 78,900 square feet of exhibition and office space. The building is in average to good condition, through some major systems and infrastructure components are several decades old. Since 2006, proactive ongoing maintenance has been a priority of the Society's operations department. Unfortunately, the museum lacks many modern amenities including proper lighting, efficient heating and cooling systems, security needs, modern elevators, adequate electrical service, proper drainage and plumbing systems, insulation and energy efficient windows. Some key exhibits need technical

DETROIT HISTORICAL MUSEUM

upgrades and/or show signs of neglect and excessive wear. Significant improvements made in 2001 include the investment of \$1.25 million in State of Michigan, private and city provided capital funds to enhance the Woodward Avenue Plaza and other minor maintenance-related repairs. In 2004, numerous ADA-related improvements were implemented including four new enhanced and accessible restroom facilities. During 2006, the Society launched an aggressive “museum makeover” investing over \$1,000,000 in much needed repairs and infrastructure enhancements. Since 2006, the Society has continued to invest significantly in all three facilities primarily using privately raised funds.

As detailed later in this document, the Society has moved forward with plans for a major museum enhancement project, known as the Past>Forward campaign, that will be supported by privately raised funds. When available, the \$17.2 million in voter authorized but unissued bond funds that were approved during the FY 2008-2009 budget year will be expended to further enhance and expand the project.

- **Collections Resource Center (CRC)**

This Collections Resource Center (CRC) is currently housed at Historic Fort Wayne (HFW) and serves as the collections storage and conservation facility for the Museums. The CRC is housed in a World War II-era block building which consists of climate-controlled space. It houses our most fragile artifacts but is not large enough to accommodate many other items in the collection which are dispersed in other buildings at the Fort, most of which have no climate control and security needs. Expansion of our collections storage capacity is a high priority since

collections is at the core of our mission to preserve the physical remnants of the city’s past. The lack of adequate storage space prevents us from acquiring additional items if those items cannot be cared for adequately. In 2004, the Historical Department committed \$500,000 of capital funds and entered into a contract of lease with the Detroit Building Authority to obtain the services of ABE, an architectural and engineering firm. This firm has prepared construction plans, final drawings and specifications for renovation of the existing buildings and construction of a new addition adjacent to the existing location. This renovation and new construction is expected to double the current storage capacity upon completion of all three phases. Renovation and expansion of this facility is important in that the current facilities that house the collections are in poor repair and represent a risk to the City and Society. Further, the consolidation of collections into a fewer number of secure, well equipped buildings will enable the vacated buildings, that include some of historical significance, to be returned to the City for other uses or redevelopment. Further, due to the uncertain future of Historic Fort Wayne, we have begun to assess the future viability of this location as the home for our collections.

- **Dossin Great Lakes Museum**

The Dossin Great Lakes Museum is located at 100 Strand Drive on Belle Isle. It is the only museum in Southeastern Michigan to portray and interpret Great Lakes maritime history. The Dossin is a 1960s era building in need of significant capital investment to support its aging infrastructure. The building is in average condition, with major systems and important infrastructure components showing signs of age and deferred maintenance. Further, the museum lacks many modern

DETROIT HISTORICAL MUSEUM

amenities including proper lighting, efficient heating and cooling systems, security needs, adequate electrical service, insulation and energy efficient windows. Further, key exhibit areas utilize outdated technology and in some cases show signs of excessive wear. The Dossin Great Lakes Museum, beloved by a devoted following of ship and maritime enthusiasts faces numerous challenges including development of a sustainable operational model. Further, its long-term viability on Belle Isle, in collaboration with other maritime organizations like the Detroit Wayne County Port Authority, the Friends of Belle Isle, the Belle Isle Nature Zoo and other Island attractions, is also being explored. During FY 2011, the Society began work with the Detroit Building Authority and the General Services Department to evaluate the Dossin as a possible candidate for a retrofit. We also completed the installation of a new state-of-the-art heating and cooling system.

FIVE YEAR HISTORY

Investments by the City over the past several years at the Main Museum, the Dossin Great Lakes Museum and the Collections resource Center are summarized below.

Prior to 2006, the Historical Department appropriated \$650,000 to make the necessary additional improvements to bring its facilities in compliance with the American with Disabilities Act. The then department utilized its existing contract of lease with the Detroit Building Authority to secure the services of an architectural firm to develop construction documents for this project. New handicap accessible restrooms were completed on the main floor of the museum during 2005-06. Handicap street parking and improvements to the handicapped ramp were also made.

In July 2006, the DBA awarded a contract to Caasti Contracting Services of Detroit for over \$900,000 for major renovations at the Main Museum. Major renovations and improvements to the facility included:

- A new welcome center at the Kirby Street entrance;
- A refurbished parking area;
- A new pedestrian path with improved landscaping and lighting from the parking area;
- New lighting and signage inside and outside the building;
- New carpeting in key exhibit areas;
- Refreshed paint on the building exterior and in key exhibit areas.

Additionally, the Society used private funding sources totaling nearly \$100,000 to implement many improvements and enhancements to core exhibit areas. New exhibits implemented as part of this effort included *New to the Collection*, *Treasures of the Collection*, *Fabulous Five: Detroit Music Legends*, *Digital Dress*, *Detroit Then & Now*, and the *Automobile Showcase*.

Additionally, various improvements were made to the Museum's permanent existing exhibits. Technology upgrades and overall general enhancement were made to *The Streets of Old Detroit*, *Frontiers to Factories*, the *Glancy Trains*, the *Motor City* exhibit and *Doorway to Freedom*.

Other private funds raised over the past five years included nearly \$760,000 in private funds used to install and present numerous traveling or changing exhibits. Highlights include *American Icons: Detroit Designs*, *Enterprising Women; 150 Years of Women in American Business*, *Reflections: The Mary Wilson Supreme Legacy Collection*, *381 Days: The Montgomery Bus Boycott*, *Detroit: The Reel Story*, *Detroit's Classic Radio*

DETROIT HISTORICAL MUSEUM

Voices, 1920s: Detroit's Building Boom, and Hero or Villain: Metro Detroit's Legacy of Leadership. The Detroit Historical Museum has hosted more unique and diverse exhibits during the last 3-7 years than at any time in its history.

During the past five years, the Dossin Great Lakes Museum has not enjoyed the level of capital investment as the main museum. During FY 2006-2007, as part of the Society's "museum makeover" initiative, approximately \$100,000 in private funds were invested at the facility.

Capital investment and improvements at Historic Fort Wayne should be considered as two distinct projects – the Collections Resource Center and the

Barracks Building that is located within the Fort. Only the Collections Resource Center is under the jurisdiction of the Detroit Historical Society.

Historic Fort Wayne - Barracks Building
In 2006, the Society obtained \$2 million in funding from the Wayne County Parks Division to support major improvements to the barracks building and general infrastructure in and around Historic Fort Wayne. These improvements were completed and as required under the terms of the then newly enacted operating agreement in 2006. These improved buildings have since been transferred to the City's Recreation Department.

DETROIT HISTORICAL MUSEUM

FIVE YEAR HISTORY

Year	Description	City	State Grant	Private Funds	Total
2007-2012	New Exhibits at Main Museum			\$750,000	\$750,000
2006-2007	Museum Makeover Renovations at Main Museum	\$939,871		93,637	1,033,508
2006-2007	Makeover Renovations at Dossin Museum	138,193		72,062	210,255
2009-2010	Minor Capital Improvements at the Main Museum, Dossin Great Lakes Museum and Collections Resource Center	132,000		99,000	231,000
2010-2011	Minor Capital Improvements at the Main Museum, Dossin Great Lakes Museum and Collections Resource Center			70,000	70,000
2011-2012	Capital Improvements at the Main Museum, Dossin Great Lakes Museum and Collections Resource Center	1,850,000		200,000	2,050,000
Total		\$3,060,064		\$1,284,699	\$4,344,763
Percentages		70%		30%	\$100%

DETROIT HISTORICAL MUSEUM

PROPOSED FIVE YEAR CAPITAL PLAN

The Society's ambitious long time plan for capital investment at the main museum, the Dossin Great Lakes Museum and the Collections Resource Center has been indefinitely delayed due to the lack of available funding from the city's sale of general obligation bonds.

Utilizing privately raised funds, however, the Society is committed to make a sizable investment in both the facilities we operate and the services we provide. In July 2009, the Detroit Historical Society took an important step in what promises to be a historic journey for our organization with the launch of the Past>Forward Campaign. Past>Forward is a five year comprehensive capital campaign designed to dramatically enhance the exhibits and educational programming offered at the Detroit Historical Museum and the Dossin Great Lakes Museum and to make the Society's extensive collection of artifacts more readily available to the public. Through the Past>Forward Campaign, the Society plans to raise \$21.6 million in earned and contributed revenue from July 2009-June 2014. This goal includes the Society's annual operational revenues and support for new initiatives. The launch of this campaign represents a transformational time for the Detroit Historical Society, as we work towards ensuring that our organization achieves sustainability in the long-term.

The Past>Forward Campaign was designed and continues to be defined with input and representation from all of the different constituent groups that support the Society and its programs. Through a strategic planning process that was completed in 2006, committees were formed to analyze the disparate needs of the community, including our

members, school groups, representatives from the Mayor's office and City Council and walk-in visitors to help outline a bold new vision for the Society. Using visitor data obtained over the past few years, the findings from a comprehensive member survey and the results of a grant-funded educational survey of the needs of regional schools, teachers and schoolchildren. Society staff and board leadership began developing the plans for a significant and comprehensive campaign to revitalize the organization's key programs, exhibits and collections.

Through a significant capital investment the Society will be able to better utilize current exhibits and gallery spaces, redesigning them to deploy new exhibits that better engage visitors and tell key stories important to Detroit's history. In addition, both Museums will receive much needed capital investments, including major structural improvements including the addition of museum-quality lighting in all exhibit areas.

Capital funds raised through the Detroit Historical Society's Past>Forward campaign will support the enhancement of three key permanent exhibits at the Detroit Historical Museum including the Streets of Old Detroit, Doorway to Freedom and Motor City. Renovations to these exhibits will ensure that the information presented is closely aligned with the new Michigan social studies curriculum guidelines and standards for elementary school students. The Doorway to Freedom exhibit, which explores the important role that Detroit played in the anti-slavery movement and specifically its station on the Underground Railroad, will be redeveloped and moved to a larger, more accessible space. Visitors to the exhibit will begin their journey by walking the path of escaping slaves struggling to

DETROIT HISTORICAL MUSEUM

make it to freedom in Canada and will conclude their experience in a more traditional exhibit area containing panels and artifacts that tell the story in-depth.

This campaign will also provide the Society with the ability to create and install three dynamic new exhibits at the Detroit Historical Museum. The new exhibits include the Arsenal of Democracy, which will tell the story of how Detroit and its automobile assembly lines transformed to manufacture the machinery of war during World War II, the Gallery of Culture, which will showcase our region's rich social history – from Motown's greatest hit makers to Detroit's sports heroes and the Gallery of Innovation, which will celebrate the entrepreneurial spirit of the Detroiters whose creations changed our world. We believe these exhibits are necessary additions that will enable us to better identify the important stories of Detroit's history, while engaging generations of visitors.

At the Dossin Great Lakes Museum, which is located on Belle Isle, the Past>Forward campaign will enable the Society to enhance key permanent exhibits such as The William Clay Ford Pilot House and the City of Detroit III Gothic Room. A major capital investment will enable the Society to create a new core exhibit at the Dossin Great Lakes Museum that showcases the history of the Detroit River and its impact on the development of metropolitan Detroit. This exhibit, which will be aligned with Michigan science and social studies curriculum standards, will educate visitors about the social, industrial and ecological history of Detroit and the region, while inspiring them to look at their environment in a new way.

Another important component of the campaign will be the digitization of key portions of the collection of the Society's 250,000 artifacts. Through a two-year capital project overseen by our Curator of Collections, the Society will enhance the public's accessibility to the collections through the creation of an online database of artifacts that allows researchers of all ages to access information about Detroit's history.

Additionally, in support of the comprehensive capital campaign, the Society's curatorial and educational department will be reinvented and reenergized. The Society has recently added to its senior management team with the hiring of a Vice President of Collections and Interpretation who will bring a new level of professionalism to its collections practices, educational programming and outreach initiatives. In addition, a Director of Education is currently being sought.

Through the success of the Past>Forward Campaign, the residents of Detroit, especially children will enjoy enhanced access to the stories of the region and new lifelong learning opportunities for every stage of their lives. The campaign will also strengthen and revitalize two of the City of Detroit's landmark cultural institutions in two of the most important areas of the region, Detroit's Midtown neighborhood and Belle Isle. The capital and other investment described above represents a very significant investment by the private sector in City owned institutions.

The Society believes that an investment must be made now to secure the ongoing viability of Detroit's historical museums. We recognize however, that much more investment is needed over the next five years and beyond and look to the City to issue the \$17.2 million in funds

DETROIT HISTORICAL MUSEUM

previously authorized and approved as soon as possible. During late FY 2012 and early FY 2013, the Main Museum was closed to accommodate the new exhibits described above along with other infrastructure improvements. Funds raised from the private sector along with funds provided by the City will enable us to continue to stabilize and enhance all three of our locations. The Detroit Historical Museum will reopen to the public on November 23, 2012 when this capital work is complete.

In late fall, we expect to close the Dossin Great Lakes Museum for several months and invest approximately \$2 million in renovations and capital investment, all expected to be supported by private funds. Upon completion, the Dossin will reopen in May 2013.

INTERDEPARTMENTAL RELATIONSHIPS

City of Detroit agencies and departments will continue to be involved in our work as follows.

The Society will work with the Detroit Building Authority to aid in administration of contracts needed to support various City-funded capital projects at the main museum, the Dossin Great Lakes Museum and the Collections Resource Center (CRC) at Historic Fort Wayne. Additionally, at the CRC, close coordination and possible co-management of the project with the Recreation and General Services departments will continue to ensure our plans and complement Recreation's overall plans for the rest of the Historical Fort Wayne property. On Belle Isle, we anticipate working closely with other City stakeholders, including the Recreation and General Services departments and the Detroit Zoological Society for a similar reason.

GOALS FOR THE CAPITAL PROGRAM

Renovating, upgrading and expanding these facilities will enable us to deliver more services to a larger, more diverse audience and enhance the viability of the neighborhoods and regions in which they are located. All of these facilities require ongoing investment by both the City and private funding sources to sustain and prosper. By doing so, Detroit's proud history will be celebrated and will serve to educate and inspire the next generation of Detroiters.

RATIONALE FOR CAPITAL PROGRAM

The proposed capital program combines expert care for the City's assets and the enhancement of those assets to attract more public use and support of the City's rebirth and development. Renovation and eventual expansion of the museum buildings and the Collections Resource Center will enable the Museum to support additional education programs and exhibitions for school children and adults. This will attract substantial investment to the City, stabilize each respective neighborhood and attract tourists to the region as well as residents. It will also serve to enhance residents' pride in their community and Detroit's status as a destination city.

The Detroit Historical Museums have shown extraordinary resilience since the drastic State budget cuts of 1991. Support from individuals, foundations, corporations and other public sources continues, though the current economy makes private fundraising increasingly challenging. We have also increased our collaborations with other institutions and agencies and have dramatically improved our exhibits, educational programs and public programs.

DETROIT HISTORICAL MUSEUM

Despite our best efforts, however, the Society finds itself facing an urgent and significant financial challenge that will require new forms of collaboration and the continued fine-tuning of our operational model. The loss of significant City operational support requires the Society to drastically

increase the funds raised from private sources to sustain operations and advance its mission. As mentioned, as the economy across southeast Michigan and the nation continues to struggle, this has been increasingly challenging.

DETROIT HISTORICAL MUSEUM

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

Project 1: Renovation, and Expansion of the Detroit Historical Museum

As described above, capital funds for this effort would be focused in two areas: (1) renovation and enhancement of the existing facility (2) an addition to the current facility. The Museum estimates capital requirements for Fiscal year 2012-13 of \$3.5 million in private funds. Private funds include Society support, as well as, donations and contributions from individuals and corporate sponsors. The total project cost from all identified sources is estimated as \$15.9 million.

Funds	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds					\$1,000,000	\$1,000,000	\$9,950,000
Private Funds	\$3,500,000	\$1,000,000	\$100,000	\$100,000			

Project 2: Renovation, and Expansion of the Dossin Great Lakes Museum

As described above, capital funds for this effort would be focused in two areas: (1) renovation and enhancement of the existing facility (2) an addition to the current facility. Private funds of \$500,000 are anticipated for the current fiscal year for capital improvement use. The total project cost from all identified sources is estimated as \$6.8 million.

Funds	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds					\$1,000,000	\$1,000,000	\$3,300,000
Private Funds	\$1,000,000	\$1,000,000	\$100,000	\$100,000			

Project 3: Stabilization and Enhancement of the Collections Resource Center at Historic Fort Wayne

This is a multi-phased project involving the renovation of existing buildings and the construction of a new addition to store and maintain the museum’s extensive collections. Private funds of \$100,000 are anticipated for the current fiscal year for capital improvement use. The total project cost from all identified sources is estimated as \$1.6 million.

Funds	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O. Bonds					\$500,000	\$1,300,000	\$100,000
Private Funds			\$100,000				

DETROIT HISTORICAL MUSEUM

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014-15	2015-16	2016-17	2017-18	
DETROIT HISTORICAL MUSEUM:														
Project 1: Facility Renovation/Expansion	N	O	NOI	NSI	100	G.O.	\$ 13,357					\$ 1,000	\$ 1,000	\$ 9,950
						P.F.		\$ 3,500	\$ 1,000	\$ 100	\$ 100			
DOSSIN MUSEUM:														
Project 2: Renovation/Expansion	M	P	NOI	NSI	25	G.O.	5,300					1,000	1,000	3,300
						P.F.		1,000	1,000	100	100			
COLLECTION RESOURCE CENTER- Historic Ft Wayne:														
Project: Stabilization/Enhancement	M	P	NOI	NSI	25	G.O.	1,900					500	1,300	100
						P.F.				100				
TOTALS					\$150		\$ 20,557	\$ 4,500	\$ 2,000	\$ 300	\$ 200	\$ 2,500	\$ 3,300	\$ 13,350

Funding Source Summary:

General Obligation Bonds	G.O.	\$ 20,557	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ 3,300	\$ 13,350
Private Funds: Detroit Historical Society/Contributions/Donations	P.F.	-	4,500	2,000	300	200	-	-	-
GRAND TOTAL		\$ 20,557	\$ 4,500	\$ 2,000	\$ 300	\$ 200	\$ 2,500	\$ 3,300	\$ 13,350

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

DETROIT PUBLIC LIBRARY



DETROIT PUBLIC LIBRARY

MISSION:

The Detroit Public Library enhances the quality of life for the diverse and dynamic community in the City of Detroit. The library enlightens and empowers its citizens to meet their lifelong learning needs through open and equitable access to information, technology, and cultural/educational programs.

BACKGROUND:

The Detroit Public Library (DPL) is an independent municipal organization, administered through the Detroit Library Commission. Funding for library operations is generated through a dedicated millage of 4.64 mills voted on by the citizens of Detroit. The Detroit Public Library serves as the city's information hub and a major educational and informational resource. The library's collection of over 3.6 million catalogued items includes books, magazines, professional journals, as well as extensive audio, video and DVD collections. In addition, the library has four million manuscripts, music scores, photographs, pictures and government documents. Over 800 public access computers provide customers with Internet access. The Detroit Public Library's website records over 12 million hits each year. Computer assistance and training is available at most library locations. One bookmobile make weekly stops at schools and community centers farthest removed from library locations when possible.

CURRENT FACILITIES:

The Detroit Public Library provides services from the Main Library at 5201 Woodward Avenue and twenty-one (21) neighborhood branch libraries located throughout Detroit including two leased facilities: the Elmwood Park Branch Library, located in the Elmwood Park Shopping Plaza and Campbell Branch Library, located in the

heart of Southwest Detroit's Business District, at Vernor and Lawndale. The Library on Wheels (LOW), Services to Shut-ins and Retirees (SIR), and the Library for the Blind and Physically Handicapped (LBPH), are operated from the Frederick Douglass Branch on Grand River at Commonwealth – one block west of Trumbull.

Library buildings provide the foundation for quality library services. While the library struggles with the deterioration of its facilities, library services and buildings must be adjusted to meet the challenging demographics and needs of the City of Detroit.

The Detroit Public Library strives to provide the highest level of public library services to the citizens of Detroit in library facilities that are accessible, stable, comfortable and inviting. At present, library facilities range in age from 30 to 100 years, averaging 55 years of age. Most library facilities are desperately in need of major overhauling of mechanical equipment (heating and cooling systems), and most branches are not ADA compliant. The library system is also challenged to provide an expanded level of technology access in buildings that were not designed for that purpose. In fact, most DPL facilities have outlived their utility and have become maintenance resource drains. This Capital Improvement Plan is DPL's response to addressing its serious building issues.

FIVE-YEAR HISTORY

Detroit Public Library (DPL) addressed several of the physical infrastructure priorities indicated in the 2008 -2012 Capital Agenda

DETROIT PUBLIC LIBRARY

Main Library's East Wing Roof Project

Main Library Roof Project Before Pictures



Main Library Roof Project After Pictures

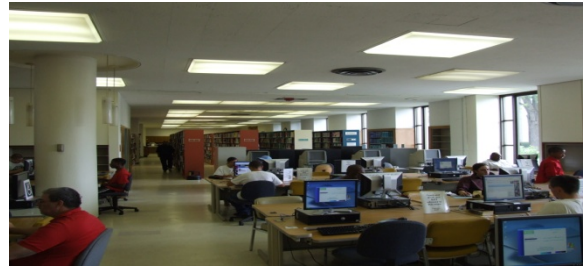


Main Library has improved its service points with a renovated south wing that increased the number of computers.

Main Library's South Wing Project

Main Library has improved its service points with a renovated south wing that increased the number of computers in an social atmosphere that friendly welcoming.

Before renovations



After renovations



Main Library's Children's area Before update



Main Library's Children's area After update



DETROIT PUBLIC LIBRARY

PROPOSED FIVE-YEAR CAPITAL PLAN

Heating and Cooling

With mechanical equipment that's 50 years old and older, parts are getting harder to find. In six of our branches, the air conditioning systems had been out of service for the past 8 to 10 years due to parts not being available. Through a vigorous parts scavenger hunt these branches now have air conditioning. That's 18 out of 22 facilities including Main Library.

New boiler had to be installed at a few Branches.

New boilers are needed for majority of DPL's other branches.

All DPL Air Conditioning systems need repair/replacement. [samples below]



Knapp Branch



Duffield Branch



Chaney Branch



Chandler Park Branch



Edison Branch

DETROIT PUBLIC LIBRARY

The list below highlights some of the Main Library's many infrastructure needs:

Summary of Main Library's Physical Infrastructure Priorities:

Structural Needs

- Roofing (north and south wings)
- Foundation
- Wall Separation
- Water Damage

HVAC

- Systems need replacement
New systems must accommodate climate controls for special collections

Exterior Façade

- Marble walls are separating
- Woodward marble entrance is separating from building

Parking

- Parking structure is needed for customers and staff

Concrete & Repaving

- Putnam Entrance
- Cass Entrance

Windows

- Many do not open
- Many are not properly sealed

Interior Needs

- Plaster – address water damage on walls and 3rd floor paintings
- Lighting issues in many areas of the building
- Ceiling tiles are caving from water damage
- Floor tiles need to be replaced in many areas
- Staff workrooms need to be overhauled

Accessibility Issues

- Woodward entrance needs to be accessible
- Cass entrance doors are cumbersome
- Ramp is needed on Cass to Woodward hallway
- Elevators (excluding freight) need to

be replaced

- Consider adding a second escalator
- Bathrooms needed on 3rd floor

Space Reorganization Projects:

- Children's Library
- Media Center
- Circulation / Coffee Shop / Gift Shop
- Third Floor Reorganization /

Redesign

- Woodward Entranceway
- Staff workrooms



Main Library Eastwing tuckpointing



Main Library Eastwing sandstone needs cleaning

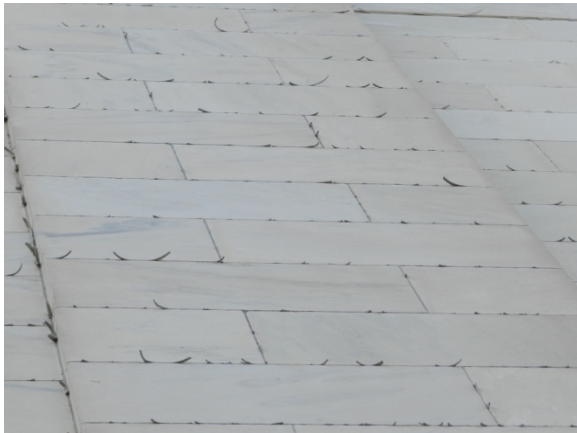
DETROIT PUBLIC LIBRARY



Main Library Woodward entry steps need repair



Main Library Cass Circle marble coming loose from the building



Main Library Eastwing tuckpointing



Main Library Woodward entry caving in



Main Library Woodward entrance

DETROIT PUBLIC LIBRARY

Summary sample that represents all of the many needs of the Branch Library's Physical Infrastructure Priorities:

Redford space reorganization and renovations and paving



Wilder Space reorganization and structural repairs



Sherwood Forest Structural repairs and windows



DETROIT PUBLIC LIBRARY

Rational for the Library's Capital

Budget:

The Detroit Library Commission is committed to providing excellent library services to the citizens of Detroit. DPL envisions for the community to “*recognize the library as a vital force for expanding the mind, promoting literacy, embracing diversity, creating opportunities for individual and community development, and building a thriving city.*” This vision is only possible if the library’s facilities are stable, accessible, comfortable and inviting.

Strong libraries build strong communities. Through focus groups and community surveys conducted during the Detroit Public Library’s strategic planning process, Detroiters stated that they want improved library facilities. The 21st century public library is a “community center” that supports literacy and lifelong learning. Today’s libraries provide opportunities for people to discover and rediscover themselves. Through a strong Capital Improvement Program, Detroit Public Library will be positioned for Detroiters to “Find Themselves” at Main Library and at neighborhood branches.

At present, most Detroit Public Library facilities are dated and unappealing. The newest Detroit Public Library facility was built from ground up in 1975. It is time to overhaul DPL’s facilities. It is time to establish a new foundation for Detroit Public Library buildings. It is time to give Detroiters library facilities they can enjoy, celebrate and take pride in. We are confident that Detroiters would embrace this plan that is aimed at transforming library facilities for today and tomorrow’s generations.

DETROIT PUBLIC LIBRARY

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

Stabilization of the Main Library

The Main Library, due to its' age, is in need of renovations and repairs to its roof, foundation, exterior facade, Woodward entrance marble steps, interior, repairs and parking facilities. The marble steps at the Woodward entrance and the marble sheet facade both areas are a public safety concern and require immediate remediation. Roof leaks are causing damage to interior walls and the library collections. The library needs to provide access and usage to its diverse clientele and therefore requires additional improvements for accessibility.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O						\$3,500,000
Bonds						

Children's Library

The current facility is insufficient to meet the needs of the children of this city. Inadequate size, the lack of modern amenities and the lack of computers and other technology prevents the library from offering a full range of services the children of this city requires and deserves.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O						\$3,500,000
Bonds						

Branches- Nine Transformation Projects

The transformation project involves the acquisition and/or construction of new branch facilities to meet the needs of the communities served by DPL.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O						\$9,000,000
Bonds						

MAIN LIBRARY'S PHYSICAL INFRASTRUCTURE

The Main Library requires improvements to its HVAC systems, including replacement or repair of its gas boiler. New fluorescent light fixtures are required throughout the library and greater use of high-density fixtures in inaccessible locations. A lack of public parking facilities at the Main library causes an inconvenience to the library customers. Repairs and repaving of the employee parking lot and the loading dock is also required.

Structural Needs (2)

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O						\$5,000,000
Bonds						

DETROIT PUBLIC LIBRARY

HVAC (1)

The elevators and HVAC system repairs are needed due to obsolesce.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O						\$5,700,000
Bonds						

Parking Structure and Power

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O						\$1,500,000
Bonds						

Concrete & Repaving

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O						\$200,000
Bonds						

Interior Needs- Lights

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O						\$1,500,000
Bonds						

Space Reorganization

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.						
Bonds						\$2,000,000

Gas Boiler

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O						
Bonds						\$1,400,000

DETROIT PUBLIC LIBRARY

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed	
									2013-14	2014-15	2015-16	2016-17	2017-18		
Stabilization of the Main Library	M	P	AF	NSI		G.O.	\$ 3,500							\$ 3,500	
Children's Library	M	U	AF	AS		G.O.	3,500							3,500	
Nine (9) transformation projects at branches	M	P	AF	NSI		G.O.	9,000							9,000	
<u>Main Library's Physical Infrastructure:</u>															
Structural Needs (2)	M	P	AF	NSI		G.O.	5,000							5,000	
HVAC (1)	M	P	AF	NSI		G.O.	4,000							5,700	
Parking Structure & power	N	P	AF	NSI		G.O.								1,500	
Concrete & Repaving	M	P	AF	NSI		G.O.								200	
Interior Needs... Lights	M	P	AF	NSI		G.O.								1,500	
Space Reorganization	M	P	AF	NSI		G.O.								2,000	
Gas Boiler	N	P	AF	NSI		C.C.								1,400	
TOTALS					\$ -		\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	33,300
Funding Source Summary:															
General Obligation Bonds						G.O.	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	31,900
Cash Capital						C.C.	-	-	-	-	-	-	-	-	1,400
GRAND TOTAL							\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	33,300

(1) Chillers (1M), Cooling towers (500T), AHU/RAF(2.5M), Pumps (1.7M)

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
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- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

MUNICIPAL PARKING



MUNICIPAL PARKING

AGENCY MISSION

The mission of the Municipal Parking Department (MPD) is to provide economical on and off-street public parking services; to enforce city of Detroit parking ordinances; and to coordinate parking with economic development projects throughout the city of Detroit.

CURRENT FACILITIES

The MPD operates and maintains two divisions, the Automobile Parking System (APS) and the Parking Violations Bureau (PVB). The divisions are located at 1600 W. Lafayette and 1531 Howard.

The Department's Auto Parking System, pursuant to City Ordinance, operates and maintains seven (7) garages, with approximately 7,878 spaces, one (1) Central Business District lot with approximately 240 spaces, and approximately 3,404 on-street metered spaces, with all the revenue going to an Enterprise Fund for the City of Detroit's Parking System. The APS also maintains and operates nine (9) outlying business district lots.

The Parking Violations Bureau activity, pursuant to City Ordinance, includes management of the City's parking ticket processing and fine collection program and supervises the enforcement of parking regulations through its civilian ticket writing personnel.

FIVE-YEAR HISTORY

The Municipal Parking Department has completed various improvements to the Auto Parking System facilities over the past five years. Improvements included elevator installations, facility reconditions, and rehabilitation work for floors, ceiling, beams/joints and stair repairs, minor concrete repairs, electrical and lighting system repairs and installations, replacement

and upgrades to the revenue and access control equipment. Renovation of the offices of Administration Building and Maintenance Building were also completed during this period.

- In 2007, we completed refurbishment of a stairwell at Joe Louis Arena Garage at a cost of \$500,000.
- In 2007, the air conditioning units were replaced at the administration building at a cost of \$250,000.
- The Cobo Helix was repaired at a cost of \$1.4 million in 2008.
- In 2008, upgrades were made to our administrative building at a cost of \$170,000.
- In 2008, Phase One of the Parking System Lighting project was completed at a cost of \$750,000.
- In 2009, interior improvements were completed at the administrative building at a cost of \$10,313.
- In 2009, Joe Louis Arena Garage received structural improvements including concrete work on the decks at a cost of \$522,119.
- In 2009, we completed repairs to the helix ramp at Cobo Roof Deck at a cost of \$1,371,095.
- In 2009, we completed concrete repairs at Cobo Arena Garage at a cost of \$560,239.
- In 2009, we completed upgrades to the elevator at Ford Underground at a cost of \$13,419.
- In 2010, MPD completed structural improvements at Ford Underground to the exit and entry ramps at a cost of \$1,966,789.
- In 2010, we completed structural improvement at the Joe Louis Arena totaling \$152,783.
- In 2010, MPD completed the concrete topping for the Helix ramp at Cobo Roof Deck at a cost of \$70,681.

MUNICIPAL PARKING

- In 2011, MPD completed the replacement of sump pumps at Ford Underground Garage at a cost of \$96,800.
- In 2011, MPD completed the repair to the roof at the MPD administrative building at a cost of \$8,950.
- In 2011, MPD completed the repair of the Millennium Garage elevator at a cost of \$4,200.
- In 2011, MPD completed the temporary restoration and utilization of the MGM garage at a cost of \$5,851.

PROPOSED FIVE-YEAR CAPITAL PLAN

The proposed five year capital plan continues an ongoing program of renovations, repairs and improvements to area parking facilities as deemed necessary. Funds for these improvements will be provided from operational revenues, as well as, revenue bond proceeds. Also included in the plan are other facilities identified as needing renovating, upgrading or construction; however, the funding source has yet to be determined. Total expenditures projected for ongoing renovations and improvements amount to \$10,000,000 of which proposed unfunded projects are estimated to cost \$15,750,000.

Future plans for the Municipal Parking Department include renovation/repair of existing facilities. Future renovation work is needed at Cultural Center, Joe Louis Arena, Grand Circus, Ford Underground, and Eastern Market garages. The Millennium Garage is in very good condition.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Municipal Parking Department has contracted with the Detroit Building Authority (DBA) to perform project administration on various capital projects. The MPD will be working with the Downtown Development Authority (DDA) on projects for parking facilities owned/or under its jurisdiction.

GOALS FOR CAPITAL PROGRAM

- Renovate, maintain and repair all facilities in the Auto Parking System as needed.
- Continue to install and upgrade Security and Revenue and Access Control System in high volume garages.

RATIONALE FOR CAPITAL PROGRAM

Capital improvements are needed to ensure the City's ability to provide safe, convenient, and competitively priced public parking spaces. Upgrading existing major facilities increases the attractiveness of these facilities and enables them to produce projected revenues. The department needs to determine when new parking spaces are needed to meet existing and projected public demands at the Civic Center, Joe Louis Sport Arena, Cadillac Center, and along the People Mover route. Improving existing public parking and adding new public parking where demand warrants will enhance public and private investments in downtown Detroit and other business and activity centers throughout the city.

MUNICIPAL PARKING

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

Renovations/Repair Of Facilities And Improvements To Arenas

Improvements and replacement of physical components of existing parking facilities are initiated, as each is determined necessary. Funding for this construction work is generated each year from Auto Parking revenues and flows to the Parking System Program Reserve Account, a trustee account established pursuant to Contract of Lease No. 2. These funds are transferred from this Reserve Account twice each year as needed for necessary work. It is expected that \$2,102,000 will be expended from this Reserve account and other available trust accounts for this purpose in FY 13.

2013-14	\$2,000,000	Parking System Program Reserve Fund
2014-15	2,000,000	Parking System Program Reserve Fund
2015-16	2,000,000	Parking System Program Reserve Fund
2016-17	2,000,000	Parking System Program Reserve Fund
2017-18	2,000,000	Parking System Program Reserve Fund
	15,750,000	Unprogrammed

The following projects are identified as work to be performed during fiscal year 2012-13:

ADMINISTRATION BUILDING 1600 W. Lafayette	Upgrades – Revenue-CCTV	\$200,000
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ADMINISTRATION BUILDING 1600 W. Lafayette	Cashier Area Expansion	\$ 70,000
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SYSTEM WIDE	Upgrades – Revenue-CCTV	\$1,800,000
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CONSTRUCTION MANAGEMENT		\$32,000
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To engage a professional engineering and consulting firm as construction Manager for the above mentioned projects

MUNICIPAL PARKING

The following projects are identified as work (unprogrammed) needed to be performed during fiscal year's 2014-18:

CADILLAC/FARMER LOT 1025 Farmer	Revenue Equipment	\$100,000
CULTURAL CENTER GARAGE 41 Farnsworth	Renovations - Various	\$4,000,000
FORD UNDERGROUD 30 E. Jefferson	Renovations - Lighting	\$1,500,000
GRAND CIRCUS GARAGE 1600-01 Woodward Avenue	Renovations - Various	\$2,000,000
JOE LOUIS ARENA GARAGE 900 W. Jefferson	Renovations - Various	\$4,000,000
MILLENIUM GARAGE 432 W. Congress	Renovations - Various	\$400,000
PREMIER GARAGE 1206-08 Woodward Avenue	Renovations - Lighting	\$2,000,000
PREMIER GARAGE 1206-08 Woodward Avenue	Renovations - Various	\$1,000,000
ADMINISTRATION BUILDING 1600 W. Lafayette	Renovations - Lighting	\$500,000
CONSTRUCTION MANAGEMENT		
To engage a professional engineering and consulting firm as construction Manager for the above mentioned projects		\$250,000

MUNICIPAL PARKING

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed	
									2013-14	2014-15	2015-16	2016-17	2017-18		
Renovation/Repair of Facilities- GCP- Elevator	M	P	NOI	NSI		PSPR		\$ 150							
Facility improvements including Revenue Equipment and Video Monitoring- Various Facilities	M	O	NOI	NSI		PSPR		\$ 2,000	620	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 15,750	
Premier Garage- Water Remediation- Generator Refueling	M	P	NOI	NSI		PSPR			700						
Administration Bldg- Cashier Station- Expanded	M	P	NOI	NSI		PSPR		70							
Purchase/ Installation- Single Space Solar Digital Meters	M	P	NOI	NSI		PSPR			500						
Construction Management	M	O	NOI	NSI		PSPR		32	30						
TOTALS								\$ 2,102	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 15,750	

Funding Source Summary:

Parking System Program Reserve Fund (revenue-supported)	PSPR	\$ 2,102	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 15,750
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GRAND TOTAL	\$ 2,102	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 15,750
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PLANNING AND DEVELOPMENT



PLANNING AND DEVELOPMENT

AGENCY MISSION

The mission of the Planning and Development Department is to accelerate business and economic development by strengthening the City of Detroit's neighborhoods and repositioning our physical, social, and economic environment.

The activities implemented by the Department are designed to (1) identify and promote development initiatives that will cultivate new residential and commercial construction, job creation and retention, and tax base generation; (2) facilitate capital, incentive and leverage funding activities that encourage cooperative private sector community investment and increase the quality of life; (3) provide targeted neighborhood investment and high quality technical services to viable community development that create public benefit (s) within the distressed areas of the city; (4) create an overall land use plan for the City as well as strengthen and reposition targeted areas for sustainable growth through community-based planning and cooperative public and private partnerships; (5) effectively administer various federal grant programs allocated for community development; (6) and manage and dispose of City controlled real estate.

CURRENT FACILITIES

The Planning and Development Department offices are located in the Cadillac Tower Building and organized into the following divisions:

- *Administration (23rd floor)
- *Real Estate/Development Division (20th floor)
- *Financial and Resource Management Division (12th, 14th, and 24th floors)
- *Housing Services Division (17th and 19th floors)

*Neighborhood Support Services Division (14th floor)

*Planning Division (13th floors)

FIVE YEAR HISTORY

The following list represents major development projects that were undertaken with assistance from the Planning and Development Department. Assistance included land assemblage in conjunction with the disposition of public land, affordability subsidies to reduce the overall cost of construction, as well as, technical assistance from the project management and technical services staff of the Real Estate Development, Housing and Planning Divisions.

Residential Developments:

Residential Developments consist of six types of dwellings: Apartments and Townhomes, Condominiums, Duplexes, Lofts, and Single Family Homes. These projects represent the most diverse land use type in Detroit. Numerous new residential dwellings have been constructed or substantially rehabilitated in Detroit since 2005. A large number of these projects are senior and affordable housing developments.

Bradby Homes

The second phase, approximately 130 senior apartments is under discussion and estimated to be completed in 2011. (CLUSTER 4)

Harmony Village Senior Apartments

The HOME Program committed \$1,841,773 to assist in financing the \$5,361,673 total development cost of 44 affordable housing units constructed within the boundaries of Fenkell, Griggs, Birwood, and Chalfonte streets. Presbyterian Villages of Michigan is the Project Sponsor. This Project was completed in 2005.

PLANNING AND DEVELOPMENT

HDAC Rehab Project

This Development is within the boundaries of St. Anne, 16th street, Lafayette and West Vernor Street. The total development cost is \$777,000 and has 6 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone (NEZ). (CLUSTER 5)

Heritage Park Homes

The HOME Program committed \$2,183,184 funds to assist in financing the \$11,102,967 total development cost. Sixty-six (66) affordable housing units were constructed within the boundaries of Petoskey/Arcadia; Grand River/Jeffries; Quincy/Hazelwood Streets. This project was completed in 2006. (CLUSTER 6)

Martin Gardens

The HOME Program provided \$2,000,000 of the \$8,270,154 total development cost to rehabilitate a total of 50 units at 1739-55 & 1737 25th Street, 1185 Clark and 3502-28 W. Vernor Streets. Southwest Non-profit Housing Corporation is the Community Housing Development Organization (CHDO) project sponsor. This project was completed in 2005 and was closed-out in 2006. (CLUSTER 5)

Marlborough Estates

This Development is located at Marlborough & Mack. The total development cost is \$5,261,000 and has 38 residential units. This project was completed in 2009. This project is in an Enterprise Zone. (CLUSTER 3)

Positive Images

The HOME Program provided \$1,775,000 of the \$6,061,759 total development cost to rehabilitate 32 units located at 4875 Coplin. Positive Images is the Project Sponsor. This project was completed in 2007. (CLUSTER 3)

Riverside Estates

The HOME Program provided \$4,955,000 of the \$10,380,042 total development cost to rehabilitate 67 units located at 1730, 1800, 1830 & 1831 Magnolia Street. This project was completed in 2004 and was closed-out in 2007. (CLUSTER 4)

River Tower Apartments

The HOME Program provided \$3,500,000 of the \$28,688,467 total development cost to rehabilitate 472 units located at 7800 East Jefferson. This project was completed in 2006.

Industrial and Manufacturing Developments:

Industrial and manufacturing developments include all production type developments. Several of these projects are auto-related facilities. Most of these developments are located in the State-designated Renaissance Zones or were assisted through the City's Brownfield Redevelopment Authority.

Better Made Snacks Expansion:

Would like to start construction early 2014: Build a 40,000 SF warehouse addition that would be attached directly to existing 291,000 sq. ft. Better Made operation on Gratiot in Detroit.

5842 Trumbull, LLC:

120,356 sq. ft. vacant city owned parcel – (3 acres). Proposed construction of 25,000 sq. ft. Medical Office Building facility and parking lot- bounded by: Trumbull (n), Lincoln (e), Elijah McCoy (s) creation of potential 75 new jobs and investment of \$2,500,000.

Pelleritto Foods Expansion:

St. Aubin/Mack Streets, two phase expansion of existing Pelleritto Foods located at 2000 Mack on city property south adjacent block-27 parcels city owned

PLANNING AND DEVELOPMENT

(2.1 acres), bounded by Mack (n), St. Aubin (e), Scott (s), Hale (ne). Phase I: 20,000 SF, 50 new jobs, \$5M investment Phase II: 35,000 SF, 150 new jobs, \$8 million investment - total project new tax revenue per year = \$438,500

Henry Ford Health System (Cardinal Health Facility) –

Kirko Manix, plans to construct 267,120 sq. ft. Regional Medical/surgical supply warehouse (Phase I) on 49 city owned, 11 private, & 43 owned by HFHS parcels bounded by Marquette (n), Commonwealth (e), & RR tracks (s) Potential future expansion of additional 133,500 SF in near future. Total site acres is 24.78, 212 total new jobs (Phases I & II), along with a \$28,000,000 capital investment Construction to start in 2013

Hantz Woodlands

Approximately 500 Acres total (+/- 1800 city owned parcels), bounded by: Mack (n), St. Jean (e), Jefferson (s), & Van Dyke (w). Awaiting resolutions of various issues: "Right to Farm Act modification" for City/urban farming, transfer of property - land sale via development agreement - site control (default of prior land sale agreements), economic analysis, community, zoning, master plan.

1400 Rosa Parks Industrial Development

Rehab of a vacant industrial structure: a 4.21 acre City of Detroit site known as 1750 Porter (a/k/a 1400 Rosa Parks). The site contains an approximately 99,376 square foot, vacant industrial warehouse and approximately 83,759 square foot surface parking lots. The current zoning of the site is M3 (General Industrial District) and is approximately bounded by Rosa Parks Boulevard, Porter, Trumbull, and Abbott. Construction to start in early 2013; \$8,000,000 investment.

DMC Pediatric Children's Hospital

Cluster 4: Medical Center No. 3 Urban Renewal/Midtown: North 6 acres of Tolan Park-Beaubien (w), 1-75 Service Dr. (e), residential north. Construction of Children's Hospital Pediatric Center (6 stories & basement 105,000 SF) with adjacent surface parking lot (400 new spaces).

Commercial Development Projects

Commercial development projects include big box development, neighborhood retail, strip malls and stand alone retail establishments.

Gateway/Meijer Shopping Center

Project:

Construction of a new 360,000 sq. ft. retail shopping center at the SE corner of 8 mile & Woodward. Total investment = \$42,000,000

Mixed-Use Development Projects:

Mixed-use is a term used to describe development projects that contains more than one type of use such as a development project that contains commercial establishments on the first floor of a building and residential units on the upper floors of the same building.

Detroit's Permanent Casinos:

Motor City Permanent Casino Project

In the permanent casino, gaming is redistributed across the lower three levels. The requested rezoning permits a second floor gaming area expansion that facilitates the programming of all casino gaming on the first and second levels of the building. At the ground level, beneath the new second floor gaming area, a VIP valet entrance was introduced including ingress and egress points as well as provides for vertical circulation.

PLANNING AND DEVELOPMENT

The addition utilizes a variety of building materials consistent with what was previously approved for the complex. The first floor is enclosed with a glass and metal storefront treatment including a stone base, to match the enclosure applied to the existing building. The second floor is clad with a metal panel system to match the cladding intended for the existing building. Glass and metal decorative fins are reminiscent of the Art Deco era and convey an auto industry feel accent the façade. The subject property provides 22,000 square feet of additional casino floor.
(CLUSTER 4)

Greektown Permanent Casino Project

Greektown Permanent Casino complex is in generally bounded by: Beaubien, East Lafayette, St. Antoine, and Monroe, including the vacated portion of E. Lafayette; Macomb, St. Antoine, the Chrysler Service Drive, and Monroe (The Foster-Winter garage and Parkwyck Apartments site); Randolph, Monroe, Brush, and East Lafayette (the parking garage used by the casino); Brush, East Lafayette, a line approximately 135 feet east of Brush, and the alley south of East Lafayette; and Fort, Beaubien, the alley south of East Lafayette, and a line approximately 70 feet east of Brush St. (the newly-constructed parking garage used by the casino).

These areas combined comprise a total of approximately 9.65 acres.

The casino complex includes approximately 100,000 square feet of gaming area (representing an approximately 30,000 square foot expansion of the temporary casino). A new 13-story, 2,875 parking space parking structure on the site of the Foster-Winter garage, with provisions for 2,000 square feet of retail space along Monroe developed in conjunction with the

hotel described below (5,100 parking spaces are provided overall between the new and existing parking facilities).

A 27-story (including seven for parking and three as a base), 310 foot tall, 400 room hotel immediately west of the new parking garage, with up to 3,000 square feet of retail space (provision is made for 400 additional hotel rooms to be added above the parking garage); approximately 21,877 square feet of banquet and meeting space in the hotel; and a 1,200 seat entertainment space to be included in the expanded area of the temporary casino facility. (CLUSTER 4)

MGM Permanent Casino Project

MGM Permanent Casino complex is in an area bounded by Bagley, the Fisher Freeway, Third Ave., and the John C. Lodge Service Drive. MGM Grand Detroit Casino complex contains approximately 100,000 square feet of gaming area, a 16-story 400 room hotel, and related uses in the above-captioned area. On-site parking facilities would include an 8-story visitor self-park structure, a 5-story employee parking structure, and approximately 1,000 below-grade valet parking spaces. The casino building is two stories (50 feet) in height, with much of the casino floor area being the full 50 feet in height. The design fits well with Detroit's stock of early 20th Century downtown buildings.

The first floor is comprised of the casino floor, restaurants, very limited retail, and back-of-house activities. Restaurants and entertainment venues are around the perimeter of the casino floor. There is a "circulation ring" of sorts separating all of the restaurants (except the most southwesterly one) and stores from the casino floor, so that non-casino patrons and minors can use the restaurants and stores. The second floor contains back-of-house

PLANNING AND DEVELOPMENT

activities above the restaurants, a bingo “hall” that was not previously identified, and conference facilities tied to the hotel.

The hotel is 16 stories in height and has its own access to the subsurface parking structure for both valet and self-parking. Conference space is connected to the hotel,

as is a full-service spa and pool. Space has been designated for, and the hotel has been designed to join, a second 400-room hotel tower immediately to the west of the first tower. The dedicated entrance to the hotel and its valet parking is located at the southeast corner of the complex. The project was completed in 2007. (CLUSTER 4)

PLANNING AND DEVELOPMENT

SUMMARY OF MAJOR DEVELOPMENT PROJECTS FOR THE PERIOD 2010-16

<u>PROJECTS</u>	<i>PLANNING DEPARTMENT ASSISTANCE</i>		
	<u>LAND ASSEMBLY</u>	<u>SUBSIDY</u>	<u>TECHNICAL ASSISTANCE</u>
RESIDENTIAL DEVELOPMENTS			
Bradby Townhomes	X		X
Cass Plaza (3500 Cass Avenue Building)	X	X	
Chapel Hill Townhomes	X	X	X
Cots		X	X
East English Village	X		
Euclid Street Townhouses	X	X	X
Gratiot Woods Homes	X	X	X
Greater Corktown	X	X	X
Greyhaven Project			X
Habitat for Humanity-Tricentennial Village	X		X
The Village of Brush Park Manor	X		
Saks Park Homes	X		X
Singh-Bradby Estates	X		
INDUSTRIAL DEVELOPMENT PROJECTS			
Pelleritto Foods Expansion	X		
1400 Rosa Parks Industrial Development	X		
Hantz Woodlands	X		
Cardinal (Henry Ford) Medical Warehouse	X		X
Better Made Snacks Expansion	X		
Wolverine Packing Expansion #4	X		
COMMERCIAL DEVELOPMENT PROJECTS			
Gateway/Meijer Project – 8 Mile/Woodward	X	X	X
Detroit Market Garden	X		
MIXED-USE DEVELOPMENT PROJECTS			
Campus Martius Development			X
Harmonie Park Redevelopment Project		X	X
Greektown Trappers Alley (temp casino)			X
Greektown (permanent casino)			X
Old Central Yard Redevelopment Project	X		
Woodward/Willis Mixed Use	X	X	
Sugar Hill Arts Mixed Use Project	X	X	X

PLANNING AND DEVELOPMENT

<u>PROJECTS</u>	<i>PLANNING DEPARTMENT ASSISTANCE</i>		
	<u>LAND ASSEMBLY</u>	<u>SUBSIDY</u>	<u>TECHNICAL ASSISTANCE</u>
INSTITUTIONAL PROJETS			
US Citizenship & Immigration Services	X		
New International Trade Crossing	X		
Creative Arts Center	X		
Detroit Edison Public School Academy	X		
Queen Lillian Medical Building	X	X	
Plymouth Education Center	X		
DMC Childrens Pediatric Hospital	X		

PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITY PROJECTS

Projects designed to develop affordable and market-rate housing in the City of Detroit and to help preserve and improve neighborhoods.

THE HOME PROGRAM - AFFORDABLE HOUSING

The following is a list of housing projects that have funding commitments from the HOME grant.

Projects Currently Under Construction and/or Close-out Pending

Project Name	Project Description	HOME Funds	Grant Year
Lanier Court Apartments	This apartment development is located at 3801 Holcomb and consists of the rehabilitation of 26 units of 1 and 2 bedroom apartments. The total development cost of the project is \$4,229,450 including \$1,500,000 in City HOME funds. This project is under construction.	\$1,500,000	2006-2007
Brightmoor Rehabilitation Project (NDND)	The HOME Program provided \$600,000 to partially finance the construction and provide down payment assistance to six (6) homes in the Brightmoor area. The project is a scattered site rehabilitation project. The homes will be affordable to families at 80 percent of Area Median Income (AMI). The homes have been rehabilitated and the Developer is currently marketing these homes for sale for which the HOME Program will provide down payment assistance. Due to the current financial mortgage market, it is anticipated that the unsold homes will be considered for lease purchase or rental activity. (CLUSTER 9)	\$600,000	2004-2005

PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITY PROJECTS

Projects designed to develop affordable and market-rate housing in the City of Detroit and to help preserve and improve neighborhoods

HOME			
PROJECTS AWAITING APPROVAL TO START CONSTRUCTION			
Project Name	Project Description	HOME Funds	Grant Year
Chalmers Square Apartments	This development is located at 14401-14436 East Jefferson and 125 Newport Street and consists of 49 units of 1-bedroom apartment suites. The total development cost of the project is \$8,612,518 including \$1,000,000 in 2009 City HOME funds. The closing for this project has not occurred.	\$1,000,000	2009-2010
Creekside Community Development Corporation	Creekside Community Development Corporation is proposing to rehab 10 single-family units within its boundaries. The developer is requesting \$600,000 to partially finance the construction of the units. Construction is scheduled to begin in the Spring of 2011. (CLUSTER 3)	\$600,000	2005-2006
Herman Gardens Revitalization Plan	The HOME Program will provide \$8,350,000 over four years to assist in financing the \$185,174,184 total development cost. 278 of the 920 units will be financed with HOME funds. The HOME Program will assist in financing the construction of 90 single-family for-sale units and 188 rental housing units, with an average subsidy of \$25,000-\$50,000 per unit. The Detroit Housing Commission has prepared a comprehensive Revitalization Plan to provide a diverse mix of uses including commercial, recreational and educational to serve residents in the area. The Project is located in northwest Detroit on approximately 139 acres within the boundaries of Southfield Fwy., Joy Road, Tireman and Asbury Park. This site was once the Herman Gardens public housing. Construction started in 2009 with an expected completion date of 2013. (CLUSTER 7)	\$8,350,000	2005-2006
Medical Center Village-Senior	This development is located at 4701 Chrysler Drive and consists of 190 units of 1-bedroom apartment units. The total development cost of the project is \$13,112,364 including \$5,197,220 in City HOME funds. An acquisition closing was held in August 2010.	\$5,197,220	2008-2009

PLANNING AND DEVELOPMENT

Morningside Commons Phase IV	U-SNAP-BAC is proposing to rehab 10 affordable single-family units within the boundaries of Warren (N), Mack Avenue (S), Maryland (E), and Alter Road (W). The CHDO developer is requesting \$600,000 for construction financing. Construction is scheduled to begin Spring 2011. (CLUSTER 3)	\$600,000	2005-2006
New Center Commons	This development is located at 640 Delaware and 676 Lothrop and consists of 71 units of zero, one and two bedroom apartment units. The total development cost of the project is \$6,764,770 including \$3,100,000 in City HOME funds. The closing for this project has not occurred.	\$3,100,000	2008-2009
Gray Street	This scattered-sites rental development is located at 2124-69 Springle and consists of the construction of 24 units of one and two bedroom structures. The total development cost of the project is \$6,435,437 including \$900,081 in City HOME funds. A closing was anticipated for the Fall of 2010.	\$900,081	2007-2008
LaVogue Square Apartments	This HOME project located at 225 Merton consisting of the rehabilitation of 41 units of 1, 2, and 3 bedroom apartment. The total development cost of the project is \$6,649,237 including \$1,000,000 in City HOME funds. A closing was anticipated for the Fall of 2010.	\$1,000,000	2008-2009
Piquette Square Apartments	This HOME development, located at 285 Piquette, consists of the rehabilitation of 150 unit apartment complex consisting of 1-bedroom apartment units. The total development cost of the project is \$23,380,428 including \$1,520,000 in City HOME funds. A closing was anticipated for the Fall of 2010.	\$1,520,000	2007-2008

PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITY PROJECTS

Neighborhood Stabilization Projects designed to address the foreclosure crisis by developing affordable and market-rate housing in the City of Detroit and to help preserve and improve neighborhoods.

NSP PROJECTS AWAITING APPROVAL TO START CONSTRUCTION

Neighborhood Stabilization Program Area	Project Description	Neighborhood Stabilization Program (NSP) Funds	Grant Year
Osborn – south of the city limits to I-94/Whittier, between Outer Drive and east to the City limits.	NDNI Elderly Limited Dividend Housing Association Limited Partnership (LDHALP) is currently constructing 48 affordable housing rental units. A total of 8 of the units will be set-aside for resides at 50% of AMI or lower. A total of \$1,285,000 in NSP funds is being committed to assist in financing the development project. It is anticipated that all the units will be completed by December 31, 2012	\$1,285,000	2010-2013
Kettering - north of Vernor to the Ford Freeway, west to Dequindre and east to McClellan.	Maxwell Homes Limited Dividend Housing Association Limited Partnership (LDHALP) is constructing 30 affordable housing rental units with 5 of the units being set-aside for low incomes residents at 50% of AMI or below. A total of \$875,000 in NSP-1 funds is being used to finance the project. It is anticipated that all the units will be completed by no later than December 31, 2012.	\$875,000	2010-2013
North End - south of Highland Park, west of Hamtramck, north of East Grand Boulevard and extends west to Linwood.	West Oakland Homes Limited Dividend Housing Association Limited Partnership (LDHALP) is constructing 45 affordable housing rental units with six of the units being set aside for low income resides with incomes at 50% of AMI or below. A total of \$1,020,000 in NSP funds is being used to assist in financing the project. It is anticipated that all the units will be completed by no later than December 31, 2012.	\$1,020,000	2010-2013

PLANNING AND DEVELOPMENT

NSP PROJECTS CURRENTLY IN CONSTRUCTION (continued)

<p>Grand River/ Greenfield - south of Seven Mile, to the Jeffries freeway, east to Livernois, and west of Greenfield.</p>	<p>North West Unity Limited Dividend Housing Association Limited Partnership (LDHALP) is constructing 45 affordable housing rental units with 6 of the units being set-aside for residents whose income is at 50% of AMI or below. A total of \$1,020,000 in NSP funds is being used to assist in financing this development project. It is anticipated that all construction will be completed by no later than December 31, 2012</p>	<p>\$1,020,000</p>	<p>2010-2013</p>
<p>Herman Gardens - surrounds the former Herman Gardens public housing site, which is also the location for the proposed Garden View Estates.</p>	<p>American Residential Equities, LLC is rehabilitating 15 single family affordable homes for sale or lease. A total of \$1,167,042 in NSP funds is being committed to assist in financing the development. It is anticipated that all of the rehabilitated homes will be completed by no later than December 31, 2012.</p>	<p>\$1,167,042</p>	<p>2010-2013</p>
<p>Grand River/Greenfield – south of Seven Mile, to the Jeffries freeway, east to Livernois, and west of Greenfield.</p>	<p>American Residential Equities, LLC is currently rehabilitating 5 affordable homes for sale or lease. A total of \$629,390 in NSP funds is being committed to assist in financing this development project. It is anticipated that all the rehabilitate homes will be completed by no later than December 31, 2012</p>	<p>\$629,390</p>	<p>2010-2013</p>
<p>Grand River/Greenfield - south of Seven Mile, to the Jeffries freeway, east to Livernois, and west of Greenfield.</p>	<p>Manna Development Corporation is rehabilitating 8 apartment units for rent. With a total of \$1,007,500 in NSP funding being allocated to this development project. It is anticipated that all units will be completed by no later than December 31, 2012.</p>	<p>\$1,007,500</p>	<p>2010-2013</p>
<p>Southwest - The Southwest area is bounded by Junction to the west, Tireman to the north, Trumbull to the east and Vernor to the south.</p>	<p>1800 Brainard, LLC is rehabilitating 17 apartment units for rent. Of the fore mentioned 17 units a total of 9 of the units are being set aside for low income residents who income is at 50% of AMI or less. A total of \$1,117,000 in NSP funding is being committed to this project. It is anticipated that all of the units will be completed by no later than December 31, 2012.</p>	<p>\$1,117,000</p>	<p>2010-2013</p>
<p>Grand River/Greenfield - south of Seven Mile, to the Jeffries freeway, east to Livernois, and west of Greenfield.</p>	<p>Neighborhood Art proposes to rehabilitate 21 homes for sale or lease. With 2,055,693 in NSP funding being committed to assist in the financing of this development project. It is anticipated that all of the rehabilitate homes will be completed by December 31, 2012.</p>	<p>2,055,693</p>	<p>2010-2013</p>

PLANNING AND DEVELOPMENT

NSP PROJECTS Currently in CONSTRUCTION (continued)

<p>Far East/East English Village - The Far East/East English Village area is north of Mack and south of the Ford Freeway between Conner and the eastern City limits.</p>	<p>Ferlito Construction is rehabilitating 13 homes for sale or lease. A total of \$1,579,700 in NSP funding will be committed to assist in financing the development project. It is anticipated that all of the rehabilitated units will be completed by no later than December 31, 2012.</p>	<p>\$1,579,700</p>	<p>2010-2013</p>
<p>Bright moor - extends to the western City limit, just north of Grand River, east to the neighborhoods along Evergreen and south along the Jeffries Freeway.</p>	<p>Citadel Community Development Corporation & Guy Construction, LLC are rehabilitating 7 homes for sale or lease. A total of \$375,881 in NSP funding is being committed to assist in financing the development project. It is anticipated that all of the rehabilitation will be completed by December 31, 2012.</p>	<p>\$375,881</p>	<p>2010-2013</p>
<p>Grand River/Greenfield - south of Seven Mile, to the Jeffries freeway, east to Livernois, and west of Greenfield.</p>	<p>T J Associates is to rehabilitating 7 homes for sale or lease. A total of \$791,348 in NSP funding has been committed to assist in financing the development project. It is anticipated the project will be totally completed by no later than December 31, 2012.</p>	<p>\$791,348</p>	<p>2010-2013</p>
<p>Southwest - bounded by Junction to the west, Tireman to the north, Trumbull to the East and Vernor to the south.</p>	<p>S Dot Collections, LLC proposes to rehabilitate 13 housing units for rent. \$1,447,038 in NSP funding will be committed to assist in financing the development project. It is anticipated that completion of all units will be no later than December 31, 2012.</p>	<p>\$1,447,038</p>	<p>2010-2013</p>

PLANNING AND DEVELOPMENT

NSP PROJECTS AWAITING APPROVAL TO START CONSTRUCTION (continued)

<p>Far East/East English Village - north of Mack and south of the Ford Freeway between Conner and the eastern City limits.</p>	<p>Paradise Valley Investment Group, LLC is rehabilitate/construct 5 homes for sale or lease. \$576,915 in NSP funding has been committed to assist in financing this development project. It is anticipated that the project will be completed by no later than December 31, 2012.</p>	<p>\$576,915</p>	<p>2010-2013</p>
<p>Grand River/Greenfield - south of Seven Mile, to the Jeffries freeway, east to Livernois, and west of Greenfield.</p>	<p>Bailey Development Group is rehabilitating 2 homes for sale or lease. \$283,035 in NSP funding will be committed to assist in financing the development project. It is anticipated that completion will be no later than December 31, 2012.</p>	<p>\$283,035</p>	<p>2010-2013</p>
<p>Osborn – south of the city limits to I-95/Whittier, between Outer Drive and east to the city limits.</p>	<p>Kodiak Landarc, LLC is rehabilitating 10 homes for sale or lease. \$800,000 in NSP funding has been committed to assist in financing the development of this project. It is anticipated that completion will be no later than December 31, 2012.</p>	<p>\$1,003,701</p>	<p>2010-2013</p>
<p>Osborn - south of the city limits to I-94/Whittier, between Outer Drive and east to the city limits.</p>	<p>U-SNAP-BAC proposes to rehabilitate 5 homes for sale or lease. \$458,988 in NSP funding will be committed to assist in financing the development project. It is anticipated that completion will be no later than December 31, 2012.</p>	<p>\$458,988</p>	<p>2010-2013</p>
<p>North Central - area is bounded by McNichols to the south, Outer Drive to the North, Ryan to the East and Woodward to the West.</p>	<p>New Center Square Limited Dividend Housing Association Limited Partnership (LDHAP) proposes to rehabilitate 49 apartment units for rent. \$2,417,250 in NSP funding will be committed to assist in financing the development project. It is anticipated that construction will begin by October 2011. Will begin in the fall/winter of 2010.</p>	<p>\$2,417,250</p>	<p>2010-2013</p>

PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITY PROJECTS

Projects designed to develop affordable and market-rate housing in the City of Detroit and to help preserve and improve neighborhoods

Projects Currently Under Construction and/or in the Pre-Development Process AFFORDABLE RESIDENTIAL DEVELOPMENTS
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Biraga Park Apartments	This development is located at 8931 Mt. Elliott. The total development cost is \$7 million and has 64 residential units. This project is presently under construction. (CLUSTER 1)	Tax Credits Private Financing
Brush Estates	The development is located on the Eastside of Detroit at 17584 Brush street and consists of 75 units of three bedroom townhomes. The total development cost of the project is \$15,580,842 including \$1,750,000 in City Home funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 1)	HOME Funds Tax Credits and Private Financing
Central Detroit CDC- Piety Square Development	This development is located at Philadelphia (West of Woodward, North of West Grand Blvd). The total development cost is \$1.6 million and has 10 residential units. This project is in the early pre-development stage. (CLUSTER 4)	HOME Funds (Const. Fin.) LISC Private Financing
City of Hope International	This development is located at Beechton & Theodore. The total development cost is \$4.1 million and has 55 residential units. This project is not presently under construction. (CLUSTER 5)	Tax Credits, Private Financing
Charlotte Apartments	Cluster 4 - Midtown: Charlotte, Peterboro, Second, Third Streets: Parking to support proposal for construction of Peterboro Apartments - 35 units affordable.	
Paradise Valley Estates	This development is located Gratiot & Vernor area. The total development cost is \$2.9 million and has 20 residential units. (CLUSTER 4)	HOME Funds (DPA) Private Financing NSP

AFFORDABLE RESIDENTIAL DEVELOPMENTS (continued)

Community Services CDC-Triangle Housing Development Project	This development is located North of Lynch Road and East of Mt. Elliott & Conant. The total development cost is \$3.5 million and has 20 residential units. This project is in the early	HOME Funds (Const. Fin.) Private Financing
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PLANNING AND DEVELOPMENT

	development stage. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 1)	
The Village of Brush Park Manor	This development is located in Brush Park Urban Renewal area at Erskine and Beaubien. The total development cost is \$5 million and has 80 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
Corinthian Development	This development is located at Caniff & Oakland. The total development cost is \$3,119,906 and has 20 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing- National City
Ephesus Homes	This development is located at Carrie & Pachetto. Total development cost is \$9,895,000. 45 Single family affordable homes. 45 units are under construction	Tax Credits Charter One Loan
Evangel Church of the Air	This development is located at Cheyenne & Schoolcraft. The total development cost is \$600,000 and has 10 residential units. This project is presently under construction. (CLUSTER 6)	Private Financing
Euclid Street Townhomes	Cluster 4 - North End NDNI/NSP: 12 duplex affordable for sale units to be located on Euclid Street bounded by: Philadelphia, Euclid, Second, & Lodge Fwy.	HOME
Farr Estates	This development is located at Farr & Selkirk. The total development cost is \$1,560,000 and has 13 residential units. The HOME Program will provide \$660,000 for down payment assistance. This project is not presently under construction. (CLUSTER 1)	Private Financing, HOME

AFFORDABLE RESIDENTIAL DEVELOPMENTS

(continued)

Harmony Village	This development is located at Fenkell & Griggs. The total development cost is \$5,361,673 and has 44 residential units. This project is presently under construction. (CLUSTER 9)	HUD, Section 202
Helisa Square	This development is located at 700-718 Willis. The total development cost is \$2 million and has 12 residential units. This project is presently under construction. (CLUSTER 4)	Private Financing

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Heritage Park Townhouses	This development is located at Petoskey and Grand River. The total development cost is \$11,102,967 and has 66 residential units. This project is presently under construction. (CLUSTER 6)	Low Income Housing Tax Credits, Private Financing
Hubbard Communities Project	This development is located at 1949 Hubbard street and consists of eleven single-family homes (three bedroom) and thirty-three (33) three-bedroom townhouses. The total development cost of the project is \$8,540,955 including \$825,000 in City HOME funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 5)	HOME Funds Tax Credits and Private Financing
Jefferson North Park	This development is located at Charlevoix & St. Jean. The total development cost is \$14 million and has 96 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone (NEZ). (CLUSTER 3)	Private Financing, NEZ
Jimmy Carter Work Project	This development is located at Martin Luther King & Jeffries Fwy. The total development cost is \$8 million and has 100 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone (NEZ). (Cluster 5)	MSHDA, Habitat Restore Prog. Habitat Family- Partner Mortgage
JCT Project	This development is located at Jefferson (n), Emerson (e) Freud (s), Continental (w) 56 unit rent affordable proposed senior housing complex. (Cluster 30)	

PLANNING AND DEVELOPMENT

AFFORDABLE RESIDENTIAL DEVELOPMENTS (continued)

Kendall Homes II	This development is located at Foley & Appoline. The total development cost is \$4 million and has 24 residential units.	Low Income Housing Tax Credits
Lewis Homes	This development is located at 2945 Wabash. The total development cost is \$280,000 and has 2 residential units. This project is presently under construction. (CLUSTER 4)	Private Financing
Mack/Alter Housing Project	This development is located at Mack & Lakewood. The total development cost is \$11 million and has 90 residential units. This project is presently under construction. (CLUSTER 3)	Private Financing Charter One
Martin Gardens Apts	This development is located at 1737 25 th street. The total development has 15 residential units and cost \$8,270,154. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone (NEZ). (CLUSTER 5)	Low Income Housing Tax Credits
Martin Luther King (MLK) Homes	This development is located at 15 th street & Forest. The total development cost is \$7.5 million and has 45 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Tax Credits
Martin's Place Project	This development is located at Martin Luther King & 18 th street. The total development cost is \$8,270,154 and has 100 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 5)	Private Financing
Marwood Investments, LLC	This development is located at 304 Custer. The total development cost is \$5 million and has 52 residential units. This project is not presently under construction. (CLUSTER 4)	Tax Credits, Private Financing
McDougall North	This development is located at Kirby & Jos. Campau. The total development cost is \$11.2 million and has 30 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing

PLANNING AND DEVELOPMENT

AFFORDABLE RESIDENTIAL DEVELOPMENTS (continued)

Medical Center Village-Family	This development is located at 4701 Chrysler Drive and consists of 194 units of one, two and three-bedroom garden-style apartments and townhomes. The total development cost of the project is \$14,595,685.00 including \$2,000,000 in City HOME funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 4)	HOME Funds Tax Credits and Private Financing
Milwaukee Development Group II	This development is located at 6500 Brush. The total development cost is \$12 million and has 50 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
Mt. Moriah CDC-Euclid Street Project	This development boundaries are West Chicago (N), West Grand Blvd (S), Woodward (E), John C. Lodge (W). The total development cost is \$3.5 million and has 24 residential units. The HOME program will provide \$1,440,000 in construction financing. This project is in process of finalizing its Total Development Budget. (CLUSTER 4)	HOME Funds (DPA) Private Funding
Nailah Commons	This development is located East of Woodward, South of Ferry. The total development cost is \$1.8 million and has 35 residential units. This project is not presently under construction. The project is in the pre-development stage. This project is located in a Neighborhood Enterprise Zone. HOME project has stalled due to economy. Cancellation will be recommended if the developer shows no progress. (CLUSTER 4)	Private Financing LISC HOME Funds (DPA)
New Center East Neighborhood	This development is located at Oakland & Hague. The total development cost is \$5.1 million and has 50 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Tax Credits

PLANNING AND DEVELOPMENT

AFFORDABLE RESIDENTIAL DEVELOPMENTS (continued)

New Community Development NPHC-Longacre Project	This development is located South of 8 Mile at Heyden, Vaughn, and streets. The total development cost is \$850,000 and has 10 residential units. These 10 new construction units have been completed. The developer is seeking Down Payment Assistance for its homebuyers. The project has stalled due to the economy. DPA will be recommended for cancellation if progress is not made. (CLUSTER 8)	HOME Funds (DPA) Private Financing
North Village Homes	This development is located at Gratiot & Houston-Whittier. The total development cost is \$9,963,000 and has 45 residential units. This project is not presently under construction. (CLUSTER 2)	Private Financing, MI Tax Credits
Oakman Place Apts	The development is located at 811-873 Oakman Boulevard and consists of 24 one and two bedroom apartments. The total development cost of the project is \$4,632,054 including \$225,000 in City HOME funds. This project is not currently under construction, total development costs are being finalized. The closing will occur in the Fall of 2010. (CLUSTER 10)	HOME Funds Tax Credits and Private Financing
Open Hands	This development is located at Warren & Conner. The total development cost is \$9 million and has 90 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 3)	Michigan- Capital Fund, Private Financing
Philadelphia Court	This development is located at Euclid & John C. Lodge. The total development cost is \$14.5 million and has 24 residential units. This project is not presently under construction. (CLUSTER 4)	CDBG, Tax Credits, Private Financing
Pilgram Village Homes	This development is located at Puritan & Linwood. The total development cost is \$1,644,250 and has 11 residential units. This project is not presently under construction. (CLUSTER 10)	Private Financing
Preferred Building Contractors	This development is located at 17416 Riopelle. The total development cost is \$1,644,250 and has 5 residential units. This project is not presently under construction. (CLUSTER 4)	Private Financing

PLANNING AND DEVELOPMENT

AFFORDABLE RESIDENTIAL DEVELOPMENTS

(continued)

Rouge Woods Apts.	<p>This development is located on the west side of Detroit at 23230 Fenkell Avenue and consists of the construction of 23 units of one and two bedroom apartments. The total development cost of the project is \$3,575,565 including \$457,352 in City CDBG funds. This project is currently under construction and will be completed in the Fall of 2010. (CLUSTER 8)</p>	<p>HOME Funds Tax Credits and Private Financing</p>
Ryan Road Townhouses	<p>This development is located at 18642 Ryan. The total development cost is \$1,060,000 and has 14 residential units. This project is not presently under construction. (CLUSTER 1)</p>	<p>Private Financing</p>
Sankofa Village	<p>This development is located at Warren E. & McDougall. The total development cost is \$14.1 million and has 95 residential units. This project is not presently under construction. (CLUSTER 4)</p>	<p>Private Financing CDBG Tax Credits</p>
Saratoga Homes	<p>This development is located at Saratoga & Chalmers. The total development cost is \$7.7 million and has 45 residential units. This project is not presently under construction. (CLUSTER 2)</p>	<p>Private Financing</p>
Shelbourne Square	<p>This development is located at 8931 Mt. Elliott. The total development cost is \$7 million and has 10 residential units. This project is not presently under construction. (CLUSTER 1)</p>	<p>Tax Credits, Private Financing</p>
Six Oaks Homes	<p>This development is located at John R. & Minnesota. The total development cost is \$10 million and has 83 residential units. This project is not presently under construction. (CLUSTER 1)</p>	<p>MSHDA, Low Income Housing Tax Credits</p>
St. Anne's Gate Parcel B	<p>This development is located at 16th Street & Porter. The total development cost is \$19 million and has 88 residential units. This project is presently under construction- 82 units completed, 6 single family homes unbuilt. (CLUSTER 5)</p>	<p>Private Financing</p>
St. Aubin Square Apts.	<p>This development is located on the Eastside of Detroit at 4200 St. Aubin Square and consists of the rehabilitation of 49 units of one and two bedroom apartments. The total development cost of the project is \$7,655,080 including \$1,000,000 in City Home funds. This project is currently under construction.</p>	<p>HOME Funds Tax Credits and Private Financing</p>

PLANNING AND DEVELOPMENT

(CLUSTER 4) AFFORDABLE RESIDENTIAL DEVELOPMENTS (continued)

The Original New Grace MBC Senior Apt. Housing	This development is located at Woodward & Bryson. The total development cost is \$12 million and has 90 residential units. This project is presently under construction. (CLUSTER 1)	Tax Credits, Private Financing
Village of Oakman	This development is located at Oakman & Woodrow Wilson. The total development cost is \$4.6 million and has 55 residential units. This project is not presently under construction. (CLUSTER 6)	Section 202
West Town Homes II	This development is located at Plymouth & Greenfield. The total development cost is \$5,492,491 and has 66 residential units. This project is not presently under construction. (CLUSTER 7)	Private Financing
Woodbridge Neighborhood Development Corp- Northwest Triangle Infill Project	This development is located at Trumbull at Warren. The total development cost is \$1.9 million and has 10 residential units. This project is presently in the pre-development stage. This project is located in a Neighborhood Enterprise Zone. The project has stalled due to the economy. Developer is exploring potential rehab development projects (CLUSTER 4)	HOME Funds (Const. Fin) Private Financing
3550 Cass Ave. Apts	This development is located at 3550 Cass Avenue consists of the rehabilitation of 47 units of one and two bedroom apartments. The total development cost of the project is \$7,755,571 including \$2,700,000 in City HOME funds. This project is not currently under construction, total development costs are being finalized. (CLUSTER 4)	HOME Funds Tax Credits and Private Financing

PLANNING AND DEVELOPMENT

HOUSING OPPORTUNITY PROJECTS

Projects designed to develop market-rate housing in the City of Detroit and to help preserve and improve neighborhoods.

**Projects Currently Under Construction
and/or in the Pre-Development Process
MARKET RATE RESIDENTIAL DEVELOPMENTS**

Detroit Fire Department Lofts	This Development is located at 3434 Russell. The total development cost is \$2 million and has 30 live/work and 10 units yet to be constructed. This project is 85% completed. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	
E & B Brewery Lofts – Eastern Market	This Development is located at Winder & Orleans. The total development cost is \$5 million and has 52 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
East Ferry Street Project	This Development is located at Ferry & Brush. The total development cost is \$3 million and has 31 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
East Village aka Whittier	This Development is located at Jefferson E. & Burns. The total development cost is \$100 million and has 280 residential units. This project is not presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 3)	Private Financing, MSHDA

PLANNING AND DEVELOPMENT

MARKET RATE RESIDENTIAL DEVELOPMENTS (continued)

Lombardo Heritage	This Development is located at Jefferson E. & Newport. The total development cost is \$7,336,000 and has 60 residential units. This project is partially complete. (CLUSTER 3)	Private Financing
The Mack @ Brush Park	This Development is located at Mack & Brush. The total development cost is \$4 million and has 15 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing CBDG Funding Brownfield
Maplewood Village (Former DPS Site)	This Development is located at 8411 Northfield. The total development cost is being calculated and has 22 residential units. This project is not presently under construction. (CLUSTER 5)	Private Financing, NEZ
Moorie Townhouse Estates	Historic Rehab of 104 & 64 Edmund into ten (10) market rate units. Construction of six (6) townhouse units infill in Brush Park Urban Renewal Historic/Midtown: between 104 & 64 Edmund. Four (4) new carriage house units to rear of 104 Edmund, for a total of 20 new market rate. (CLUSTER 4)	Private
New Amsterdam Project	This Development is located at 6200 Second. The total development cost is \$25 million and has 91 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Section 108 loan, EDI Grant, Historic Tax Credits
Oakland East Development Group	This Development is located at Oakland & Caniff. The total development cost is \$13 million and has 40 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	CDBG, NEZ, Private Financing
Old James Scott House	This Development is located at 81 Peterboro. The total development cost is \$2 million and has 8 residential units. This project is presently under construction. This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	Private Financing
Palmer Street Project	This Development is located at Palmer & Brush. The total development cost is \$3,450,000 and has 47 residential units.	Private Financing, NEZ, Brownfield Tax Credits

PLANNING AND DEVELOPMENT

	This project is completed This project is located in a Neighborhood Enterprise Zone. (CLUSTER 4)	
Petoskey Park Townhouses	This Development is located at Linwood & Boston Blvd. The total development cost is \$10 million and has 130 residential units. This project is presently under construction. (CLUSTER 6)	Tax Credits, Dev. Equity
Princeton Estates Phase I	This Development is located at Martin Luther King & Wabash. The total development cost is \$7,000,000 and has 47 residential units. This project is not presently under construction. (CLUSTER 4)	Bond, Private Financing
Morgan Waterfront Estates	This development is located at Lyncastle & Freud. Total development cost is \$25,000,000 and is a multi-component development with Phase 1: 40 single townhomes, 19 four unit buildings (completed),	Private Financing
The Power of Green Housing	Located in Woodbridge Urban Renewal: Exceptional Green Living will construct 17 market condos using metal "retired" shipping containers as "prefabricated building blocks". The pilot project is showcase for sustainable development. Containers replace 85% of the wood needed in traditional construction and can be used to create durable, energy efficient walls, ceilings, and floors. The complex will have 4 stories (4th floor is a mezzanine), enclosed parking on the ground floor, and a small amount of additional open parking across the alley. The 17 one, two and three bedroom units will range from 853 square feet to 1,920 square feet. The two units on the first floor will be live/work units, creating a mixed commercial and residential environment. Project is not under construction (CLUSTER 5)	Tax Credits Private
Singh-Bradby Estates	This development is located in Elmwood No. 3 Urban Renewal. Project area at Bradby & Vernor and consists of : 27 Market Rate Condos (Phase 1 - completed) Senior Apartment Complex 100 units- Low income (Phase 2 – not under construction) (Cluster 4)	

PLANNING AND DEVELOPMENT

Sugar Hill Arts Building Project

This development is located in Midtown, Mixed Use project: 1) 213 space public parking garage & one (1) story, 13,250 sq. ft. building for commercial (arts related businesses), and 2) Forty-Four (44) residential apartments above the parking.

Section 108
Tax Credits
Private

Woodward/Willis Mixed Use Development Project

This development is located in Midtown, NW corner of Woodward & Willis. 4,500 SF restaurant on ground floor; 11,000 SF office on 2nd Floor, and eleven (11) mixed income housing on 3rd. Project is not under construction (CLUSTER 4)

Tax Credits
MHSDA Home
Foundations
Private

PLANNING AND DEVELOPMENT

COMMERCIAL OPPORTUNITY PROJECTS

Projects designed to develop Commercial Projects in the City of Detroit and to help preserve and improve neighborhoods.

**Projects Currently Under Construction
and/or in the Pre-Development Process
COMMERCIAL DEVELOPMENTS**

<u>Development Name</u>	<u>Development Type</u>	<u>Location</u>	<u>New Construction or Rehab</u>	<u>EZ</u>	<u>Other Funding Source</u>	<u>Total Development Costs</u>	<u>Commitment Date</u>	<u>Cluster</u>
Bethlehem Assembly Full Gospel Baptist Church	Shelter & Conference Center	3632 Mack	New Construction	No	Private Financing	\$1,700,000	2000	4
Detroit Edison Public School Academy	Institutional	Eastern Market Wholesale Urban Renewal: St. Aubin, Wilkens, Mack (n).	New Construction	Yes	Public & Private		2009	4
Computech Corp.	Commercial	Cluster 4 - Midtown: Cultural Center. Next to Historical Museum.	Rehab	Yes	Private	2,000,000	2008	4
Creative Arts Center	Institutional	Cluster 5 - Located at 1759 20th Street on corner of West Vernor Highway.	Rehab	Yes	Public & Private	\$2,175,640	2009	5
Detroit River Tunnel Partnership, Super Tunnel	Transportation Project	Rosa Parks & Fort	Rehab	No	Private Financing	\$600,000,000	2001	5
DFD LOFTS Commercial	Commercial	Cluster 4 - Eastern Market: Russell (n) of Wilkens	Rehab	Yes	Private	\$5,000,000	2009	4
1400 Rosa Parks Industrial Development	Industrial	West Industrial Project Area: Rosa Parks/Porter	Rehab	Yes	Private	\$8,000,000	2012	5
Detroit Market Garden	Garden/Urban Farming	Eastern Market: Orleans/Wilkens	New Construction	Yes	Private Financing	\$668,133	2009	4
DMC - Childrens Pediatric Hospital	Institutional	Cluster 4: Medical Center No. 3 Urban Renewal/Midtown: North 6 acres of Tolan Park-Beaubien (w), 1-75 Service Dr. (e), residential north.	New Construction	Yes	Private	\$35,000,000	2009	4
New International Trade Crossing	Institutional	Cluster 6 - DRIC Project Area: Parcel 518A	New Construction		Bond		2009	6

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Projects Currently Under Construction and/or in the Pre-Development Process COMMERCIAL DEVELOPMENTS (continued)								
<u>Development Name</u>	<u>Development Type</u>	<u>Location</u>	<u>New Construction or Rehab</u>	<u>EZ</u>	<u>Other Funding Source</u>	<u>Total Development Costs</u>	<u>Commitment Date</u>	<u>Cluster</u>
New International Trade Crossing	Institutional	Cluster 6 - DRIC PROJECT AREA: Parcel #517A & 517B	New Construction		Bond		2009	6
Euclid, LLC; Woodward Neighborhood Shopping Center	Strip Mall	Woodward & Euclid	New Construction	No	Private Financing	\$688,500	2001	4
Old Central Yard Redevelopment Project	Wholesale/Mixed Use Commercial Condos	3550 Riopelle (Eastern Market)	Rehab	Yes	Private	\$15,000,000	2010	4
Pellerito Foods Expansion	Industrial	Cluster 4 - Eastern Market District: St. Aubin/Mack Streets,	New Construction	Yes	Private Financing	\$13,000,000	2010	4
Zachary & Associates; Garfield Block Development	Mixed-Use Residential, Commercial	Forrest & John R	Both	No	Section 108, CDBG, Tax Credits, Private Financing	\$33,000,000	2002	4
Queen Lilian – Tolan Park	Institutional	center section of exist. Tolan Playfield (2.7 acres)Medical Center No. 3 Urban Renewal Cluster 4 - Forest	New Construction	Yes	Bond	9,300,000	2009	4
Plymouth Educational Center	Institutional	Park Urban Renewal Area: Canfield (n), Orleans (w), Superior (s), Dequindre (e)...	New Construction	Yes	Private Financing	\$2,300,000	2009	4
Northeast Guidance Center	Guidance	2920 Conner	New Construction	No	Private Financing	\$3,000,000	2007	4
Rock Property Management	Retail	9053 Woodward	New Construction	No	Private Financing	\$1,000,000	2007	4

PLANNING AND DEVELOPMENT DEVELOPMENT

PROPOSED FIVE YEAR CAPITAL PROGRAM

The Planning & Development Department will vigorously pursue development opportunities in keeping with its mission to strengthen and revitalize the City of Detroit neighborhoods and communities. The Department's major purpose is to promote private sector investment in the City of Detroit.

The projects proposed for the Capital Agenda represent a comprehensive approach to economic development throughout the entire city.

In rebuilding the City of Detroit, our definition of economic development encompasses not only construction of new structures and redevelopment or rehabilitation of existing structures, but also attracting new businesses and investment, as well as, expansion and retention of existing businesses. Our goal is to attract desirable investment, principally real estate, business creation and expansion, infrastructure and technology, which will enhance the tax base and economic viability of Detroit.

The strategy for neighborhood development emphasizes the rehabilitation and construction of new housing, increased support for community developers, and the attraction and retention of small businesses in neighborhood shopping districts and strips. The downtown strategy encompasses the improvement of the city's main avenues – Woodward, Jefferson, Gratiot, Michigan and Grand River. We want to emphasize each avenue as a "Gateway" to downtown Detroit; support existing developers by recruiting new developers to these areas, contribute City resources where available to support new development, and to stimulate economic development.

The following is a breakdown of the Department's efforts. For clarity of

presentation, the projects and programs of the Planning and Development Department are grouped into the following categories:

Redevelopment Areas:

These projects typically incorporate many different development or conservation activities, usually involving the reconfiguration of land or change of land use, and have a defined geographic boundary. Areas that are historically Urban Renewal Areas are identified as such, other project areas have been identified as areas of potential redevelopment and resources will be targeted as needed for this purpose.

Economic Development And Public Infrastructure Improvements

These projects are focused on business retention or business development and generally are administered in conjunction with other appropriate agencies such as the Detroit Economic Growth Corporation, Downtown Development Authority, Public Works Department, Airport Department, etc.

Residential Development

These programs are generally administered on a city-wide basis, to promote housing and neighborhood preservation through rehabilitation of single family and multi-family units, the financing of affordable new housing through the HOME Program and site preparation activities for construction of new housing units.

Completed Projects With Continual Financial Obligations:

These projects are complete yet the City issued loans and has guaranteed the repayment of the outstanding debt with future Community Development Block Grant funds. This section illustrates each Section 108 project presented in the Capital Agenda and its proposed repayment schedule during the fiscal years 2010-11 through 2014-15.

PLANNING AND DEVELOPMENT DEVELOPMENT

City of Detroit Planning and Development Department Section 108 Loan Guarantee Assistance Program

The Section 108 Loan Program enables local governments that participate in the federal Community Development Block Grant (CDBG) program to obtain federally guaranteed loans that help fuel large economic development projects and other revitalization activities.

This program is one of the most important public investment tools that HUD offers to local governments. The City of Detroit is able to transform a small percentage of its CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that help renew entire neighborhoods. Such public investment is needed to inspire private economic activity, providing the initial resources that private firms may need to invest in distressed areas of the City of Detroit.

The Section 108 Loan Program is not risk free, the City of Detroit must pledge future CDBG allocations (up to the loan amount) as security for the loan.

HUD guarantees repayment of notes issued to the local governments to raise capital for approved projects. The guarantee represents the full faith and credit of the United States Government, providing private investors with the necessary security that the participating local governments can borrow funds at lower interest rates comparable to those that the Government commands when borrowing through the U.S. Treasury.

The guaranteed amount cannot exceed five times the community's most recent CDBG allocation. The maximum loan term is 20

years. The guidelines for targeting benefits of the Section 108 loan program are the same as the CDBG program. At least 70 percent of the loan funds must benefit activities in which either the majority of the individuals who benefit or the majority of the residents of the neighborhood that benefit are low or moderate income persons. The funds can also be used to prevent or eliminate slums or blight or meet other urgent community development needs.

Eligible activities include property acquisition, rehabilitation of publicly owned buildings, housing rehabilitation, economic development activities, and construction activities.

Since the inception of this financing tool, the City of Detroit has processed over 20 Section 108 loans for a variety of activities citywide.

Section 108 Loans Summary

Ferry Street Bed and Breakfast

This \$6.5 million project completed in 2001, involved the renovation of four historic homes and two carriage houses into a 42-unit Bed and Breakfast Inn located at 60 East Ferry Street in the historic Art Center area. CDBG funds are repaying the loan. (CLUSTER 4)

Garfield Building

Located on Woodward and Garfield, this \$6.5 million renovation transformed the Garfield Building into 56 units of loft housing and a ground floor Rite Aid. The project was lead by the Cathedral Church of St. Paul was completed in 1999. The interest payments are being made. CDBG funds are repaying the loan. (CLUSTER 4)

PLANNING AND DEVELOPMENT DEVELOPMENT

Garfield II

The Garfield Development Project is located in Detroit's University Cultural Center Area, bounded by Forest Avenue to the west. The project is primarily a housing development that will involve the rehabilitation of six historic structures, construction of three parking decks with a total of 355 parking spaces and new commercial space. The proposed sources of financing to complete this project include Section 108 loan proceeds, Historic tax credits, CDBG funding and conventional financing. Total estimated cost of construction is estimated at \$33 million. The project consists of four (4) phases. The three phases involving Garfield Real Estate Properties, Detroit Geothermal and the East Forest Art Project have begun. The interest payments are being made according to the repayment schedule. (CLUSTER 4)

New Amsterdam Residential Project

The proposed mixed-use project is in the area directly south of New Center abutting the WSU Technology Park (SMART ZONE) located at 6200 Second and 41-47 Burroughs. This project is comprised of approximately 120 new and renovated housing, apartment style, condominiums and townhouse units, along with 50,000 square foot of commercial space. Public improvements, including sewer and water replacements, street resurfacing, and public lighting projects were necessary to upgrade the existing conditions within this area. An application for Transportation Equity Act for the 21st Century (TEA-21) was awarded to defray some of the costs associated with this project. CDBG funds are repaying the interest on the loan during the construction phase. (CLUSTER 4)

Stuberstone Building

Stuberstone consisted of the renovation of historical structure to accommodate

residential units, commercial workplace and general commercial space. The project has been completed, however the proposed Developer was unable to satisfy the conditions set forth in the HUD agreement. The loan proceeds are being used to satisfy the loan terms according to the loan. (CLUSTER 4)

Book Cadillac Hotel

Book Cadillac has redevelop the existing structure into a new Westin Hotel with approximately 455 hotel rooms, 66 market rate condominium housing units, a 45,000 square foot conference center and a 225 space parking garage. The project is located on the corner of Michigan Avenue and Washington Blvd. The structure opened October 25, 2008. Interest payments are being made according to the payment schedule and are current. (CLUSTER 4)

Woodward Garden

This project consists of a mixed-use development including the renovation of the Garden Theater, the Blue Moon Café and the construction of a 300 space parking deck. Two of the four (4) phases of this project are complete. Interest payments are being made according to the payment schedule and are current (CLUSTER 4)

Mexicantown Commercial Development

The Mexicantown Development project consists of a Welcome Center with an attached commercial center to service the Mexicantown community. Loan funds are to be used to subsidize the construction costs associated with the Mercado, Retail/Office Building and Public Plaza. CDBG funds are repaying the loan. (CLUSTER 5)

Fort Shelby Hotel

Fort Shelby is a mixed-use development consisting of 204 Doubletree Hotel guest suites with a 38,000 square foot conference

PLANNING AND DEVELOPMENT DEVELOPMENT

center, and 52 market rate condominiums. The structure opened December 2008. Interest payments are being made according to the payment schedule and are current (CLUSTER 4)

West Vernor Project

The project consists of the construction of a mixed-use development on West Vernor Highway in Southwest Detroit. Loan funds have been used to subsidize the construction

costs associated with the renovations of the Odd-Fellows Building into ground floor commercial space with residential units on the upper floors of the building. Public funds have been used for sidewalk repair/replacement, public lighting enhancement and landscaping as deemed necessary. Interest payments are being made according to the payment schedule. (CLUSTER 4)

PLANNING AND DEVELOPMENT

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

PROJECT AREA	SPECIFIC PROJECT ACTIVITIES	PLD	DWSD	DPW	OTHER
<i>Eastern Market</i>	Public Infrastructure Improvements	X		X	EDC
<i>Near East Riverfront Redevelopment</i>	Redevelopment of riverfront land. Public Infrastructure Improvements	X	X	X	DNR, EDC, Riverfront Conservatory
<i>Focus Hope Redevelopment Plan</i>	In-fill residential development project with public improvement assistance as needed, renovation of the Bell Building				EDC, BRDA
<i>Commercial / Industrial Sites</i>	Citywide-funds will be used to provide site improvements for commercial and industrial development	X	X	X	EDC
<i>Trafficways Development Fund</i>	TEA-21 projects, Street Enhancement Projects	X	X	X	MDOT, DDA
<i>Major Building Demolition</i>	Funds will be used for the demolition of structures as deemed necessary.			X	BSE
<i>Mexicantown Commercial Development</i>	Construction of the Mexicantown Welcome Center	X	X	X	EDC
<i>North Corktown Project</i>	CDBG Funds will be used for repairing alleys	X		X	
<i>Residential Sites Fund</i>	Public infrastructure improvements citywide for market rate residential development projects	X	X	X	
<i>New Amsterdam Residential Project</i>	Public Infrastructure Improvements	X	X	X	BRDA

Legend

BRDA	Brownfield Redevelopment Authority
BSEED	Buildings and Safety Engineering and Environmental
DEA	Department of Environmental Affairs
DNR	State of Michigan Department of Natural Resources
DOT	Detroit Department of Transportation
DWSD	Detroit Water & Sewage Department
DDA	Downtown Development Authority
EDC	Economic Development Corporation
MDOT	Michigan Department of Transportation
PLD	Public Lighting Department
MPD	Municipal Parking Department
DBA	Detroit Building Authority
X	Requires financial commitments from or on behalf of other City Agencies
EMC	Eastern Market Corporation

PLANNING AND DEVELOPMENT

GOALS FOR CAPITAL PROGRAM

Identify and promote economic development initiatives that will increase tax base, revenues and jobs.

- To continue the expansion of major industrial sites and revitalization of commercial sites, particularly in the State designated Renaissance Zones.
- To continue major riverfront and downtown public improvements to make the riverfront and downtown Detroit more attractive to visitors, workers, residents and the development community.
- Identify and promote activities that eliminate blight and public safety hazards, and that improve the quality of life in neighborhoods.
- To complete special purpose projects such as neighborhood rehabilitation programs and neighborhood commercial development projects.
- To complete activities already programmed for existing Redevelopment Areas, to market development parcels that are currently available and to undertake new activities to make substantial improvements within a reasonable period of time.

RATIONALE FOR CAPITAL PROGRAM

The major purpose of the Planning and Development Department's capital program is to promote private sector investment in the City of Detroit. The Planning and Development Department utilizes its development capacity to leverage all available Federal, State and private funds and to encourage the preservation, restoration and rebuilding of Detroit's urban

fabric. Private sector investment considerations will, in many instances, determine the timing of many projects contained in the Planning and Development Capital Program.

The Planning and Development Department has prioritized the project request based upon the following assumptions:

1. Gap Financing – without the public subsidy, the project cannot be completed. It is unrealistic to assume that most development projects will be able to absorb the added infrastructure costs because of market forces and utility conditions within the City of Detroit.
2. The subsidization of private developments will result in additional housing opportunities for City of Detroit residents. Projects will utilize existing city-owned land to construct a blend of market-rate and affordable housing to retain and attract new residents and businesses to the City.
3. Assisted projects will generate substantial future revenue and consequently the public subsidy will be repaid to the City through property and income taxes.
4. Assisted projects will improve the existing public infrastructure thus allowing the City to invest in itself with updated public utilities. The improvements most often include new street and alley lighting, street and alley repaving, sidewalk repair or replacement and water and sewer utility repairs or upgrades.

PLANNING AND DEVELOPMENT

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

REDEVELOPMENT AREA PROJECTS

Citywide Infrastructure Infrastructure improvements for housing projects based upon proposals received by the City of Detroit i.e. Gratiot Woods Homes, Northstar Development, etc

SOURCE (000' s omitted)	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
G.O.				\$3,000	\$3,000	\$9,000	\$15,000
BONDS							

Eastern Market and Wholesale Distribution Center – Public Improvements CLUSTER 4

Funds will be used to complete required roadway upgrades and other public improvements such as streetscape and public lighting improvements. The Eastern Market Action Plan is completed. A nonprofit was formed in 2002, consisting of market constituents (Eastern Market Action Corporation). Since then additional plans such as Eastern Market Investment Strategy have been completed, with assistance of Downtown Partnership. The Detroit City Council allowed the market to be managed privately in 2007 with thus the formation of the EMC (Eastern Market Corporation) non-profit. The improvements to the city owned sheds are currently underway and the outcome of this project will require funds to implement the recommendations as outlined in the action plan, which will focus on improving all aspects of the market from circulation, facility upgrades, marketing and image. Monies have been raised privately from such sources as Kellogg Foundation, Kresge Foundation, Michigan Economic Development Corp., HUD/DTI, Cool Cities, and other corporate funding, and individual donor funding requests.

SOURCE (000' s omitted)	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
G.O.						\$2,000	\$2,000
BONDS							
CDBG	\$500					500	500

Hubbard/Richard Redevelopment Area

CLUSTER 5

The Hubbard Richard Redevelopment Plan has been implemented to preserve and improve the existing residential neighborhood, to create an environment that encourages the residents of the area to maintain and improve the existing homes in the area and to encourage the construction of new housing units where feasible. Funds may be allocated toward public right of way improvements and public infrastructure upgrades (i.e. installation of streetlights, new poles, overhead wiring, light fixtures and curbs). MDOT Gateway project under construction. Completion anticipated in December 2009. Mexicantown Welcome center completed, along with Bagley Street improvements and infrastructure upgrades completed.

SOURCE (000' s omitted)	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
G.O.						\$1,800	\$1,800
BONDS							

PLANNING AND DEVELOPMENT

ECONOMIC DEVELOPMENT AND PUBLIC INFRASTRUCTURE IMPROVEMENT PROJECTS:

Projects are focused on business retention and often involve site improvements or changes to existing public infrastructure.

Commercial / Industrial Development Sites

The purpose of this fund is to assemble parcels and provide necessary site improvements to allow commercial and industrial development activity to move forward. Funds will leverage other available sources of investment such as the State of Michigan Renaissance Zone Program and other new state and federal initiatives.

SOURCE (000' s omitted)	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
G.O.				\$1,000	\$1,000	\$22,000	\$24,000
BONDS							

Trafficways Development Fund

Funds will provide a source of “local match” for various Federal and State of Michigan grants such as the Transportation Enhancement Act (TEA-21) and Michigan Department of Transportation Economic Development Funds. Projects will consist of street construction or reconstruction, which produce an economic development benefit. In recognition of the importance of roadways (and freeway access) to industrial revitalization, funding will assist in the developing of new roads or modification of existing right-of-way within and adjacent to the Renaissance Zone areas. Funding may also be used to finance the Washington Blvd. Improvement Project, the Lower Woodward Corridor Street Enhancement Project and the Broadway Street Enhancement Project.

SOURCE (000' s omitted)	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
G.O.						\$10,000	\$10,000
BONDS							

Major Building Demolition

Demolition of major industrial/commercial sites. Prior to re-development of several major facilities around the City, demolition activities may be required.

SOURCE (000' s omitted)	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
G.O.						\$13,000	\$13,000
BONDS							

PLANNING AND DEVELOPMENT

Commercial/Residential

These funds will be used to enhance the commercial/residential streetscapes of mixed use projects that will be constructed on major gateway projects or major streets, i.e. Woodward, Vernor, Livernois, Jefferson, etc.

SOURCE (000' s omitted)	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
CDBG	\$1,000	\$1,000	\$1,000	\$500	\$500	\$1,000	\$5,000

RESIDENTIAL DEVELOPMENT:

Programs are generally administered on a city-wide basis to promote housing and neighborhood preservation.

Residential Development Sites Fund

Funds requested are for the purpose of site consolidation, limited acquisition and relocation, site improvements and public infrastructure construction and/or reconstruction. The City has seen a tremendous amount of interest in residential development in the last three years, both market rate and subsidized, which require public funds for their success. In many instances, public sector activities are necessary to repair the existing infrastructure and bring them up to reasonable standards.

Projects that may utilize these funds include but are not limited to: Core City Neighborhoods, Northstar CDC Target Area (Multiple Projects), Bagley Housing Association, Corktown Economic Development Organization, Habitat for Humanity, Brightmoor Phase III, and Cass Corridor Neighborhood Development Corporation (CCNDC), Arden Park LLC (multiple projects), Jefferson North project, English Village and Martin's Place.

SOURCE (000' s omitted)	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
G.O. BONDS				\$1,000	\$1,000	\$10,000	\$12,000

CDBG Citywide New Construction

Funds to support residential construction throughout the city of Detroit, by enhancing the right of ways in these areas. The scope of work includes curbs, sidewalks, and street lighting. Areas will be identified when any prospective development is committed with funding to move forward.

SOURCE (000' s omitted)	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
CDBG	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500		\$12,500

PLANNING AND DEVELOPMENT

COMPLETED PROJECTS WITH CONTINUING FINANCIAL OBLIGATIONS

These projects are basically complete, yet they require continued payments because a portion of the financing of these projects was based on loan proceeds, which must be repaid. The Section 108 program guarantees the repayment through the commitment of Community Development Block Grant funds.

STUBER-STONE BUILDING

Issued Date: FY 1996 **Ending Date FY – 2017**

Total Loan Amount \$400,000 + Interest

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$34	\$33	\$32	\$31	-		\$130

GARFIELD BUILDING

Issued Date: FY 1996 **Ending Date FY – 2016**

Total Loan Amount \$ 2,260,000 + Interest

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$252	\$243	\$306	-	-		\$801

FERRY STREET PROJECT

Issued Date: FY 1999 **Ending Date FY – 2019**

Total Loan Amount \$2,900,000 + Interest

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$333	\$337	\$326	\$363	\$397		\$1,756

NEW AMSTERDAM

Issued Date – FY 2002. **Ending Date FY - 2023**

Total Loan Amount \$9,700,000 + Interest (\$8,714,733)

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$844	\$848	\$850	\$855	\$858		\$4,255

PLANNING AND DEVELOPMENT

MEXICANTOWN INTERNATIONAL WELCOME CENTER & MERCADO

Issued Date – FY 2005. **Ending Date FY - 2025**

Total Loan Amount \$7,789,000 + Interest (\$3,706,380)

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$574	\$437	\$414	\$401	\$387		\$2,213

WEST VERNOR

Issued Date – FY 2006. **Ending Date FY - 2026**

Total Loan Amount \$1,800,000 + Interest (\$1,291,117)

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$546	\$123	\$120	\$128	\$134		\$1,051

BOOK CADILLAC – Note 1

Issued Date – FY 2006. **Ending Date FY - 2027**

Total Loan Amount \$7,300,000 + Interest (\$6,136,666)

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$404	\$631	\$784	\$787	\$789		\$3,395

BOOK CADILLAC – Note 2

Issued Date – FY 2008. **Ending Date FY - 2028**

Total Loan Amount \$10,700,000 + Interest (\$6,466,985)

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$1,219	\$1,190	\$1,160	\$1,128	\$1,096		\$5,793

FORT SHELBY

Issued Date – FY 2008. **Ending Date FY - 2027**

Total Loan Amount \$18,700,000 + Interest (\$11,818,929)

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$1,388	\$1,857	\$1,815	\$1,771	\$1,726		\$8,557

PLANNING AND DEVELOPMENT

WOODWARD GARDES – Note 1

Issued Date – FY 2008. **Ending Date FY -2022**

Total Loan Amount \$7,050,000 + Interest (\$3,346,265)

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$331	\$331	\$331	\$2,335	\$1,314		\$4,642

GARFIELD II – Note 1

Issued Date – FY 2006. **Ending Date FY - 2026**

Total Loan Amount \$6,522,000 + Interest (\$4,389,941)

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$371	\$369	\$367	\$668	\$690		\$2,465

GARFIELD II – Note 2

Issued Date – FY 2006. **Ending Date FY - 2027**

Total Loan Amount \$2,058,000 + Interest (\$1,862,143)

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$115	\$173	\$180	\$186	\$192		\$846

WOODWARD GARDES – Note 2

Issued Date – FY 2010 **Ending Date FY -2028**

Total Loan Amount \$6,197,000 + Interest (\$4,029,968)

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Unprogram	TOTAL
SOURCE (000' s omitted)							
CBDG	\$256	\$256	\$256	\$266	\$330		\$1,364

PLANNING AND DEVELOPMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014-15	2015-16	2016-17	2017-18	
REDEVELOPMENT AREAS:														
Citywide Infrastructure	N	O	NOI	NSI		G.O.	11,000					\$ 3,000	\$ 3,000	\$ 9,000
Eastern Market & Wholesale Distribution Center	N	O	NOI	NSI		G.O. B.G.	2,000		\$ 500					2,000
Hubbard Richard	N	O	NOI	NSI		G.O.	1,800							1,800
ECONOMIC DEVELOPMENT AND PUBLIC INFRASTRUCTURE														
Commercial Industrial Development	N	O	NOI	NSI		G.O.	\$12,000					1,000	1,000	\$ 22,000
Trafficways Development Fund	N	O	NOI	NSI		G.O.	5,000							10,000
Major Building Demolition	N	O	NOI	NSI		G.O.	5,000							13,000
Commercial/Residential	N	P	NOI	NSI		B.G.		\$ 1,000	\$ 1,000	1,000	500	500		1,000
RESIDENTIAL DEVELOPMENT														
Residential Development Sites Fund	N	O	NOI	NSI		G.O.	5,495					1,000	1,000	10,000
CDBG Citywide New Construction	N	P	NOI	NSI		B.G.		2,500	2,500	2,500	2,500	2,500		
Sub-Total (Page 1)							\$ 42,295	\$ -	\$ 4,000	\$ 3,500	\$ 3,500	\$ 8,000	\$ 8,000	\$ 68,800

Funding Source Summary:

General Obligation Bonds	G.O.	\$ 42,295	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 67,800
Community Development Block Grant	B.G.	-	-	4,000	3,500	3,500	3,000	1,000

Sub-Total (Page 1)	\$ 42,295	\$ -	\$ 4,000	\$ 3,500	\$ 3,500	\$ 8,000	\$ 8,000	\$ 68,800
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Note: Responses in the 'Impact on Budget' column refers to completion of project, in order for department to implement these projects in the periods indicated, additional funding and staffing may be required.

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

PLANNING AND DEVELOPMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014-15	2015-16	2016-17	2017-18	
COMPLETED PROJECTS WITH CONTINUING FINANCIAL OBLIGATIONS														
Stuber-Stone Building			NOI	NSI		B.G.		\$ 36	\$ 34	\$ 33	\$ 32	\$ 31	\$ -	
Garfield Building			NOI	NSI		B.G.		261	252	243	306	-	-	
Ferry Street Bed & Breakfast			NOI	NSI		B.G.		266	333	337	326	363	397	
New Amsterdam			NOI	NSI		B.G.		842	844	848	850	855	858	
Mexicantown Commercial Development			NOI	NSI		B.G.		4,488	574	437	414	401	387	
West Vernor			NOI	NSI		B.G.		97	546	123	120	128	134	
Book Cadillac- Note 1			NOI	NSI		B.G.		404	404	631	784	787	789	
Book Cadillac- Note 2			NOI	NSI		B.G.		518	1,219	1,190	1,160	1,128	1,096	
Fort Shelby			NOI	NSI		B.G.		1,356	1,388	1,857	1,815	1,771	1,726	
Woodward Garden- Note 1			NOI	NSI		B.G.		331	331	331	331	2,335	1,314	
Garfield II- Note 1			NOI	NSI		B.G.		373	371	369	367	668	690	
Garfield II- Note 2			NOI	NSI		B.G.		115	115	173	180	186	192	
Woodward Gardens- Note 2			NOI	NSI		B.G.		256	256	256	256	266	330	

Sub-Total (Page 2) \$ 9,343 \$ 6,667 \$ 6,828 \$ 6,941 \$ 8,919 \$ 7,913

Funding Source Summary :

CDBG Repayment for Section 108 Loans B.G. \$ 9,343 \$ 6,667 \$ 6,828 \$ 6,941 \$ 8,919 \$ 7,913

Sub-Total (Page 2) \$ - \$ 9,343 \$ 6,667 \$ 6,828 \$ 6,941 \$ 8,919 \$ 7,913 \$ -

Note: Responses in the 'Impact on Budget' column refers to completion of project, in order for department to implement these projects in the periods indicated, additional funding and staffing may be required.

NOTE: Other Identified Funding Sources include: Tax Increment Finance Authority Funds, Federal Aid - Urban System Grants
Economic Development Authority Funds and Railway Funds.

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
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- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

PLANNING AND DEVELOPMENT

(000's OMITTED)

Project Name	Project Status	Project Timeline	Impact on Budget	Impact on Staffing	Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18	
GRAND TOTAL							\$ 42,295	\$ 9,343	\$ 10,667	\$ 10,328	\$ 10,441	\$ 16,919	\$ 15,913	\$ 68,800
Funding Source Summary:														
General Obligation Bonds						G.O.	\$ 42,295	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ 67,800
Block Grant						B.G.	-	9,343	10,667	10,328	10,441	11,919	10,913	1,000
GRAND TOTAL							\$ 42,295	\$ 9,343	\$ 10,667	\$ 10,328	\$ 10,441	\$ 16,919	\$ 15,913	\$ 68,800

NOTE: Other Identified Funding Sources include: Tax Increment Finance Authority Funds, Federal Aid - Urban System Grants
Economic Development Authority Funds and Railway Funds.

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
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- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

POLICE DEPARTMENT



POLICE

AGENCY MISSION

To enhance the quality of life for the people we serve using a data driven evidence based approach to enforce laws, ordinances and statutes; prevent the proliferation of crime and apprehend offenders with the support of the community and other law enforcement partners.

CURRENT FACILITIES

The Detroit Police Department, headquartered at 1300 Beaubien, consists of eight (8) districts and precincts strategically located throughout the city. The locations are as follows:

District Name / Address
Central District 7310 Woodward Ave. (formerly 1st & 13 th precincts)
4th Precinct 4700 W. Fort St. (formerly Southwestern District)
2nd Precinct 13530 Lesure (formerly Schaefer Station)
Northeastern District 5100 East Nevada St. (formerly 7 th & 11 th precincts)
Eastern District 11187 Gratiot Ave. (formerly 5 th & 9 th precincts)
Northwestern District 11450 Warwick St. (formerly 6 th & 8 th precincts)
10th Precinct 12000 Livernois
12th Precinct 1441 W. 7 Mile

The department utilizes a total of twenty (20) owned buildings and nineteen (19) rental facilities. Seven (7) of the owned buildings are local precinct/district stations: one is an administration complex, and the remainder house specialty units that support the Police Department's

mission. The rental facilities include mini-stations located throughout the City.

FIVE YEAR HISTORY

In the last five years the Police Department has emphasized updating their physical facilities and obtaining new facilities to either return to the precinct model or enhance operations in other ways.

In fiscal year 2012-13, the Animal Control Center of the Health Department will be transferred to the department. The facility is located at 3511 West Jefferson; a total of 30,000 square feet is dedicated to the City's animal control and care activities, animal adoption, and dog licensing. The facility was built in the 1920s and has major state code violations, heating and ventilation problems, and other kennel deficiencies. The construction of a new facility or significant renovation of the existing facility is greatly needed.

As part of the department's efforts to return to the precinct model, the 2nd Precinct re-opened at 13530 Lesure in July 2012.

In fiscal year 2011-12, the department acquired the building located at 6050 Linwood. The former Detroit Public Schools facility now houses our Training Center. Training is comprised of Recruit Training, Field Training and Firearms Training. Responsibilities include approving and facilitating all in-service, recruit and restoration training.

In April 2011 the department purchased the building located at 3500 Conner. This will be the location of the new 5th Precinct upon completion which is expected in 2013.

POLICE

In August 2010, the building that housed the former MGM Grand Casino was purchased for the future sight of a Police and Fire Department Headquarters. Renovations are underway. Completion is expected in 2013.

In February 2009, the Western District was re-split into the 10th and 12th precincts. The former Livernois Station located at 12000 Livernois is now the 10th precinct. The former location of the Western District at 1441 W. 7 Mile is now the 12th precinct. Personnel were subsequently allocated between the two locations.

District/precinct renovations and repairs are on-going and include parking lot repavement, electrical, plumbing, heating and cooling, roofing and structural improvements at the various districts/precincts.

PROPOSED FIVE-YEAR CAPITAL PLAN

The Police Department's proposed five-year plan earmarks capital resources to the acquisition of buildings to house a 7th and 8th precinct. In addition, keeping our facilities in compliance with the U.S. Department of Justice Consent Decree for "Conditions of Confinement" is another priority.

GOALS FOR CAPITAL PROGRAM

1. To acquire two (2) buildings to accommodate a 7th and 8th precinct.
2. To upgrade and renovate the department's precincts & districts and other facilities.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Police Department has contracted with the Detroit Building Authority to perform as project administrator on various capital projects.

RATIONALE FOR CAPITAL PROGRAM

The Detroit Police Department's Capital Program is designed to update the department's facilities and technology, as well as, comply with Federal (Department of Justice Consent Judgment) and State occupational safety and health requirements. The program will promote operational efficiency by renovating or replacing outmoded facilities with up-to-date, technologically sound facilities to meet the current and future needs of the Detroit Police Department.

POLICE

Current Detroit Police Headquarters



Future Detroit Police & Fire Headquarters



POLICE

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

Building acquisition for an 8th Precinct

Although the former Northwestern District has internally returned to the 6th and 8th precincts, these entities are still housed in the same facility at 11450 Warwick. In order to meet the needs of the citizens and the staff, the department is proposing to locate a suitable site to house the 8th Precinct. Funding is needed to either acquire and renovate or build a new facility.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
General Obligation						\$6,000,000
Bonds (G.O. Bond)						

Building acquisition for a 7th Precinct

Plans are underway to return the Northeastern District to the 7th and 11th precincts. These entities are currently housed in the same facility at 5100 East Nevada St. The acquisition of a suitable site will meet the needs of the citizens and the staff. Funding is needed to either acquire and renovate or build a new facility.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
General Obligation						\$6,000,000
Bonds (G.O. Bond)						

District and Other Facility Upgrades and Renovations

Many of the Police Department facilities need renovations, not only to comply with the Michigan Occupational Safety and Health Act (MIOSHA) regulations, State Corrections Department regulations and Department of Justice recommendations, but also to maintain the structural integrity of the buildings. The age of our occupied buildings range from six (6) years (4th Precinct) to ninety (90) years (Police Headquarters). Heating, air conditioning, plumbing, and electrical service are major items that have been and need to be upgraded or replaced. In many cases windows, doors, roofs, and paved areas need to be replaced and ceilings and walls repaired. The department will continue its ongoing district and other facility renovation projects.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
General Obligation				\$2,000,000	\$2,000,000	\$6,000,000
Bonds (G.O. Bond)						

POLICE

Animal Control Building

The shelter was constructed in the 1920s with additional administrative offices added in 1970. Because of the age of the facility, code violations are issued on a regular basis with fines issued and paid in 2010. There are ventilation and heating problems. The city is recommending that either a new modern facility using current animal handling procedures is built or the existing facility is significantly renovated. Construction of a new animal control and care facility will meet state code violations, correct heating and ventilation problems, and eliminate many additional kennel deficiencies. The new facility will provide the city with a modern animal shelter that meets state licensing requirements; improved veterinarian service area; improved environment for boarding animals; and provide a safer work environment for employees. The new facility will have a community training room for pet owners. Space has been identified for a new facility that is centrally located for residents and will create better visibility of Animal Control and care within the community. Today, the estimated cost of construction is \$9,200,000. As an alternative to new construction the Department also supports renovating the existing facility. Renovating the building will consist of: upgrading the heating and ventilation; upgrading the plumbing and drainage; re-doing the cages lighting, office space and veterinary clinic; improving the security system; and creating additional parking for the public and safe storage/cleaning areas for the vehicles. The estimated cost to renovate the existing facility is \$4,500,000.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
General Obligation						\$3,200,000
Bonds (G.O. Bond)						

POLICE**Current Facilities**

BUILDING	ADDRESS / LOCATION	YEAR BUILT	APPROX. AGE
Administration	1300 Beaubien	1922	90
2 nd Precinct	13530 Lesure	1940	72
Northwestern District	11450 Warwick	1950	62
Eastern District	11187 Gratiot	1979	33
10 th Precinct	12000 Livernois	1963	49
Northeastern District	5100 E. Nevada	1991	21
12 th Precinct	1441 W. 7 Mile	1987	25
4 th Precinct	4700 W. Fort St.	2006	6
Misc. Operations	Belle Isle	1968	44
Harbormaster	Belle Isle	1929	83
Boat House	Belle Isle	1929	83
Traffic Enforcement	11631 Mt. Elliott	1982	30
Auto Pound	5311 Caniff	1982	30
Auto Auction	6300 Caniff	1982	30
Rouge Park Range	8841 Spinoza	1992	20
Mounted - Palmer Park.	Palmer Park	1992	20
SRT / HLS	17825 Sherwood	N/A	N/A
Training Center	6050 Linwood	N/A	N/A
5 th Precinct (Open 2013)	3500 Conner	N/A	N/A
Communications	13133 Lyndon	N/A	N/A

POLICE

Proposed New Facilities

Building	Address	Approx. Sq./Ft. Proposed
8 th Precinct	N/A	25,000 – 30,000
7 th Precinct	N/A	25,000 – 30,000



DETROIT POLICE DEPARTMENT

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18	
Building Acquisiton- 8th Precinct	N	P	NOI	NSI		G.O.	\$ 1,000							\$ 6,000
Building Acquisiton- 7th Precinct	N	P	NOI	NSI		G.O.	1,000							\$ 6,000
District/ Facility Upgrades & Renovations	M	O	NOI	NSI		G.O.	30,308			\$ 2,000	\$ 2,000			\$ 6,000
Animal Control- New Construction	M	P	NOI	NSI	(40)	G.O.	4,000							\$ 3,200
TOTALS							\$ 36,308	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ 21,200
Funding Source Summary:														
General Obligation Bonds						G.O.	\$ 36,308	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ 21,200
GRAND TOTAL							\$ 36,308	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ 21,200

Note: tbd- to be determined

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development

** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway

*** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact

**** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact

***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project.

PUBLIC LIGHTING



PUBLIC LIGHTING

AGENCY MISSION

To provide reliable, economical, high quality lighting, and energy services for residents, businesses, and tourists to assist with the improvement of the quality of life for those who live, work, and visit the City of Detroit.

CURRENT FACILITIES

The Public Lighting Department operates from three (3) main locations:

Administrative offices, warehouse and shops at 9449 Grinnell in Northeast Detroit;

Mistersky Power Station at 5425 West Jefferson in Southwest Detroit; and

Witkowski Operations Center at 1340 Third Avenue in Downtown Detroit.

PLD also owns and operates thirty-one (31) substations throughout the City and a steam plant near Herman Kiefer Hospital.

Additionally, departmental personnel are responsible for numerous transformer rooms in schools, libraries, police stations, freeway pumphouses, etc. in every part of Detroit.

Power is furnished to 1,475 services, which include the facilities of the City of Detroit, the Detroit Board of Education, Wayne State University, the United States Government, the Michigan Department of Transportation, Wayne County, the Detroit Housing Commission and other agencies. The PLD also provides electric service to a number of private customers such as privately-owned buildings on Belle Isle, former Detroit Board of Education facilities now owned by private schools and developers, lofts, churches, former Fire Department facilities converted to lofts, and commercial properties such as University Plaza.

The Department maintains approximately 88,000 street and alley lights, and several municipal parking lot installations.

FIVE YEAR HISTORY

Over the most recent five fiscal years, PLD has engaged in more street light repair and maintenance due to the lack of capital improvement funds. However, PLD has identified critical capital project needs. PLD made a significant improvement to its generating facility in FY 2006/07 by installing a DVAR system at the Mistersky Power Plant that allows PLD to maintain the system voltage while reducing the amount of generation necessary and purchasing more power, which saves in operating expense. In FY 2007/08, PLD committed funds to the redevelopment occurring at Garden View Estates, \$1.9 million. PLD contributed \$1.3 million for lighting for the redevelopment at Woodbridge Estates. During FY 2008/09, PLD initiated formal discussion with International Transmission Company (ITC) to facilitate the development of a strategic proposal, and the actual implementation of a 120KV inter-connect line between ITC and PLD. During FY 2009/10 the department completed a feasibility study of Electronic Utility Billing System Software, selected a vendor and began Phase I implementation and training in an effort to automate customer billing activities in the Accounting Section. Phase II will consist of replacement of the Public Lighting Accounting System (PLAS) to meet electric utility accounting requirements, and DRMS interface. Over 45,000 overhead residential lights have been outfitted with new sodium vapor lights and converted to receive power from Detroit Edison's secondary service, and the department plans to complete conversion of the remaining lights when capital funds become available.

PUBLIC LIGHTING

PROPOSED FIVE YEAR CAPITAL PLAN

On December 19, 2012, Public Act 392 of 2012 was passed by the State of Michigan Legislature and approved by the Governor that allows for the creation of certain lighting authorities to operate lighting systems. The city plans to create a public lighting authority to operate certain components of the Public Lighting Department's operations. The Authority is a public municipal corporation by law and must complete the necessary actions to incorporate and began operations. As such, we anticipate that all the necessary actions to be complete within an 18 month timeframe.

For this reason and others, the Public Lighting Department did not submit a Five-Year Capital Plan for the period 2013-14 through 2017-18. The Department will continue to utilize capital funds currently available to fulfill their capital needs.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The Public Lighting Department's capital projects generally do not impact other City departments' capital programs. Just the opposite; many other City departments' capital projects impact the Public Lighting Department, such as service extensions to various Housing Department facilities (Garden View Estates, Charles Terrace, Woodbridge Estates, etc.) and new Planning Department development projects (similar to Brush Park, East Jefferson Village, etc.)

In addition, agencies outside of the City impact the Public Lighting Department. Most notably the Michigan Department of Transportation with their freeway bridge and state trunk-line rehabilitation projects.

The Public Lighting Department continues to coordinate efforts with the Detroit Public Schools in their Capital Improvement Program.

GOALS FOR CAPITAL PROGRAM

Deliver reliable, economic, high quality energy (electric and steam) to our customers.

1. Provide reliable, economic, high quality street lighting on city streets.
2. Operate and maintain a reliable, high quality traffic signal system in the city.
3. Deliver reliable and economical electric energy services.

RATIONALE FOR CAPITAL PROGRAM

Lighting must be reliable and maintainable if we are to have an environment that is safe for residents, businesses, and tourists. In addition, if we are to have a city that continues to be conducive for raising families, we must continue to economically provide those services and we must provide them at an exemplary level. We must maintain streetlights in a manner that is responsive and affordable for the citizens of Detroit, and have options so that we can minimize the cost of power for our citizens. We must have reliable service that will be available during all types of weather, peak demand periods, or in case of a catastrophic event.

PUBLIC LIGHTING

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

No plan available for 2013-14 through 2017-18.

PUBLIC LIGHTING DEPARTMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014-15	2015-16	2016-17	2017-18	
Capital Abatement	M	O	NOI	NSI		G.O.	\$ 3,000							
Substation Transformer Replacement	M	O	NOI	NSI		G.O.								
Substation Battery Replacement	M	O	NOI	NSI		G.O.								
Substation 24v Breaker Replacement	M	O	NOI	NSI		G.O.								
Upgrade Lighting Technology	M	O	NOI	NSI		O.S.								
<u>Distribution System Improvements</u>						G.O.	\$23,435							
<u>Series Street Lighting Conversion to Multiple</u>						O.S.								
<u>Street Lighting Modernization</u>						O.S.								
<u>Development Projects</u>						O.S.								
Map & Record System & Record Field	M	P	NOI	NSI		G.O.								
Citywide Rusted Pole Replacement	M	P	NOI	NSI		G.O.								
Repair Downtown Conduit	M	P	NOI	NSI		G.O.	1,600							
Series Circuit Temp Consolidation	M	P	NOI	NSI		G.O.	600							
Sub-Total (Page 1)							\$ 28,635	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Funding Source Summary:														
General Obligation Bonds						G.O.	\$ 28,635	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Sources						O.S.								
Sub-Total (Page 1)							\$ 28,635	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

PUBLIC LIGHTING DEPARTMENT

(000's OMITTED)

Project Name	* Project Status	** Project Timeline	*** Impact on Budget	*** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed	
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
Residential Street Lighting	M	O	NOI	NSI		O.S.									
Control Center Modernization	M	O	NOI	NSI		G.O.									
Modernizing 9449 Grinnell Facility	M	P	NOI	NSI		G.O.	704								-
Sub-Total (Page 2)							\$ 704	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Funding Source Summary:															
General Obligation Bonds						G.O.	\$ 704	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Sub-Total (Page 2)							\$ 704	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Note: tbd- To be determined															
<u>GRAND TOTAL</u>															
Funding Source Summary:															
General Obligation Bonds						G.O.	\$ 29,339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Other Sources						O.S.	-	-	-	-	-	-	-	-	
GRAND TOTAL							\$ 29,339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
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 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

RECREATION DEPARTMENT



RECREATION

AGENCY MISSION

The mission of the Detroit Recreation Department (DRD) is to illustrate leadership and excellence in the administration of parks and leisure facilities that promote the health, well being and quality of life for the citizens of Detroit.

CURRENT FACILITIES

The DRD provides opportunities for the public to participate in both organized and informal leisure activities at Detroit's recreation centers, parks and playgrounds. Programming activities coordinated by the DRD range from traditional sports leagues and tournaments to swim programs, fitness activities, cultural arts, computer-related activities and socialization programs, as well as ice skating, fishing, hockey, boxing and more. An array of related human services, wellness programming and educational enrichment activities are made available through a multi-service recreation center approach.

These programming activities are available at our various 308 park properties and 17 active recreation centers throughout the City of Detroit. Other major facilities include: Belle Isle, a conservatory, a beach, a waterslide, Chene Park Amphitheater, Hart Plaza, Henderson Marina, Riverside and Reid-Vaughn Boat Launches, five golf courses (Rouge Park, Belle Isle, Rackham, Chandler Park, and Palmer Park), and three cemeteries (Forest Hill, Mount Hazel and Gethsemane).

To aid the DRD in property inventory, building assessment and capital program project selection, the DRD has completed a comprehensive long range Strategic Master Plan. The plan helps streamline the DRD's capital program to promote greater efficiency in the selection and administration of capital improvements by

utilizing current demographic information and community input. Property assessments of DRD parks and recreation centers are incorporated into an interactive database that is available for public viewing via the City of Detroit's website.

FIVE YEAR HISTORY

The primary focus of our capital program has been directed towards the upgrading of recreation centers and parks that service Detroit neighborhoods and their residents.

Although the majority of our capital program is funded through General Obligation Bonds, we have been assisted in funding our capital efforts by both the public and private sectors. During the last several years, the DRD has actively sought to develop partnerships with other governmental agencies, foundations and non-profit groups. Some of these entities include Wayne County, Michigan Department of Natural Resources, the Lear Corporation and the General Motors Foundation.

PARKS & LANDSCAPES

Major renovations and improvements to DRD parks are integral to the city-wide strategic priority of improving neighborhood quality of life, improving public safety, and maintaining and growing the tax base within the City of Detroit. In furtherance of these priorities, the DRD has instituted a capital program that attempts to include one major park renovation project per year within each of the 10 Community Planning Clusters.

DRD staff work with the surrounding community to complete park designs that satisfy the needs of the public, while adhering to safety standards put forth by the National Playground Safety Institute. Typical items addressed in our major park renovation projects include:

RECREATION

- New playground equipment with rubber safety surfacing;
- New site fencing, picnic tables, grills, benches and trash receptacles;
- New asphalt/concrete sidewalks, paths, walkways and walking trails;
- New sports court equipment, including basketball, tennis, baseball, softball, football and horseshoe areas;
- Landscape improvements, including accent tree and shrub planting.



Penz Playlot 2011

In Years 2010 through 2012, the DRD made major renovations to the following parks:

Cluster 1 – Kern Playground

Cluster 3 – Messmer Playground

Cluster 5 – Penz Playlot

Cluster 5 – Patton Park

Cluster 6 – Williams Playfield

Cluster 7 – Littlefield Playfield

Cluster 8 – Hope Playfield

Cluster 9 – Butzel Playfield



Messmer Playground 2012

Williams Playfield Renovations

Renovations at Williams Playfield were completed in 2012 and consisted of a complete upgrade to the 8.5 acre playfield that is behind Williams Recreation Center. This project was made possible by a generous donation from the Lear Corporation, who also handled design and construction of the project. Williams received new interactive playground equipment area on engineered wood fiber, two new picnic shelters, asphalt walking trails, several new horseshoe courts, a spray-water splash-pad play area, landscaping and site furniture.



Williams Playfield 2012

RECREATION

RECREATION CENTERS & FACILITIES

Detroit's Recreation Centers are the backbone of the DRD's recreational programming and operational efforts. However, the repair and rehabilitation of Detroit's centers is an on-going challenge.

Crowell Recreation Center

This project was made possible by American Recovery & Reinvestment Act of 2009 funds from the U.S. Dept. of Housing & Urban Development as administered by the City's Planning & Development Department. Under our partnership with the Planning & Development Department, we completed a major renovation to the building's mechanical and electrical systems, the locker rooms and restrooms were renovated and new flooring was installed. Over the years, various roof leaks persisted that limited access to certain areas of building. Under this project, a new roof was installed and interior water damage was repaired, thus opening the library wing of the building and another set of restrooms that were otherwise rendered unusable. We also replaced the entire lighting system of the building with new, bright ceiling lights. The newly renovated Crowell Recreation Center is now a bright, vibrant center with activities for children and seniors alike.



Crowell Recreation Center 2011 - Lobby lighting & flooring



Crowell Recreation Center - New game room

Lasky Recreation Center

With the assistance of a donation from the General Motors Foundation, we were able to complete major renovations to the Lasky Recreation Center, including new LED parking lot lighting, a new roof, new exterior doors and windows, as well as HVAC and electrical upgrades. Additionally, the entire interior was painted, the restrooms were renovated and a new handicapped lift was installed.



Lasky Recreation Center 2012 - Lobby lighting & flooring

RECREATION

Williams Recreation Center

Also with the assistance of a donation from the General Motors Foundation, we were able to repave a portion of the parking lot at Williams, as well as make major replacements to the pool mechanical system including new pool area lighting. Additionally, we made various restroom improvements at this center.

BELLE ISLE & ROUGE PARK

Belle Isle Park and Rouge Park, Detroit's largest regional parks, are the crown jewels of Detroit's public park system. Belle Isle is ranked among the top ten parks in the United States. Although Detroit purchased the 985 acre island in 1879 for \$200,000, more than \$200 million worth of renovations are needed to implement the Belle Isle Master Plan that was updated in 2005.

The most recent and notable capital improvements to these regional parks are as follows:

Belle Isle - Aquarium

Under this project, the roof was replaced on the Aquarium building. This project was made possible by a State Historic Preservation Office Grant received by the Friends of Belle Isle Aquarium, a non-profit organization that helps support Belle Isle.



Belle Isle - Aquarium

Belle Isle – Loiter Way

With support from the City's Department of Public Works, 1/8 mile of asphalt was repaved on Loiterway, a street on the island.

Belle Isle - Scott Fountain

This project included waterproofing and a new bromide system, as well as some lead lining repairs and clean-up work.



Belle Isle Scott Fountain

Belle Isle - Handball Courts

This project was made possible by the Michigan Handball Association and included roofing repairs, new paint, as well as masonry and tuckpointing repairs.



Belle Isle Handball Courts

RECREATION

ADDITIONAL PROJECTS

Wayne County Park Improvements

In FY 2010-11, the DRD and Wayne County entered into an intergovernmental agreement to improve various City of Detroit properties. Wayne County funded the construction of improvements at sixteen (16) of the following DRD sites:

◆ Hyde Park	\$ 50,000
◆ Greene Playground	\$ 75,000
◆ Salsinger Playfield	\$ 100,000
◆ Milan Playfield	\$ 120,000
◆ Heilmann Playfield	\$ 50,000
◆ Calimera Playground	\$ 25,000
◆ Belle Isle	\$ 25,000
◆ McCabe Playfield	\$ 100,000
◆ Laker Playground	\$ 20,000
◆ Hope Playfield	\$ 20,000
◆ Cross Playground	\$ 100,000
◆ Hawthorne Playground	\$ 50,000
◆ Littlefield Playfield	\$ 75,000
◆ Hardstein Playground	\$ 35,000
◆ Puritan-Coyle Playlot	\$ 75,000
◆ Fort Wayne - Visitor's Center	\$ 100,000

These projects totaled \$1,020,000 and included new play structures and equipment; walking trails; picnic shelters; site amenities and other miscellaneous improvements.



Cross Playground 2012



Littlefield Playfield 2011

Fort Wayne - Visitors Center & Bldg. 112

In the Winter of 2012, we installed a new boiler and made major plumbing repairs at the Visitors Center. And, in Building 112 we replaced the entire roof, renovated the lower floor bathroom and conference room, and replaced various flooring, lighting and electrical panels throughout the building.

Under this project, we also replaced three collapsed catch basins on the Fort property.



Fort Wayne - Building 112 - New restroom 2012

RECREATION

CURRENT 2012-13 PROJECTS

For FY 2012-13, the DRD is currently working to complete the following projects:

◆ Kemeny Rec. Center	\$7,450,000
◆ Young Rec. Center	\$ 414,100
◆ Lasky Rec. Center	\$ 280,280
◆ Butzel Family Center	\$ 550,000
◆ Patton Park	\$ 915,000
◆ Balduck Park	\$ 715,000
◆ Fort Wayne	\$ 200,000
◆ Adams-Butzel	\$ 250,000

RECREATION

FIVE YEAR HISTORY (Grant Supported Projects During the Last Five Years)

Grant Source	Project	City Match		Grant		Total
		Amount		Amount		
Michigan Natural Resources Trust Fund	Belle Isle Improvements	\$ 173,000	\$	322,000	\$	495,000
Michigan Natural Resources Trust Fund	Butzel Playfield Improvements	\$ 175,000	\$	500,000	\$	675,000
Mich Natural Resources Trust Fund	Butzel Playfield Renovations II	\$ 227,000	\$	500,000	\$	727,000
Belle Isle Women's Committee	Belle Isle Sunset Pointe		\$	500,000	\$	500,000
US Dept of Housing & Urban Development - CDBG Program	Farwell Playfield Improvements		\$	75,000	\$	75,000
Mich Dept Natural Resources - Boating Access Program	Vaughn Reid (St Jean) Boat Launch	\$ 104,000	\$	104,000	\$	208,000
Mich Dept Natural Resources - Boating Access Program	Vaughn Reid (St Jean) Boat Launch		\$	50,000	\$	50,000
Youth Development Commission	Van Antwerp Improvements		\$	27,000	\$	27,000
Youth Development Commission	Optimist-Stout Playground		\$	52,000	\$	52,000
Wayne County	Park Improvements - Round 4 I		\$	620,000	\$	620,000
Wayne County	Park Improvements - Round 4 II		\$	240,000	\$	240,000
Wayne County	Park Improvements - Round 4 III		\$	100,000	\$	100,000
Wayne County	Park Improvements - Round 5 I		\$	525,000	\$	525,000
Wayne County	Park Improvements - Round 5 II		\$	210,000	\$	210,000
Wayne County	Park Improvements - Round 5 III		\$	285,000	\$	285,000

RECREATION

Federal Government - American Recovery & Reinvestment Act of 2009	Crowell Recreation Center		\$ 1,950,000	\$ 1,950,000
Federal Government - American Recovery & Reinvestment Act of 2009	Lasky Recreation Center		\$ 150,000	\$ 150,000
US Dept of Housing & Urban Development - CDBG Program	Young Recreation Center		\$ 240,000	\$ 240,000
US Dept of Housing & Urban Development - CDBG Program	Lipke Recreation Center		\$ 240,000	\$ 240,000
Lear Corporation	Hope Playfield		\$ 495,952	\$ 495,952
Lear Corporation	Messmer Playground		\$ 240,977	\$ 240,977
Lear Corporation	Williams Playfield		\$ 733,684	\$ 733,684
General Motors Foundation	Lasky Recreation Center		\$ 1,500,000	\$ 1,500,000
General Motors Foundation	Williams Recreation Center		\$ 500,000	\$ 500,000
Detroit Salt Company	Penz Playlot		\$ 10,000	\$ 10,000
Marathon Petroleum Company	Penz Playlot		\$ 3,500	\$ 3,500
Vulcanmasters Welding Company	Penz Playlot		\$ 400	\$ 400
Michigan Natural Resources	Patton Park	\$ 215,000	\$ 500,000	\$ 715,000
Michigan Natural Resources	Balduck Park	\$ 215,000	\$ 500,000	\$ 715,000
Michigan Natural Resources	Lipke Playfield	\$ 125,000	\$ 300,000	\$ 425,000
Michigan Natural Resources	Jayne-Lasky Playfield	\$ 125,000	\$ 300,000	\$ 425,000
Michigan State Housing Dev. Authority	Belle Isle - Livingstone Lighthouse	\$ 18,500	\$ 37,000	\$ 55,500
Michigan Dept. of Natural Resources - Passport Grant	Peterson Playfield	\$ 10,000	\$ 30,000	\$ 40,000
TOTAL		\$ 1,387,500	\$ 11,841,513	\$ 13,229,013

RECREATION

PROPOSED FIVE YEAR CAPITAL PLAN

The proposed five-year capital program will continue to carry out major renovations and improvements to the DRD's aging facilities and parks with emphasis on being consistent with the implementation of the Strategic Master Plan.

Capital Program Categories

The DRD's capital program is subdivided into the following budgeted categories:

- Capital Operations
- Parks & Landscapes
- Recreation Centers & Facilities
- Belle Isle & Rouge Park

In 2006, the DRD completed a comprehensive Strategic Master Plan to guide long term capital development of the DRD's parks and recreation centers over a 20 year cycle. The plan promotes greater efficiency in the delivery of high quality services that target the needs of the community surrounding each property. The heart of this plan guides the DRD to help make well-informed determinations of which properties should be categorized in the following manner: (1) maintain, (2) improve, or (3) reposition.

CAPITAL OPERATIONS

To accomplish the goals of the DRD's capital program, we utilize various service professionals and consultants to provide design services, survey services, environmental consulting and various other engineering services to support our various capital projects.

PARKS AND LANDSCAPES

The DRD's goal is to complete one major park renovation project in each of the 10 Clusters per year. A complete park renovation costs in the range of \$100,000 to \$7,000,000, so this will be a challenge for the DRD to secure the necessary funding to complete 10 renovation projects on a yearly basis. To meet this challenge, we plan to utilize volunteer services, donations and grants from strong neighborhood community groups, businesses, nonprofit organizations and other government agencies.

RECREATION CENTERS & FACILITIES

New Centers

Phase 1 (Years 1 – 5) of the Strategic Master Plan calls for construction of a new Community Recreation Center.

Major Renovations

Projects of this nature range from \$5 to \$14 million in renovations and are designed to keep DRD centers safe for public use and to sustain current programming and operations. These projects generally address major repair of roofs, mechanical and electrical systems, lighting, security systems, plumbing, flooring, ceilings, windows, ADA compliance and infrastructure work.

BELLE ISLE & ROUGE PARK

Given the popularity and frequent use by the public of the DRD's two Regional Parks, Belle Isle and Rouge, the Strategic Master Plan calls for the expenditure of \$1 million per year at each Regional Park. These funds shall be used to make renovations consistent with the individual master plans of each park.

RECREATION

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

The primary City agencies that impact the DRD's Capital Program are those who provide support and utility services to our properties.

The General Services Department (GSD) provides project management services and design services as needed to support various capital projects. In addition, GSD provides maintenance services at our parks and recreation centers. GSD is responsible for grass cutting and general grounds maintenance, as well as building maintenance. Lack of adequate property maintenance has a significant impact on the size and scope of DRD capital improvements that are needed at any given property. Additionally, proper maintenance by GSD can extend the life expectancy of our capital improvements. Therefore, it is vital to the DRD that GSD provide consistent and adequate maintenance at all of our properties.

The Planning and Development Department (P&DD) acquires property for the DRD, as well as assists in the repositioning of property that is so categorized in the DRD's Strategic Master Plan. A principle of the DRD's Strategic Master Plan states that any profits from the sale of DRD park or recreation center land shall go directly back to the DRD for use in its capital program. This would include the acquisition of new land to replace repositioned property. In addition, P&DD has funneled various Federal Community Development Block Grant funding to the Recreation Department for major parks and recreation center renovation projects.

The Detroit Water and Sewerage Department provides water and sewer service to our facilities. In the past, they provided design services for the Belle Isle Water Mains Project. We have also worked with them on the Combined Sewer Overflow projects and on issues where water and sewer services have impacted our properties.

GOALS FOR CAPITAL PROGRAM

1. Provide updated, safe and clean recreation centers and parks that support the recreational programming needs of Detroit.
2. Through capital construction and renovation projects, increase the variety of recreational programming available to Detroit residents.
3. Continue the implementation of the Strategic Master Plan through capital development projects.
4. By renovating and/or replacing outdated, inefficient facilities, reduce the DRD's overall maintenance and operating costs, so that it is possible to "do more with less."
5. Develop and improve larger facilities that attract regional participation, such as Belle Isle, Palmer, Chandler and Rouge Parks, as well as the Detroit Riverfront.

RECREATION

RATIONALE FOR CAPITAL PROGRAM

Without question, the DRD's capital program is vital to maintaining the operation of our 17 active recreation centers and approximately 308 park properties.

Capital program funds are essential to making continuous progress towards attaining the completion of roughly \$500 million in construction and renovation projects required to meet the needs of our aging properties to make them safe and enjoyable for Detroit citizens. Without the annual appropriation of funds for our capital program, it would be impossible for the DRD to make major repairs and renovations to Detroit's aging recreation center and park properties. Capital program funds make it possible for the DRD to update its facilities to make them handicapped accessible, as per ADA guidelines, and to modernize certain

playground equipment to meet current National Playground Safety Institute standards and regulations.

Capital improvements to DRD properties are an integral part of the city-wide initiative to improve Detroit neighborhoods. By making recreation parks and centers attractive, safe, user-friendly and efficient, the DRD's capital program will not only serve Detroit residents who live near the improved parks and centers, but it will help to attract visitors who will carry positive perceptions of Detroit back to their own communities. A strong, positive image will help to foster increased movement of people, businesses and capital into the City of Detroit.

RECREATION

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

CAPITAL OPERATIONS

Continued funding is requested to carry on architectural design services, survey services, geotechnical and environmental consulting services and professional engineering services to support the projects outlined in our capital program. These professional service contracts help facilitate design and construction administration for major improvements to roughly 6,000 acres of park land, 17 active recreation centers, and various other properties, including Belle Isle and Rouge Park. In fiscal year 2008-09, general obligation bonds in the amount of \$1,000,000 were budgeted for these operations.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.Bonds				\$1,000,000	\$1,000,000	\$3,000,000

PARKS AND LANDSCAPES

Major Park Redevelopment

DRD would like to complete a major renovation (\$100,000-\$7,000,000) at one park per Cluster in each of the ten (10) Clusters.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.Bonds				\$2,000,000	\$2,000,000	\$46,000,000

RECREATION CENTERS & FACILITIES

New Centers / Major Center & Facility Repairs

The DRD's Strategic Master Plan calls for the closure and repositioning of several recreation centers. Per pertinent demographic information in the Plan, the DRD will construct a new Community Recreation Center consistent with the prototype outlined in the Plan. Additionally, major renovations are consistently needed at existing recreation centers. Renovations may address chronic roof problems; installation of handicapped pool lifts at swimming pools, rehabilitation of restrooms and shower facilities; and renovation or replacement of HVAC, electrical, mechanical, security and other building systems.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.Bonds				\$2,000,000	\$2,000,000	\$46,000,000
Other Sources						\$50,000,000

BELLE ISLE & ROUGE PARKS

Continued pressure on the facilities of these heavily used Regional Parks necessitate extensive renovation and rehabilitation of comfort stations, picnic shelters, play structures and other public facilities. The Master Plan for Belle Isle provides direction for future Belle Isle Park improvements, however the cost to implement the Master Plan is well in excess of \$200 million. Continued renovation of Scott Fountain, the Casino and Conservatory are needed at Belle Isle. The DRD will continue to make improvements to these regional parks with available Capital funding.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.Bonds				\$2,000,000	\$2,000,000	\$6,000,000

DETROIT RECREATION DEPARTMENT

(000's OMITTED)

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed
									2013-14	2014-15	2015-16	2016-17	2017-18	
<u>CAPITAL OPERATIONS</u>	M	O	AF	AS		G.O.	\$ 5,000				\$ 1,000	\$ 1,000	\$ 3,000	
<u>PARKS & LANDSCAPES</u>														
Major Park Redevelopment	M	P	AF	AS		G.O.	6,000				2,000	2,000	46,000	
<u>RECREATION CENTERS & FACILITIES</u>														
New Centers	M	P	AF	AS		G.O.	8,450				2,000	2,000	46,000	
Major Center & Facility Repairs						O.S.							50,000	
<u>BELLE ISLE & ROUGE PARKS</u>														
	M	P	AF	AS		G.O.	5,000				2,000	2,000	6,000	
TOTAL					\$ -		\$ 24,450	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 7,000	\$ 151,000
Funding Source Summary :														
General Obligation Bonds						G.O.	\$ 24,450	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 7,000	\$ 101,000
Other Identified Sources- (Casino Revenues)						O.S.	-	-	-	-	-	-	-	50,000
GRAND TOTAL							\$ 24,450	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 7,000	\$ 151,000

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
 ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
 *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impac
 **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impac
 ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

SEWERAGE DEPARTMENT



SEWERAGE

AGENCY MISSION

The Mission of the Detroit Water and Sewerage Department is to exceed its customers' expectations through the innovative treatment and transmission of water and wastewater, and the provision of services that promote healthy communities and economic growth.

Sewage Disposal System Goals

1. To implement the policies of the Board, Charter requirements and Federal mandates for supplying water and sewerage services.
2. To provide an adequate level of trained personnel to operate the water and sewerage systems.
3. To educate and inform both retail and wholesale customers and the community about important DWSD projects, initiatives, and water and wastewater issues.

CURRENT FACILITIES

Sewage Disposal System

The Sewage Disposal System is administratively part of DWSD, but maintained as a separate fund in the City of Detroit Accounting System. DWSD operates one wastewater treatment plant which is located at 9300 W. Jefferson. This facility serves approximately 3.0 million people, which includes City of Detroit and seventy-six neighboring communities in southeastern Michigan. DWSD's sewer system originated in 1836, and now consists of nine pump stations, six combined sewer overflow (CSO) retention/treatment basins, three CSO screening and disinfection facilities and a total of 3,433 miles of sewer lines that carry rainwater and wastewater to the Wastewater Treatment Plant – the largest single-site wastewater treatment facility in the country.

The Sewage Disposal System's primary role is to convey and treat the sanitary and combined sewage collected throughout the service area in accordance with applicable service agreements so that the public health is protected and the treated effluent discharged to the Detroit River is in compliance with the limits established by the Department's National Pollution Discharge Elimination System Permit and other applicable laws, rules and regulations imposed by the Federal Court, the U. S. Environmental Protection Agency, Wayne County, Michigan Department of Environmental Quality and the Division of Public Health regarding wastewater, air pollution and solid waste disposal.

The plant has the capacity to treat a maximum secondary flow of 930 million gallons per day (mgd) and a primary flow of 1,800 mgd while consistently meeting or exceeding permit requirements for effluent quality. This facility treats an average of 727 million gallons of flow per day. The plant also produces approximately 1,000,000 wet tons of wastewater residuals each year which are either incinerated in compliance with applicable air pollution control laws or transported to commercially operated landfills in western Wayne and Macomb Counties.

FIVE YEAR HISTORY

Except as otherwise noted, revenues of the Sewage Disposal System provided funding for these improvements.

Fiscal Year 2010-11

Installation of In-system Storage Devices \$26,039,037

This project included installation of inflatable dams in the existing combined sewers with significant storage capacities that are part of City of Detroit wastewater collection system. These

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devices are used to increase the storage of wet weather flows in the sewers and reduce combined sewer outflow.

As Needed Geotechnical Engineering Services \$17,338,396

This project provided geotechnical and related consulting services on an as-needed basis as requested by DWSD. This work consisted of reviewing designs impacting DWSD facilities and responding to geotechnical emergencies. This project also provided necessary services for field investigations to determine the geotechnical parameters affecting project feasibility, design, construction, and the potential impact of construction on adjacent DWSD structures and DWSD operations.

Inspection and In-place Rehabilitation of Outfalls \$47,183,330

This project involved furnishing all labor, materials, and equipment to perform television inspection, cleaning, and rehabilitation/lining of outfall sewers.

Fiscal Year 2009-10 Secondary Clarifier Improvements \$47,478,839

This project provided improvements for all 25 secondary clarifiers, including replacement of troughs & weirs, influent & effluent magmeters, valves, RAS Pumps & VFDs, modification & replacement of scum collection system, new center drives, HVDUs, and SBLDUs. Scope of work also included paint work, electrical work, and other civil and mechanical work.

Belle Isle Pumping Station and CSO Control Improvements \$16,613,304

This project involved constructing new sewers on Belle Isle to create a single combined sewer district on the island in order to reduce or eliminate overflows of combined sewage to the Detroit river from Outfall No. 083, constructing new screening and disinfection facilities to provide treatment of combined sewer overflows in accordance with the City's Long-Term CSO Control Plan, increasing capacity to meet Belle Isle Park Master Plan flow projection, upgrading and repairing existing facility components to provide increased reliability of pumping station operations and reducing maintenance costs. This project also involved replacing Package Sanitary Pumping Stations on Belle Isle as well as rehabilitating 3 Control Structures on the DRI.

Emergency Generators at WWTP \$13,064,215

This project provided various size generators throughout the WWTP, portable generators and their connection points, enhanced training, additional O&M procedures, fuel storage facilities, a storage recording system, and full maintenance and inspection.

Security System Upgrade for Booster Pumping Stations \$11,190,530.35

This project involved upgrading the security of twenty-one (21) Booster Pumping Stations. The upgrades included detecting intrusion, CCTV and Access Control.

Regional 800 MHz Radio System \$66,582,854

This project involved providing and installing a new analog/digital simulcast trunked 800 MHz radio communication system to replace various radio systems currently in use by City of Detroit

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Departments including DWSD, Police and Fire Departments; constructing a Communication Center inside an existing City facility; replacing or upgrading components of the existing radio system infrastructure; and installing the new system on the existing State of Michigan infrastructure to provide radio coverage over the entire DWSD service area.

Geographic Information System \$4,428,981

This project developed and implemented a Geographical Information System and related tools for use by DWSD.

Telecommunication System, Related Computer Network Upgrade and Replacement \$1,803,211

This project provided study, design and implementation of LAN infrastructure changes in the Department's system and provided professional services to ensure work is consistent with industry standard practices.

Pre-treatment Program Database Management \$3,725,619

This project included development and implementation of a data base management system for the Industrial Waste Control Division.

Connors Creek Station and Fox Creek Building Rehabilitation \$27,603,715

This project included rehabilitation and upgradation of the Conner Creek Station and Fox Creek Backwater Gate Building.

Fiscal Year 2008-09

Program Management WWTP Rehabilitation and Upgrade \$440,334,000

Under the program management project, a variety of projects were completed to bring the Wastewater Treatment Plant into sustained long term compliance with

regulatory requirements and to correct the causes of NPDES permit non-compliance.

Department-wide Roof Replacement and Repair II \$7,182,760

This project involved repairing, removing or replacing existing built-up and shingle type roofs on an as-needed basis.

Rehabilitation of Regulators, Remote Flow Control Structure & Dam \$9,345,097

This project involved rehabilitating 58 Regulator/remote facilities (41 along the Detroit River and 17 along the Rouge River); 3 remote flow control facilities and 1 inflatable dam facility; work included removal of existing equipment, rehabilitation and cleaning of structures, and associated mechanical, electrical, instrumentation and control work.

Conner Creek CSO Pilot Facility \$190,890,357

This project included construction of a pile supported approximately 30,000,000 gallon reinforced concrete combined sewer overflow detention facility and related ancillary and appurtenant work generally located in Detroit in the vicinity south of the Conner Creek Pump Station and west of Clair Pointe Ave to the Detroit River. Major elements of the work included: deep excavations and temporary earth retention systems; new influent and effluent/dewatering hydraulic structures; modification/rehabilitation to existing interconnected hydraulic structures; erection of a Control and Screening Building and related site work; training and startup of extensive process, mechanical, electrical, and control equipment. The work also included constructing a 1.75 acre fish habitat mitigation pond at nearby Maheras Park, including site work and other amenities at the park.

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Belle Isle Main Pumping Station CSO Control Improvements \$16,613,304

This project involved constructing new sewers on Belle Isle to create a single combined sewer district on the island in order to reduce or eliminate overflows of combined sewage to the Detroit river from Outfall No. 083; constructing new screening and disinfection facilities to provide treatment of combined sewer overflows in accordance with the City's Long-Term CSO Control Plan, increasing Belle Isle Park Master Plan flow projection, upgrading and repairing existing facility components to provide increased reliability of pumping station operations and reducing maintenance costs. This project also involved replacing Package Sanitary Pumping Stations on Belle Isle as well as rehabilitating 3 Control Structures on the DRI.

Fiscal Year 2007-08

As-Needed Low Voltage Wiring \$3,897,990

The scope of work for this project included furnishing of low voltage wiring, telephone cabling and network connectivity throughout the Department. The Project also assisted the water and the wastewater operations establish network connections through the Department Enterprise System.

Lateral Sewer Replacement - Various Streets \$3,193,446

This project involved replacement of lateral sewers on various streets within the City of Detroit.

Asbestos Abatement Project at DWSD Facilities on an As-Needed Basis \$12,574,606

This project provided abatement of asbestos containing materials and re-insulation of pipes and equipment at the Wastewater Treatment Plant and other DWSD sewage facilities on an as needed basis.

Security System Upgrade for Various Sewage Pump Stations \$11,190,530

This project involved upgrading the security of the ten Sewage Pump Stations. The upgrades included detecting intrusion, CCTV and Access Control.

Lateral Sewer Replacement-Palmer Woods Phase IV \$4,255,550

This project involved the replacement of 14,236 L.F. of sewer pipe in open cut, varying in sizes from 12-inches to 36-inches in diameter including appurtenances, connection, etc.

In-place Rehabilitation of Existing Circular and Non-circular Sewer Lines \$142,183,517

This project included inspection and in-place rehabilitation of existing sewers of variable sizes within City of Detroit, using the construction process, procedures, methods and equipment of the trenchless pipeline rehabilitation techniques.

Power Enhancement – New Generator Systems (1) \$8,284,776

This Project consisted of furnishing complete Diesel Electrical Power Engine Generator System for providing standby power capable of operating as prime power unit for peak shaving and maintenance mode at WWP WTP, NEWTP Franklin and Clintondale Stations.

Power System Enhancement - Modifications to the Existing Generator System \$7,440,795

This project involved providing real-time control and monitoring of existing generator systems at 5 sewage pumping stations via "OVATION" and replacing the existing manual transfer switch in the feeder circuit to the Generator Control Panel with the automatic transfer switch at Northeast Sewage Pumping Station.

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Primary Clarifier # 17 & 18 and 3 New Scum Buildings \$89,704,040

This project consisted of the construction of two new circular primary clarifiers 17 & 18 (250 foot diameter each), an additional pump for Pump Station No. 2, a bar screen, and replacement of effluent flow meters. It also included improvements to scum and sludge handling facilities/mechanism for existing circular primary clarifiers 13 through 16, and miscellaneous site utilities at WWTP.

Fiscal Year 2006-07

Communications, Lighting and Computer Center \$13,621,059

This project provided a computer center at the DWSD Central Services Facility at Huber Avenue to facilitate collection of information from the Department radio based SCADA systems. This facility provides data storage for the wholesale metering system's historical data, back up data storage for the Department's primary business systems in the Main Office and office space for support personnel.

Sewer System Improvements – Various Streets throughout Jefferson Village Development Project in the City \$3,393,906

The project replaced about 18,000 linear feet of 12-inch through 42-inch size of sewers including all appurtenances, connections, and related structures in various streets of Jefferson Village development.

St. Aubin Screening and Disinfection Facility \$21,808,394

The work consisted of construction of a new underground screening and disinfection facility and related items together with associated civil, site, structural, mechanical, electrical, instrumentation and control work at the property located south of Atwater in the western section of Chene Park.

Lieb Screening and Disinfection Facility \$34,155,682

This project consisted of the construction of a reinforced concrete underground screening and disinfection facility. It also included the construction of a 5,600 feet long sewer, a connection to the DRI, an influent and effluent conduit, a control building, and outfall structure, onsite parking, dewatering pump station, and related electrical and HVAC work.

Department-wide Pavement Replacement and Repair \$8,140,499

Under this project, pavements were either replaced or repaired at the facilities throughout the Department on an as needed basis.

Additional Pump at Northeast Sewage Pumping Station \$5,206,876

This project involved purchase and installation of Pump No. 2 (which is rated at 70,000 gpm and 2,000 hp), motor with a variable frequency drive (VFD) and VFD powerhouse, 84-inch gate valve with actuator, and electrical and control equipment. This project also included start-up, factory witness tests, training and operations and maintenance manuals.

Radio SCADA Overhaul \$34,616

This project involved replacing obsolete radios and communication equipment to retain Federal Communications Commission licensed frequency.

Job Order Contracting As-needed General Construction Services 2,771,164

The objective of this project was to provide rapid project development and completion for a variety of small projects. These projects were typically under \$500,000 each, and on an as-needed basis. Work performed under this project involved a variety of trades including, but not limited to earthwork, asbestos and lead paint removal,

SEWERAGE

concrete, masonry, steel erection, interior and exterior finishes, roofing, glazing, painting, HVAC, plumbing, fire protection, interior and exterior electric work, and instrumentation and controls.

Department-wide Roof Replacement and Repair II \$7,205,851

Under this project, roofs were either replaced or repaired at the facilities throughout the Department on an as needed basis.

PROPOSED FIVE YEAR CAPITAL PLAN

The capital improvement program for the Sewage Disposal System (SDS) over the next five years is devoted to replacing, rehabilitating or improving existing process facilities at the Wastewater Treatment Plant; construction or installation of new facilities at the Wastewater Treatment Plant; rehabilitating sewage pumping stations and major sewers; construction of retention basins and other combined sewer overflow (CSO) control measures throughout the combined sewer system; replacing or relining deteriorated lateral sewers in the City of Detroit; installing new sewers or rerouting existing sewers to accommodate new development in the City of Detroit; and upgrading the instrumentation and process control using new technology throughout the system.

The SDS capital improvement program includes a number of projects to replace, rehabilitate or improve aging facilities. At the Wastewater Treatment Plant, such projects include renovation of primary clarifiers and complex I & II incinerators, improvements at the pump stations 1 & 2 and sludge pump stations 1 & 2, return activated sludge pumps replacement, aeration system improvements, belt filter presses rehabilitation and/ or replacement, improvements to secondary clarifiers, and

other rehabilitation/improvement projects. Sewage pumping stations included for rehabilitation or improvement are Fischer, Oakwood and Fairview Stations. The SDS capital program also includes a program for relining or replacement of deteriorated lateral sewers in City of Detroit and the construction or relocation of sewers in areas of the city undergoing redevelopment.

The SDS capital improvement program includes several large projects for the construction of new facilities at the Wastewater Treatment Plant. These projects are the construction of the Rouge River Outfall No. 2, bio-solids dryer facility, and dewatered bio-solids storage.

The SDS capital improvement program includes projects mandated by state and federal regulations for the control of combined sewer overflows. Six large CSO retention basins and three CSO screening and disinfection facilities are in operation.

The SDS capital improvement program includes a number of projects to take advantage of technology advances. Underway is the installation and implementation of Oracle WAM. Under procurement is the project that integrates the control and monitoring network throughout DWSD facilities, and the SCADA Radio Network Upgrade.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

Sewer lines rehabilitation or replacement projects are generally coordinated with other City Agencies like Planning and Development Department, Department of Public Works, Detroit Housing Commission, and Department of Transportation. Other capital projects may also require input/coordination with other

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City Agencies depending upon projects' scope of work.

GOALS FOR CAPITAL PROGRAM

Sewage Disposal System

1. To provide essential, efficient, and user-friendly services by:

- A. Continuing the expansion and improvement of the Wastewater Treatment Plant to provide a cost and energy efficient treatment facility that meets all water and air quality standards.
- B. Continuing to construct facilities for the containment of combined sewer overflows, reducing the number, frequency and magnitude of spills to receiving waters.
- C. Continuing to replace those in-city lateral sewers which require an inordinate amount of maintenance or are of insufficient capacity to service customers.
- D. Continuing to construct those interceptor and control facilities

needed to adequately service all customers.

- E. Continuing to computerize departmental functions to reduce costs and improve operations.

RATIONALE FOR CAPITAL PROGRAM

City Charter charges the Department with the responsibility of supplying water, sewage disposal and drainage services within and outside of the City of Detroit. The Department's water treatment, transmission, and distribution facilities and its sewage collection and treatment facilities must be constructed, improved, maintained and replaced in a manner consistent with proper water and sewerage works practices and must meet standards mandated by the Michigan Department of Natural Resources and Environment, Michigan Department of Public Health, and the Environmental Protection Agency. Moreover, the Department must remain capable of meeting its contractual commitments to the customers.

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PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

PRIMARY TREATMENT-WASTEWATER TREATMENT PLANT

Primary Treatment projects include improvements to rectangular and circular primary clarifiers, improvements to the primary scum collection system, main lift pump stations 1 & 2 improvements and other primary treatment related projects.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17
Self Funds	\$6,997,000	23,475,000	22,966,000	5,654,000	1,636,000

SECONDARY TREATMENT-WASTEWATER TREATMENT PLANT

Secondary Treatment projects include improving the secondary clarifiers' processes including replacement of return activated sludge pumps, aeration system improvements, and other secondary treatment related projects.

Funding	2012-13	2013-14	2014-15	2015-16
Self Funds	\$6,136,000	11,591,000	18,606,000	6,976,000

SOLIDS HANDLING-WASTEWATER TREATMENT PLANT

Solids Handling projects include rehabilitating complex 1 & 2 incinerators/buildings, sludge pump stations 1 & 2 rehabilitation, rehabilitation of upper level belt filter presses for complex II and other solids handling related projects.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17	Remaining
Self Funds	\$36,885,000	52,064,000	80,695,000	67,915,000	34,700,000	29,000,000

DISINFECTION-WASTEWATER TREATMENT PLANT

Disinfection projects include the design of a second Outfall from the WWTP, and replacement of chlorination and de-chlorination equipment at the WWTP.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17	Remaining
Self Funds	\$6,820,000	9,985,000	11,869,000	22,582,000	25,745,000	38,425,000

GENERAL PURPOSE

General Purpose projects include instrumentation and control system upgrades, WWTP plant-wide fire alarm systems upgrade, underground electrical duct bank repair at WWTP, consolidated process control system, and other work done on an as needed basis including various engineering tasks, roof repairs and replacement.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17	Remaining
Self Funds	\$31,849,000	35,768,000	19,405,000	13,658,000	138,000	13,400,000

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SEWER INTERCEPTOR SYSTEM

Sewer Interceptor projects include modifications for the suburban sewage meter pits, and sewer meter replacement.

Funding	2012-13	2013-14	2014-15
Self Funds	\$550,000	550,000	220,000

COMBINED SEWER SYSTEM

Combined Sewer projects include construction of Oakwood CSO facility, pump stations improvements including security system upgrades, outfalls rehabilitation, and other CSO related projects. Also included in this category of projects is the development and implementation of a Long Term CSO Control Program.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17	Remaining
Self Funds	\$15,697,000	20,940,000	25,150,000	5,000,000	0	26,420,000

LATERAL SEWER REPLACEMENT

Lateral Sewer Replacement projects include in-place rehabilitation of existing sewers using the trenchless pipeline rehabilitation process, replacing lateral sewers throughout the City, Oakwood District sewer system improvements, and other lateral sewer work on an as-needed basis.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17
Self Funds	\$38,043,000	46,000,000	49,000,000	31,003,000	20,000,000

INFORMATION TECHNOLOGY

Planning and Administration projects include improving technology and administration throughout the Department. This category of projects include installation of water meter replacement and automatic meter reading equipment, communication equipment, computer equipment, and SCADA radio network upgrade.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17
Self Funds	\$7,132,000	5,450,000	7,000,000	1,500,000	1,450,000

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Summary of Sewage Disposal System - High Priority Projects

<u>Project Category</u>	<u>Projected Cost</u>
Primary Treatment - Wastewater Treatment Plant (PT): Projects involving rehabilitation/renovations of the primary treatment system	\$ 50,628,000
Secondary Treatment - Wastewater Treatment Plant (ST): Projects involving rehabilitation/renovations of the secondary treatment system	43,292,000
Solids Handling - Wastewater Treatment Plant (SH): Includes various expenditures to meet air quality	276,259,000
Disinfection - Wastewater Treatment Plant (D): Projects involving the disinfection facilities at the Detroit/Rouge River outfalls	115,426,000
General Purpose - Wastewater Treatment Plant (GP): Includes various design/construction projects benefiting the entire WWTP process	51,947,000
Sewer Interceptor System (SIS): Projects relating to the interceptor sewer system	1,320,000
Combined Sewer System (CSS): Projects relating to the storage/discharge/control of the combined storm and sanitary sewage system	65,595,000
Lateral Sewer Replacement (LSR): Projects relating to the replacement or relining of lateral sewers in the City of Detroit	184,036,000
INFORMATION TECHNOLOGY (IT): Projects relating to the improved management and administration of the Sewage Disposal System	17,400,000
Total Sewerage System Projects - High Priorities	<u>\$ 805,903,000</u>

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Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed	
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
Primary Treatment (PT)						R.S.		\$ 6,997	\$ 23,475	\$ 22,966	\$ 5,654	\$ 1,636			
Secondary Treatment (ST)						R.S.		6,136	11,591	18,606	6,976				
Solids Handling (SH)						R.S.		36,885	52,064	80,695	67,915	34,700	\$	29,000	
Disinfection Facilities (D)						R.S.		6,820	9,985	11,869	22,582	25,745		38,425	
General Purpose (GP)						R.S.		31,849	35,768	19,405	13,658	138		13,400	
Sewer Interceptor System (SIS)						R.S.		550	550	220					
Combined Sewer System (CSS)						R.S.		15,697	20,940	25,150	5,000			26,420	
Lateral Sewer Replacement						R.S.		38,043	46,000	49,000	31,003	20,000			
Information Technology						R.S.		7,132	5,450	7,000	1,500	1,450			
TOTALS								\$ 150,109	\$ 205,823	\$ 234,911	\$ 154,288	\$ 83,669	\$ -	\$ 107,245	
Funding Source Summary:															
Revenue Supported						R.S.		\$ 150,109	\$ 205,823	\$ 234,911	\$ 154,288	\$ 83,669	\$ -	\$ 107,245	
GRAND TOTAL								\$ -	\$ 150,109	\$ 205,823	\$ 234,911	\$ 154,288	\$ 83,669	\$ -	\$ 107,245

Note: see 'high priority projects' in narrative section for `project status, project timeline and impact on budget statements'

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

SEWAGE DISPOSAL SYSTEM HIGH PRIORITY PROJECTS

The sewage disposal system capital improvement program schedules are presented in the Capital Agenda according to major program categories because individual projects would be too numerous to include separately. The most important projects for each program category are shown below.

High Priority Projects - Sewage Disposal System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2011 & Beyond</u>	<u>Administrative District</u>
New Troughs and Weirs for Primary Clarifiers 13-16	M	U	NOI/NSI	PT	C	2013	7,672,000	5
Pump Station No. 2 Pumping Improvements	M	U	NOI/NSI	PT	S/D/CA	2013	230,000	5
Pump Station No. 2 Pumping Improvements	M	P	NOI/NSI	PT	C	2013	5,700,000	5
Rehabilitation of Primary Clarifiers Drain Lines, Hot Water and Scum Lines	M	U	NOI/NSI	PT	S/D/CA	2013	340,000	5
Rehabilitation of Primary Clarifiers Drain Lines, Hot Water and Scum Lines	M	P	NOI/NSI	PT	C	2014	15,586,000	5
PS 1 Rack & Grit, and MPI Sampling Station Improvements	M	P	NOI/NSI	PT	C	2013	21,100,000	5
Primary Treatment - Subtotal \$							<u>50,628,000</u>	
Secondary Clarifiers, RAS Pumps and MCCs	M	U	NOI/NSI	ST	C	2013	17,430,000	5
Process Improvements for the Secondary Treatment at WWTP	M	P	NOI/NSI	ST	C	2014	1,285,000	5
Aeration System Improvements	M	U	NOI/NSI	ST	S/D/CA	2013	877,000	5
Aeration System Improvements	M	P	NOI/NSI	ST	C	2014	23,700,000	5
Secondary Treatment - Subtotal \$							<u>43,292,000</u>	
Complex I & II Incinerator Improvements	M	U	NOI/NSI	SH	D/B	2013	29,945,000	5
Rehabilitate Sludge Pump Stations 1 and 2	M	U	NOI/NSI	SH	D/CA	2013	236,000	5
Rehabilitate Sludge Pump Stations 1 and 2	M	U	NOI/NSI	SH	C	2013	3,265,000	5

SEWAGE DISPOSAL SYSTEM HIGH PRIORITY PROJECTS

The sewage disposal system capital improvement program schedules are presented in the Capital Agenda according to major program categories because individual projects would be too numerous to include separately. The most important projects for each program category are shown below.

High Priority Projects - Sewage Disposal System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2011 & Beyond</u>	<u>Administrative District</u>
Rehabilitation of Upper Level Belt Filter Presses for Complex I & II Dewatering	M	U	NOI/NSI	SH	S/D/CA	2013	375,000	5
Rehabilitation of Upper Level Belt Filter Presses for Complex I & II Dewatering	M	U	NOI/NSI	SH	C	2013	33,238,000	5
Sewage Sludge Incinerator Air Quality Improvements at WWTP	M	P	NOI/NSI	SH	DB	2013	37,000,000	5
Rehabilitation of Central Offload Facility	M	P	NOI/NSI	SH	S/D/C	2013	6,000,000	5
Dewatered Biosolids Storage at WWTP	M	P	NOI/NSI	SH	S/D/C	2013	12,200,000	5
Biosolids Dryer Facility at WWTP	M	P	NOI/NSI	SH	DB	2013	154,000,000	5
Solids Handling - Subtotal							\$ 276,259,000	
Rouge River Outfall No. 2 (RRO-2)	N	U	NOI/NSI	D	S/D/CA	2013	6,195,000	5
RRO-2 Segment 1 - WWTP Modifications	M	U	NOI/NSI	D	C	2013	14,429,000	5
RRO-2 Segment 2 - Conduit	N	P	NOI/NSI	D	S/D/C	2013	90,675,000	5
Replacement of Chlorination and Dechlorination Equipment at WWTP	M	P	NOI/NSI	D	S/D/CA	2013	4,127,000	5
Disinfection - Subtotal							\$ 115,426,000	
Instrumentation & Control System Repair & Engineering Services at WWTP	M	U	NOI/NSI	GP	S/D/C	2011	2,100,000	5

SEWAGE DISPOSAL SYSTEM HIGH PRIORITY PROJECTS

The sewage disposal system capital improvement program schedules are presented in the Capital Agenda according to major program categories because individual projects would be too numerous to include separately. The most important projects for each program category are shown below.

High Priority Projects - Sewage Disposal System

<u>Project</u>	<u>Project Status*</u>	<u>Project Time Line**</u>	<u>Impact on Budget***</u>	<u>Program Category</u>	<u>Project Phase****</u>	<u>Fiscal Year</u>	<u>Total Amount FY 2011 & Beyond</u>	<u>Administrative District</u>
Plant-wide Alarm System & Fire Protection Improvements	M	U	NOI/NSI	GP	S/D/CA	2013	138,000	5
Plant-wide Alarm System & Fire Protection Improvements	M	P	NOI/NSI	GP	C	2013	7,600,000	5
Underground Electrical Duct Bank Repair & EB-1, EB-2, and EB-10 Primary Power Service Improvements - WWTP	M	U	NOI/NSI	GP	S/D/CA	2013	577,000	5
Underground Electrical Duct Bank Repair & EB-1, EB-2, and EB-10 Primary Power Service Improvements - WWTP	M	U	NOI/NSI	GP	C	2013	30,382,000	5
Rehabilitation of Grit & Screening System at PS #2 and Rehabilitation of Sampling Sites at WWTP	M	P	NOI/NSI	GP	S/D/C	2013	11,150,000	5
General Purpose - Subtotal							\$ 51,947,000	
Sewer Meter Replacement	M	P	NOI/NSI	SIS	C	2013	1,320,000	Various
Sewer Interceptor System-Subtotal							\$ 1,320,000	
Oakwood CSO Control Facility and Pump Station	N	U	NOI/NSI	CSS	S/D/CA	2013	710,000	5
Oakwood CSO Control Facility and Pump Station	N	U	NOI/NSI	CSS	C	2013	5,355,000	5
Fischer Pumping Station Rehabilitation	M	P	NOI/NSI	CSS	C	2013	1,670,000	3
Fairview PS - Replace 4 Sanitary Pumps	M	P	NOI/NSI	CSS	S/D	2013	660,000	3
Fairview PS - Replace 4 Sanitary Pumps	M	P	NOI/NSI	CSS	C	2014	11,100,000	3
Hubbell-Southfield CSO Control Facility & In System Storage Gate Improvements	M	P	NOI/NSI	CSS	C	2013	21,100,000	

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CSO Control Facility at Puritan East Rouge River Outfall 072	M	P	NOI/NSI	CSS	C	2013	25,000,000	8
Combined Sewer System - Subtotal							<u>\$ 65,595,000</u>	
Oakwood District Relief Sewer System Phase-1	N	U	NOI/NSI	LSR	C	2013	1,233,000	5
Oakwood District Relief Sewer System-Phase 3	N	P	NOI/NSI	LSR	C	2013	67,103,000	5
Detroit East Side In Place Rehab/Replacement of Existing Circular and Non Circular Sewers	M	U	NOI/NSI	LSR	DB	2013	42,900,000	Various
Detroit West Side In Place Rehab/Replacement of Existing Circular and Non Circular Sewers	M	U	NOI/NSI	LSR	DB	2013	41,800,000	Various
Lateral Sewer Replacement Allowance	M	P	NOI/NSI	LSR	D/C	2013	31,000,000	Various
Lateral Sewer Replacement - Subtotal							<u>\$ 184,036,000</u>	

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As Needed Technical Services for Oracle WAM (1)	M	U	NOI/NSI	IT	DB	2013	2,500,000	
Consolidated Process Control System Upgrades (1)	M	P	NOI/NSI	IT	DB	2013	3,000,000	
Data Center Reliability/Availability Improvements(1)	M	P	NOI/NSI	IT	DB	2013	2,900,000	
SCADA Radio Network Upgrade	M	P	NOI/NSI	IT	DB	2013	4,000,000	
Replacement of LIMS/PIMS Software System	M	P	NOI/NSI	IT	DB	2013	5,000,000	
Information Technology - Subtotal							<u>\$ 17,400,000</u>	
All Categories - Total							<u>\$ 805,903,000</u>	

Legend

*Project Status: M = project is maintaining current infrastructure; N = project will result in new development

**Project Time Line: P = project is proposed; O = project is ongoing; U = project is one time only and is underway

***Impact on Operating Budget: AF = additional funding required; RF = results in reduction of funding; NO I= no operating impact

***Impact on Staffing Budget: AS = additional staffing required; RS = results in reduction of staffing; NSI = no staffing impact

****Project Phase: S=study; D=design; C=construction; CA=construction assistance; DB=design-build; DBA=design-build assistance; IT=information technology

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AGENCY MISSION

The mission of the Water and Sewerage Department is to exceed its customers' expectations through the innovative treatment and transmission of water and wastewater, and the provision of services that promote healthy communities and economic growth.

Water Supply System Goals

1. To implement the policies of the Board, Charter requirements and Federal mandates for supplying water and sewerage services.
2. To provide an adequate level of trained personnel to operate the water and sewerage systems.
3. To educate and inform both retail and wholesale customers and the community about important DWSD projects, initiatives, and water and wastewater issues.

CURRENT FACILITIES

Water Supply System

The Water Supply System is administratively part of the Detroit Water and Sewerage Department while maintained as a separate fund in the City of Detroit accounting's system. The Department operates five water treatment plants and nineteen booster (re-pumping) stations and nineteen reservoirs. Of these five water plants, two plants are located in Detroit and one each is located in Allen Park, Dearborn and Port Huron. There are three sources of raw water supply – Detroit River at Fighting Island, Detroit River at Belle Isle and Lake Huron north of Port Huron. DWSD's five water treatment plants pump an average of 596 million gallons of clean drinking water each day.

The Water Supply System's primary role is to provide potable water for nearly 4 million residents in Southeastern Michigan,

delivered at various points in the system at adequate pressure to meet its customers' needs. The water provided is in conformance with applicable standards as required by Michigan's Safe Drinking Water Act. The department furnishes sufficient water pressure and pipeline service to assure acceptable fire protection.

The water system serves a total population of nearly 4 million people in Detroit and in 126 other communities within a 1,079 square mile service area in Southeastern Michigan. The main administrative offices are located at 735 Randolph in downtown Detroit. Approximately 3,438 miles of transmission and distribution mains within the City of Detroit, and 402 miles of transmission lines in the remaining service area are owned and maintained by the department.

FIVE YEAR HISTORY

Except as otherwise noted, revenues of the Water Supply System provided funding for these improvements.

Fiscal Year 2010-11

Water System Improvements, Various Streets Throughout the City \$19,265,410

This project involved installation or replacement of existing 6-inch, 8-inch, 12-inch, and 16-inch water mains of city furnished ductile iron pipes in City of Detroit. This project also included an 8-mil polyethylene wrap, all appurtenances, connections, and related structures.

As Needed Geotechnical Engineering Services \$15,566,466

This project provided geotechnical and related consulting services on an as-needed basis as requested by DWSD. This work consisted of reviewing designs impacting DWSD facilities and responding to geotechnical emergencies. This project

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also provided necessary services for field investigations to determine the geotechnical parameters affecting project feasibility, design, construction, and the potential impact of construction on adjacent DWSD structures and DWSD operations.

Fiscal Year 2009-10

Replacement of Washwater Pumps and Controls at Springwells WTP \$4,112,777

This project furnished and installed three new variable frequency drives for the filter backwash pumps, which will interface with the existing wash water control systems. It also provided a transfer switch between the existing system and the new system.

Water System Improvements, Various Streets Throughout the City \$10,471,619

This project involved installation or replacement of existing 6-inch, 8-inch, 12-inch, and 16-inch water mains of city furnished ductile iron pipes in City of Detroit. This project also included an 8-mil polyethylene wrap, all appurtenances, connections, and related structures.

Southwest Water Intake Improvements \$1,181,266

This project provided design and construction assistance services for improvements/ rehabilitation of the Southwest WTP Intake Structure.

Regional 800 MHz Radio System \$62,921,917

This project involved providing and installing a new analog/ digital simulcast trunked 800 MHz radio communication system to replace various radio systems currently in use by City of Detroit Departments including DWSD, Police and Fire Departments; constructing a Communication Center inside an existing City facility; replacing or upgrading components of the existing radio system

infrastructure; and installing the new system on the existing State of Michigan infrastructure to provide radio coverage over the entire DWSD service area.

Telecommunication System, Related Computer Network Upgrade and Replacement \$1,917,452

This project provided study, design and implementation of LAN infrastructure changes in the Department's system and provided professional services to ensure work is consistent with industry standard practices.

Security System Upgrade for Sewage Pumping Stations \$11,798,204

This project involved upgrading the security of ten (10) Sewage Pumping Stations. The upgrades included detecting intrusion, CCTV and Access Control.

Geographic Information System \$4,961,769

This project developed and implemented a Geographical Information System and related tools for use by DWSD.

Fiscal Year 2008-09

Springwells Water Treatment Plant – Filter Rehabilitation – Phase II \$38,591,550

This project involved removing and replacing existing filter underdrains and media, adding surface wash and PLC's for automatic backwashing of filters 1 through 4, and installing new valves, heating system, stairs, and grating. The work also included lead, asbestos, and mercury abatement, and improving and modifying filters 43 through 68.

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Springwells Water Treatment Plant Sump Pump Replacement, Column Repair and High Lift Header Stabilization \$2,036,422

This project provided construction services for replacing sump pumps, repairing chlorine building column and high lift header stabilization at Springwells Water Treatment Plant.

Department-wide Roof Replacement and Repair II \$2,129,916

This project involved repairing, removing or replacing existing built-up and shingle type roofs on an as-needed basis.

Water System Improvements, Various Streets Throughout the City \$2,698,542

This project involved the replacement of existing eight-inch, twelve-inch, and sixteen-inch water mains. Under this project, approximately 16,028 linear feet (L.F.) of eight-inch, 9 L.F. of sixteen-inch city furnished ductile iron pipe were installed. This project also included an eight-mil polyethylene wrap, all appurtenances, connections, and related structures.

Water System Improvements – Various Streets Throughout the City \$2,913,952

This project involved the replacement of existing six-inch, eight-inch, twelve-inch, and sixteen-inch water mains with approximately 352 linear feet (L.F.) of eight-inch, 307 L.F. of twelve-inch, and 16,687 L.F. of sixteen-inch city furnished ductile iron pipe including an eight-mil polyethylene wrap, all appurtenances, connections, and related structures in City of Detroit.

Fiscal Year 2007-08

Water Main Replacement in Various Streets Throughout the City \$2,331,816

This project involved the replacement, installation, or abandonment of existing eight-inch and sixteen-inch water mains with approximately 17,083 linear feet (L.F.) of eight-inch and 238 L.F. of sixteen-inch ductile iron pipe, including an eight-mil polyethylene wrap, all appurtenances, and related structures.

Water Main Replacements – Various Streets Throughout the City \$2,323,750

This project provided for the replacement of six-inch, eight-inch, and sixteen-inch water mains with 16,110 linear feet of ductile iron water mains with polyethylene wrap.

Lake Huron Water Treatment Plant - Process Water Improvements and Hatch/Weir Covers Rehabilitation \$3,446,900

This project provided for and installed new process water header from filtered water effluent conduits to the upstream of the existing local pressure reducing valve system at the High Lift Pump Motor Heat Exchangers and Thrust Bearing to prevent the formation of white deposits inside the motors and cooling water piping due to presently using the water from the High Lift Pump's suction header containing phosphoric acid. This included installing pumps and motor cables, conduits, circuit breakers, and piping; rehabilitating hatch and weir covers, frames with new FRP, and the concrete bulbs around the covers.

Water System Improvements – Various Streets Throughout the City \$3,404,487

This project involved the replacement of existing eight-inch, twelve-inch, and sixteen-inch water mains. Under this project, approximately 8,835 linear feet (L.F.) of eight-inch, 4,974 L.F. of twelve-

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inch, and 7,674 L.F. of sixteen-inch city furnished ductile iron pipe were installed. This project also included an eight-mil polyethylene wrap, all appurtenances, connections, and related structures.

As-needed Low Voltage Wiring \$4,550,791

This project provided and furnished low voltage wiring, telephone cabling and network connectivity throughout the Department. The project also assisted water and wastewater operations and established network connections throughout the Department Enterprise System.

Water Main Improvements – Various Streets of City of Detroit \$2,563,106

This project provided for the replacement of eight-inch water mains with approximately 18,041 linear feet of eight-inch City furnished ductile iron pipe including an eight-mil polyethylene wrap, all appurtenances, connections and related structures.

Asbestos and Hazardous Waste Treatment Abatement Project at DWSD Facilities \$2,070,001

This project provided for the abatement of asbestos containing materials and re-insulation of pipes and equipment at Water Works Park Plant and other DWSD water facilities on an as-needed basis.

Water System Improvements – Various Streets Throughout the City \$4,281,133

This project involved the replacement of existing six-inch, eight-inch, twelve-inch, and sixteen-inch water mains with approximately 26,532 linear feet (L.F.) of eight-inch, 3,000 L.F. of twelve-inch, and 5,000 L.F. of sixteen-inch city furnished ductile iron pipe. This project also included an eight-mil polyethylene wrap, all

appurtenances, connections, and related structures.

Palmer Woods Phase IV Improvements: Water System Replacement \$4,406,352

This project provided for the installation of 12,890 linear feet (L.F.) of eight-inch main and 7,175 LF of twelve-inch ductile iron main. This project also included an eight-mil polyethylene wrap, all appurtenances, connections, and related structures.

Water Main Replacements – Various Streets of City of Detroit \$6,409,266

This project involved the replacement of existing six-inch, eight-inch, twelve-inch, and sixteen-inch water mains with approximately 12,036 linear feet (L.F.) of eight-inch, 6 L.F. of twelve-inch, and 3,729 L.F. of sixteen-inch city furnished ductile iron pipe. This project also included an eight-mil polyethylene wrap, all appurtenances, connections, and related structures.

Water System Improvements – Various Streets Throughout the City \$1,279,710

This project involved the replacement of existing six-inch, eight-inch, twelve-inch, and sixteen-inch water mains with approximately 5,558 linear feet (L.F.) of eight-inch, 362 L.F. of twelve-inch, and 335 L.F. of sixteen-inch city furnished ductile iron pipe. This project also included an eight-mil polyethylene wrap, all appurtenances, connections, and related structures.

Power System Enhancement – Modifications to the Existing Generator Systems \$787,807

This project modified the existing Generator Systems by replacing the existing switchgear at two facilities, real time control and monitoring of the existing generator systems at (14) DWSD facilities via

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Ovation. It also modified the generator system's configurations to allow for operation of loads from either section of the plant bus during stand-by mode at six (6) locations and replaced the existing manual transfer switch in the feeder circuit to the generator control panel with automatic transfer switch at six locations.

Water System Improvements, Various Streets Throughout the City \$3,935,349

This project involved the replacement of existing eight-inch, twelve-inch, and sixteen-inch water mains with approximately 9,840 linear feet (L.F.) of eight-inch, 6,014 L.F. of twelve-inch, and 10,176 L.F. of sixteen-inch city furnished ductile iron pipe including an eight-mil polyethylene wrap, all appurtenances, connections, and related structures.

Springwells Water Treatment Plant Chemical Feed System Improvements \$15,717,559

This project provided for the improvement of the Chemical Feed System at Springwells Water Treatment Plant.

Water System Improvements – Various Streets Throughout the City \$2,652,234

This project involved the replacement of existing eight-inch and twelve-inch water mains with approximately 16,787 linear feet (L.F.) of eight-inch and 1,141 L.F. of twelve-inch city furnished ductile iron pipe including an eight-mil polyethylene wrap, all appurtenances, connections, and related structures.

Lake Huron Water Treatment Plant - Clearwell No. 2 Rehabilitation \$14,003,183

This project involved the rehabilitation and commissioning of an existing underground clearwell at the Lake Huron Water Treatment.

Parallel 42-Inch Main in 24 Mile Road from Romeo Plank Road to Foss Road (Phase 2) \$8,585,512

This project provided for construction services for the installation of approximately 13,900 linear feet of 42 inch diameter ductile iron pipe in 24 Mile Road, parallel to the existing 36 inch main from Foss Road to Fairchild Road including all interconnections and valves.

Security System Upgrade for Various Booster Pumping Stations \$11,798,204

This project involved upgrading the security of twenty-one (21) Booster Pumping Stations. The upgrades included detecting intrusion, CCTV and Access Control.

Power Enhancement – New Generator Systems \$8,452,197

This project provided for the complete furnishing of the Diesel Electrical Power Engine Generator System for providing standby power also capable of operating as prime power unit for peak shaving and maintenance mode at WWP WTP, NEWTP, Franklin, and Clintondale Stations.

Fiscal Year 2006-07

West Service Center Reservoir No. 1 Rehabilitation \$2,455,126

This project involved the rehabilitation of Reservoir No. 1 at the West Service Center, including all structural components, piping improvements, hatch modifications, leak testing and site landscaping.

Suburban Water Meters Automation & Replacement \$35,779,663

This project involved the rehabilitation of 272 below-ground water meter pits serving all suburban wholesale water customers of the City of Detroit, and includes new meters with a SCADA system to feed all water use information into a central location at

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DWSD's Huber facility. All suburban meter pits have been replaced and internally upgraded, complete with all operational training and new SCADA equipment.

Communications, Lighting and Computer Center \$19,546,804

The work on this project compliments the above project with the installation of a network of repeater radios on towers for 134 suburban customers to support the SCADA/AMR (Automatic Meter Reading) system. The work included the erection of 60-foot antenna towers at various DWSD stations, construction and furnishing of a computer center at the Huber maintenance facility, developing an historical data library, and installation of a system-wide time-line to synchronize with the federal government's atomic clock.

Water System Improvements – Various Streets Throughout the City \$24,071,992

This project involved a dozen contracts replacing water mains in sizes six-inch to sixteen-inches with ductile iron pipe and eight-mil polyethylene wrap in downtown Detroit and throughout the City of Detroit. This work also included all appurtenances, connections, and related structures.

Chlorine Storage Building Addition \$5,638,654

This project involved the construction of a new chlorine container storage space, installation of a dry scrubber system and a new chlorination system, and upgrading the HVAC chlorine feed facility.

42" Water Main from 21 Mile Road to Henry B. Joy Road and Henry B. Joy Road to Metro Parkway \$17,944,521

These two projects involved the furnishing, installing, chlorinating, flushing and testing approximately 28,678 lineal feet of 42-inch ductile iron pipe, construction of a control

valve chamber and related piping, and tunneling at four locations where the water main crosses two railroads. This included all appurtenances, connections and related structures for Macomb, Chesterfield, Harrison Townships and Macomb County. It also involved part of the Chesterfield Loop 42-inch water transmission main from 24 Mile Road and Fairchild Road to Union Lake Road and Metropolitan Parkway

Replacement of Equipment at W. Chicago, Electric, Farmington, Michigan, and Roseville Booster Stations \$990,962

This project involved replacing primary and secondary switchgear, motor control centers, and providing security walls around the transformers for West Chicago, Michigan Avenue, Electric Avenue, Roseville and Farmington Pumping Booster Stations.

Franklin Pumping Station Improvements \$13,223,747

This project involved the construction of a new addition (including all necessary civil, structural, mechanical, HVAC, electrical, and instrumentation/control systems), relocating existing storm sewers, providing belt drain around new building and new storm lines and regrading/repaving construction service roads and driveways. The work also included demolishing three existing line pumps, furnishing and installing four 30 MGD VFD pumps, four 20-inch cone valves, and four 30-inch butterfly valves with all incidental mechanical and electrical systems, and a 1000 GPM freeze protection pump with motor and all appurtenances

Department-wide Pavement Replacement and Repair \$4,495.634

This project involved department-wide pavement replacement and repair including the resurfacing and reconstruction of existing drives, access roads, sidewalks and

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parking areas at the Southwest Water Treatment plant, as well as water and wastewater treatment plants, water booster and sewage pumping stations and other DWSD's facilities.

Radio SCADA Overhaul \$440,637

This project involved the replacement of obsolete radios and communication equipment to retain Federal Communications Commission licensed frequency.

Job Order Contracting As-needed General Construction Services \$4,200,636

This project provided for the rapid project development and completion for a variety of small projects. The work involved a variety of trades including but not limited to earthwork, asbestos and lead paint removal, concrete, masonry, steel erection, interior and exterior finishes, roofing, glazing, painting, HVAC, plumbing, fire protection, interior and site electric, and instrumentation and controls.

Joy Road Pumping Station Improvements \$8,605,713

This project involved the replacement of two existing motor control centers and existing pumping units L1 and L2 with new motor control centers and new pumping units. The work also included replacement of various valves and piping, HVAC, and road improvements.

Haggerty Booster Pumping Station \$37,068,006

This project involved designing, furnishing, and building a 70 MGD Haggerty Station with one 10 MG gallon reservoir. This also included six pumping units, all piping, building, and associated controls. This project further included furnishing and

installing a pumping unit at the Rochester Station.

PROPOSED FIVE YEAR CAPITAL PLAN

The capital improvement program for the Water Supply System (WSS) over the next five years is devoted to rehabilitating and improving existing water treatment plants, pumping stations, system instrumentation, and water meters; replacing deteriorated water distribution mains in the City of Detroit and suburban service area; installing new mains or rerouting existing mains to accommodate new development in the City of Detroit; upgrading the instrumentation and process control equipment of the water transmission system; Rehabilitating or replacing or constructing additional transmission mains and pumping facilities in order to efficiently and effectively serve the service area from water treatment plants.

The WSS capital improvement program includes a number of projects to rehabilitate and improve aging facilities. Plans for Water Treatment Plants include replacement of pumps, motors, and valves in the Low Lift and High Lift Pumping Stations, installation of variable frequency drives, improvements to the electrical, instrumentation and control systems, and to chemical systems and buildings. The Water Supply System is engaged in an ongoing program to replace distribution mains in the City of Detroit, which have a high maintenance history. Rehabilitation programs for pumping station reservoirs and system instrumentation are also planned. The plan also includes sludge treatment and waste washwater treatment facilities at the Southwest Water Treatment Plant and filter rehabilitation and auxilliary facilities improvements at the Springwells Water Treatment Plant.

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The WSS capital improvement program includes a number of projects intended to provide a more reliable and increased water supply to the service area inside and outside of the City.

The WSS capital improvement program includes a number of projects to take advantage of technology advances in the industry. Under procurement is the project that integrates the control and monitoring network throughout DWSD facilities, and the SCADA Radio Network Upgrade.

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

Water main and transmission main rehabilitation or replacement projects are generally coordinated with other City Agencies like Planning and Development Department, Department of Public Works, Detroit Housing Commission, and Department of Transportation. Other capital projects may also require input/coordination with other City Agencies depending upon projects' scope of work.

GOALS FOR CAPITAL PROGRAM

Water Supply System (41)

1. To provide essential, efficient and user-friendly services by:
 - A. Maintaining, improving, and/or replacing water plants, transmission and distribution mains and other facilities to ensure a safe and adequate water supply.

- B. Continuing the water main replacement program aimed at reducing the number of main breaks and leaks in the City of Detroit, thereby improving service, increasing public safety, and lowering costs to Detroit customers.
- C. Continuing to computerize various departmental functions to reduce costs and improve operations.

2. To provide an excellent quality of water and increase service efficiency by taking advantage of new technology and automation.

RATIONALE FOR CAPITAL PROGRAM

By City Charter, the Detroit Water and Sewerage Department is charged with the responsibility of supplying water, sewage disposal and drainage services within and outside of the City of Detroit. The Department's water treatment, transmission, and distribution facilities and its sewage collection and treatment facilities must be constructed, improved, maintained and replaced in a manner consistent with proper water and sewerage works practices and must meet standards mandated by the Michigan Department of Natural Resources and Environment, Michigan Department of Public Health, and the Environmental Protection Agency. Moreover, the Department must remain capable of meeting its contractual commitments to its customers.

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PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

METRO AREA CONSTRUCTION

Projects include the study, design and construction of new water transmission mains and major modifications to the existing water transmission system. Projects included in this category will ensure continued system integrity, improve system operations and provide additional contracted capacity.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17
Self Funds	\$36,695,000	\$39,500,000	\$38,000,000	\$17,100,000	\$10,000,000

URBAN SYSTEM IMPROVEMENTS

The study, design and construction of existing water main replacements includes all appurtenance, connections, related structures at various locations throughout the city.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17
Self Funds	\$20,264,000	\$14,550,000	\$10,900,000	\$10,100,000	\$10,000,000

COMPUTER SYSTEMS

Department efficiency and effectiveness will be enhanced by applying new technologies in the IT and computer area, improvements to the existing systems and application functions. Also, included in the program is the low voltage wiring project and other computer related projects.

Funding	2012-13	2013-14	2014-15
Self Funds	\$7,032,000	\$3,900,000	\$1,500,000

PLANT REPLACEMENT AND RENOVATION - GENERAL PLANT

Projects include water system rehabilitation, which involves renovation of pumps, valves, motors and electrical power distribution equipment for the water plants and pumping stations. Also included is the installation of flow measurement devices at all Water Treatment Plants and Booster Pumping Stations. Projects will further include integrating the control and monitoring network throughout all of DWSD's facilities to be compatible with the new SCADA system, providing monitoring and control of chemicals, design and build data centers which provide system improvements for both power and UPS systems, identifying and developing standards and procedures for the Systems Control Center operations.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17
Self Funds	\$28,395,000	\$26,997,000	\$4,935,000	\$1,550,000	\$550,000

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SPRINGWELLS WATER PLANT

Projects include relocation of phosphoric feed system, filter rehabilitation, HVAC and architectural upgrades, replacement of pumps, motors, and valves in the Low Lift and High Lift Pumping Stations, installation of Variable Frequency Drives for several pumps in both pumping stations, and installation of a local instrumentation and control systems to operate equipment at both stations. Also included is the construction of new rapid mix facilities and installing new turbine flocculators, and a new super structure above the 1958 sedimentation basins.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17	Remaining
Self Funds	\$13,844,000	\$56,530,000	\$52,030,000	\$53,540,000	\$39,402,000	\$16,203,000

SOUTHWEST WATER PLANT

Projects include continuous sludge removal from the settling basins and filter waste backwash water treatment with coagulation, flocculation, sedimentation and thickening, and removal of alum sludge to treatment facilities.

Funding	2012-13	2013-14	Remaining
Self Funds	\$6,701,000	\$1,102,000	\$7,000

LAKE HURON WATER PLANT

Projects include installation of three variable frequency drives, and construction of a new building for the drives, new control systems, modifications to the valve control system, and replacing pump for the low lift pump No. 4 and equipping it with a variable frequency drive with a bypass starter.

Funding	2012-13	2013-14	2014-15
Self Funds	\$2,044,000	\$3,000,000	\$500,000

PUMPING STATIONS AND RESERVOIRS

Projects include rehabilitation of Wick pumping station, Joy Road pumping station, and program management project for the repair and rehabilitation of booster stations and reservoirs.

Funding	2012-13	2013-14	2014-15	2015-16	2016-17	Remaining
Self Funds	\$5,085,000	\$3,923,000	\$2,900,000	\$3,000,000	\$3,000,000	\$3,001,000

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Summary of Water Supply System - High Priority Projects

<u>Project Category</u>	<u>Projected Cost</u>
Metro Area Construction (MAC): Projects involving the construction or replacement of water mains, pump stations and reservoirs outside of City of Detroit	\$ 139,950,000
Urban System Improvements (USI): Projects involving the construction or replacement of water mains inside of City of Detroit	62,253,000
Computer Systems (CS): Projects involving computerization instrumentation and control systems	12,400,000
Plant Replacement and Renovation: Rehabilitation and improvement projects related to the following:	
General Plant (GP) - Projects common to all or a number of water plants and/or pumping stations	13,800,000
Springwells Plant (SP) – Rehabilitation and/or renovation work at Springwells Water Plant	231,546,000
Southwest Plant (SW) – Rehabilitation and/or renovation work at Southwest Plant	6,798,000
Lake Huron (LH) – Rehabilitation and/or renovation work at Lake Huron Water Plant	5,500,000
Pumping Stations and Reservoirs (PSR): Rehabilitation and/or renovation work at various reservoirs and pumping stations	<u>20,893,000</u>
Water Supply System High Priority Projects – Total	<u>\$ 493,140,000</u>

WATER

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed	
									2013-14	2014- 15	2015 -16	2016- 17	2017 -18		
Metro Area Construction (MAC)						R.S.		\$ 36,695	\$ 39,500	\$ 38,000	\$ 17,100	\$ 10,000			
Urban System Improvements (USI)						R.S.		20,264	14,550	10,900	10,100	10,000			
Computer Systems (CS)						R.S.		7,032	3,900	1,500					
General Plant (GP)						R.S.		28,395	26,997	4,935	1,550	550			
Springwells (SP)						R.S.		13,844	56,530	52,030	53,540	39,402	\$	16,203	
Southwest (SW)						R.S.		6,701	1,102					7	
Lake Huron (LH)						R.S.		2,044	3,000	500					
Pumping Stations and Reservations (PSR)						R.S.		5,085	3,923	2,900	3,000	3,000		\$3,001	
TOTALS								\$ 120,060	\$ 149,502	\$ 110,765	\$ 85,290	\$ 62,952	\$ -	\$ 19,211	
Funding Source Summary:															
Revenue Supported						R.S.		\$ 120,060	\$ 149,502	\$ 110,765	\$ 85,290	\$ 62,952	\$ -	\$ 19,211	
GRAND TOTAL								\$ -	\$120,060	\$149,502	\$ 110,765	\$ 85,290	\$ 62,952	\$ -	\$ 19,211

Note: see 'high priority projects' in narrative section for `project status, project timeline and impact on budget statements'

- * PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development
- ** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway
- *** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact
- **** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact
- ***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

WATER SUPPLY SYSTEM - High Priority Projects (41)

The water supply system capital improvement schedules are presented in the Capital Agenda according to major program categories because individual projects would be numerous to include separately. The most important projects for each program category are shown below.

High Priority Projects - Water Supply System (41)

Project	Project Status*	Project Time Line**	Impact on Budget***	Program Category	Project Phase****	Fiscal Year	Total Amount FY 2011 & Beyond	Administrative District
96" Main Relocation - 24 Mile Road and Dequindre	M	P	NOI/NSI	MAC	C	2014	17,700,000	
Parallel 42-inch Main in 24 Mile Road from Foss Road to Fairchild Road	M	U	NOI/NSI	MAC	C	2013	1,550,000	
Parallel 42-inch Main in 24 Mile Road from Rochester Station to Romeo Plank Road	M	P	NOI/NSI	MAC	C	2013	36,400,000	
36" Water Main in Telegraph Rd	M	P	NOI/NSI	MAC	C	2013	9,300,000	
Parallel 48-Inch Main from Wick Station to Hannan Road	M	P	NOI/NSI	MAC	C	2013	20,000,000	
Water Transmission Allowance/PS Improvements	M	P	NOI/NSI	MAC	D/C	2013	<u>55,000,000</u>	
Metro Area Construction - Subtotal							\$ 139,950,000	
Water Main Replacements & Improvements on Various Streets Throughout the City	M	U	NOI/NSI	USI	C	2013	253,000	Various
Water Main Replacements & Improvements on Various Streets Throughout the City	M	P	NOI/NSI	USI	C	2013	17,000,000	Various
Water Main Replacement Allowance	M	P	NOI/NSI	USI	D/C	2013	<u>45,000,000</u>	Various
Urban System Improvements - Subtotal							\$ 62,253,000	

WATER SUPPLY SYSTEM - High Priority Projects (41)

The water supply system capital improvement schedules are presented in the Capital Agenda according to major program categories because individual projects would be numerous to include separately. The most important projects for each program category are shown below.

High Priority Projects - Water Supply System (41)

Project	Project Status*	Project Time Line**	Impact on Budget***	Program Category	Project Phase****	Fiscal Year	Total Amount FY 2011 & Beyond	Administrative District
As Needed Technical Services for WAM (1)	M	U	NOI/NSI	CS	DB	2013	2,500,000	
Consolidated Process Control System Upgrades (1)	M	P	NOI/NSI	CS	DB	2013	3,000,000	
Data Center Reliability/Availability Improvements(1)	M	P	NOI/NSI	CS	DB	2013	2,900,000	
SCADA Radio Network Upgrade	M	P	NOI/NSI	CS	DB	2013	4,000,000	
Computer Systems - Subtotal							\$ 12,400,000	
Vulnerability Assessment Recommended Upgrades	M	P	NOI/NSI	GP	DB	2013	5,100,000	Various
Meter Improvements at NE and SW Water Treatment	M	P	NOI/NSI	GP	C	2013	6,100,000	1
Update of DWSD Comprehensive Master Plan	M	P	NOI/NSI	GP	S	2013	2,600,000	Various
General Plant - Subtotal							\$ 13,800,000	
Springwells Water Treatment Plant 1958 Filter Rehabilitation and Auxiliary Facilities Improvements	M	U	NOI/NSI	SP	S/D/CA	2013	\$ 8,584,000	
Springwells Water Treatment Plant 1958 Filter Rehabilitation and Auxiliary Facilities Improvements	M	P	NOI/NSI	SP	C	2013	100,000,000	

WATER SUPPLY SYSTEM - High Priority Projects (41)

The water supply system capital improvement schedules are presented in the Capital Agenda according to major program categories because individual projects would be numerous to include separately. The most important projects for each program category are shown below.

High Priority Projects - Water Supply System (41)

Project	Project Status*	Project Time Line**	Impact on Budget***	Program Category	Project Phase****	Fiscal Year	Total Amount FY 2011 & Beyond	Administrative District
Replacement of Low Lift and High Lift Pump Stations at Springwells Water Treatment Plant	M	U	NOI/NSI	SP	S/D/CA	2013	3,462,000	
Replacement of Low Lift and High Lift Pump Stations at Springwells Water Treatment Plant	M	P	NOI/NSI	SP	C	2013	98,500,000	
Steam, Condensate, Compressed Air and Yard Piping Improvements at Springwells Water Treatment Plant	M	P	NOI/NSI	SP	S/D/C	2013	21,000,000	
Springwells - Subtotal							\$ 231,546,000	
Southwest Water Treatment Plant, Sludge Treatment & Waste Washwater Treatment Facilities	M	U	NOI/NSI	SW	C	2013	6,798,000	
Southwest - Subtotal							6,798,000	
Lake Huron Water Treatment Plant Replacement of Pumping Unit No. 4 and Furnishing Variable Frequency	M	P	NOI/NSI	LH	DB	2013	5,500,000	
Lake Huron - Subtotal							\$ 5,500,000	

WATER SUPPLY SYSTEM - High Priority Projects (41)

The water supply system capital improvement schedules are presented in the Capital Agenda according to major program categories because individual projects would be numerous to include separately. The most important projects for each program category are shown below.

High Priority Projects - Water Supply System (41)

Project	Project Status*	Project Time Line**	Impact on Budget***	Program Category	Project Phase****	Fiscal Year	Total Amount FY 2011 & Beyond	Administrative District
Wick Rd Pumping Station Rehabilitation	M	U	NOI/NSI	PSR	DB	2013	3,493,000	
Booster Stations and Reservoirs Inspection, Rehabilitation and Inspection Repair Program Management	M	P	NOI/NSI	PSR	PM	2013	15,000,000	Various
Replacement of Switchgear at Joy Road Pumping Station	M	P	NOI/NSI	PSR	S/D/C	2013	2,400,000	
Pumping Station and Reservoirs - Subtotal							\$ 20,893,000	
All Categories - Total							\$ 493,140,000	

Legend

*Project Status: M=project is maintaining current infrastructure; N=project will result in new development

**Project Time Line: P=project is proposed; O=project is ongoing; U=project is one time only and is underway

***Impact on Operating Budget: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact

***Impact on Staffing Budget: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact

****Project Phase: S=study; D=design; C=construction; CA=construction assistance; DB=design-build; DBA=design-build assistance; IT=information technology



DETROIT ZOOLOGICAL INSTITUTE



DETROIT ZOOLOGICAL INSTITUTE

AGENCY MISSION

The Detroit Zoological Institute is the charter-mandated City Agency responsible for the operation of Detroit's Zoos. By contract with the City, the Institute's operations are performed by the Detroit Zoological Society. The mission of the Detroit Zoological Society is "*Celebrating and Saving Wildlife.*"

MISSION STATEMENT

- Demonstrating leadership in wildlife conservation and animal welfare.
- Providing a broad audience with outstanding and unique educational opportunities that lead to the appreciation and stewardship of nature.
- Inspiring our community with engaging, meaningful and memorable experiences.
- Providing innovative zoological facilities that contribute to the region's economic vitality.
- Demonstrating organizational excellence consistent with a commitment to outstanding service and progressive resource management.

CURRENT FACILITIES

Detroit Zoo

The Detroit Zoo, opened to the public in 1928, is the largest component operated by the Detroit Zoological Society. It consists of 125 acres located approximately 12 miles northwest of downtown Detroit, just north of I-696 and west of Woodward, in Royal Oak.

Built in the 1920s and '30s, the Detroit Zoo is noted as the first zoo in the United States to use barless exhibits extensively, reflecting its design by Carl Hagenback, generally recognized as the most important historical influence on modern zoo design. The Zoo is a natural habitat for more than 3,200 animals and 700 varieties of trees, shrubbery and flowering plants.

In the last 25 years, a number of major new facilities, exhibits and attractions have been built and opened to the public.

In 2010 the Events Pavilion was completed creating a permanent covered structure for year-round special events.

In 2010 Science on the Sphere was installed in the Wildlife Interpretive Gallery. Science On a Sphere® (SOS) is a room sized global display system that uses computers and video projectors to display planetary data onto a six foot diameter sphere, analogous to a giant animated globe. Researchers at NOAA developed Science On a Sphere® as an educational tool to help illustrate Earth System science to people of all ages.

In 2010, An Animal-themed Carousel was constructed. This privately-funded project will create a new ride experience that is consistent with the Society's animal care and welfare messages.

In 2010 the lion habitat was expanded to increase the area available and accommodate additional animals.



BEST SUNNY DAY OUTING: We never tire of the **DETROIT ZOO**. Lions, tigers and bears — you can stand inside a transparent, underwater tunnel and watch as the polar bears swim around you. Oh my! (Look for a 2004 addition: Nuki, a rescued seal pup, has joined the Arctic Ring of Life.) Even if it does rain, some of the exhibits are indoors, so all is not lost! Woodward at I-696, Royal Oak, 248-398-0900 or www.detroitzoo.org.

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In summer 2007, the African Grasslands project re-themed and reinterpreted the African section of the Zoo, and returned warthogs and African wild dogs to public exhibition. In addition, the Giraffe Encounter, an elevated viewing platform overlooking the giraffe habitat, made its debut. The attraction brings visitors to eye level with the Zoo's tallest creatures, enabling them to see nature's longest eyelashes up close! A limited number of visitors each day have the opportunity to hand-feed the giraffes at this unique immersive experience.

In May 2006, The Australian Outback Adventure, a fun, walk-through, immersive habitat opened providing a memorable, up-close-and-personal opportunity to experience the world of kangaroos and wallabies in their simulated home Down Under.

In October 2005, The Ford Education Center opened. The 38,000-square-foot building dramatically expands the original "Zoo Classroom," which was a mobile home in the parking lot! This facility is the headquarters for the Madeleine Berman Academy for Humane Education. The four interpretive studios, Humane Science Lab, Arts and Crafts Studio, Theatre and Library/Resource Center are housed within this new edifice. Also permanently housed in the Ford Education Center is the Wild Adventure Ride, a popular attraction that sends guests on a virtual reality voyage through the eyes of wild animals.

In May 2004, the state-of-the-art Ruth Roby Glancy Animal Health Complex opened. The 18,000-square-foot building replaces the 50-year-old Holden Hospital as the primary veterinary care center for the Institute's resident population of wildlife. The facility is composed of a central treatment room surrounded by radiology, surgery, a clinical pathology laboratory for

running tests and a pharmacy. Other areas include an ICU/nursery for critical care, a laboratory for water quality technicians and a necropsy facility.

In 2001, the Arctic Ring of Life opened to much fanfare as the largest and most unique polar exhibit in North America. It received the "Significant Achievement Award" in 2003 from the Association of Zoos and Aquariums (AZA) and was voted the #2 best zoo exhibit by "America's Best Zoos: A Travel Guide for Fans and Families" in 2008.

In 2000, the National Amphibian Conservation Center opened to the public, and was recognized as the "Best New Exhibit" in the United States by the AZA. The \$6-million, 12,000-square-foot facility is fully integrated into a re-creation of a two-acre Michigan wetland area called Amphibiville. The attraction features hundreds of amphibians and highlights the critical role these fascinating creatures play in the world. *The Wall Street Journal* called it "Disneyland for toads"!

In 1995, The Wildlife Interpretive Gallery, winner of an Association of Zoos and Aquariums National Significant Achievement Award opened. It is a multi-sensory experience designed to help visitors understand, appreciate and celebrate wildlife. This facility includes a wildlife fine art gallery, a theatre featuring short films by Academy Award-winning producer Sue Marx, a dramatic coral reef aquarium, interactive displays and a spectacular indoor Butterfly and Hummingbird Garden.

In 1989 The Chimpanzees of Harambee opened; in April 1996, gorillas returned to the Zoo for the first time in 15 years, and this complex was renamed the Great Apes of Harambee. The exhibit is one of the finest and largest habitats of its kind in the world. Scenic overlooks provide a variety of

DETROIT ZOOLOGICAL INSTITUTE

opportunities to view chimpanzees and gorillas in multi-acre environments closely resembling their natural habitats.

In 1986, a new front entrance, provided through Michigan State highway funding during the construction of I-696, was opened and included a four-story parking garage, which increased total parking capacity to over 2,000 spaces. The largest parking lot was completely resurfaced in 2008, improving the guest experience and dramatically simplifying ingress and egress.

Other significant exhibits include the Holden Museum of Living Reptiles (renovated 2010), Wolverines (renovated in 2001), Prairie Dogs (renovated in 1999), River Otters (1998), Giraffes (renovated in 1994), the Free-Flight Aviary (1977), the Penguinarium (1968), Barnyard, Snow Monkeys, Bear Dens, Amur tigers, African Lions, Grevy's Zebras, Bactrian Camels, the much-photographed Rackham Memorial Fountain, and a variety of other endangered species exhibits.

Support facilities include five (5) refreshment stands (and 7-12 seasonal service carts), one (1) year-round gift shop, one (1) seasonal gift shop, seven (7) service buildings (including the new animal hospital and quarantine areas) and two (2) railroad stations.

Belle Isle Nature Zoo

In FY2004-2005, the former Belle Isle Nature Center began its dramatic renovation



into the Belle Isle Nature Zoo and is now operated in partnership with the Huron-Clinton Metropolitan Authority. This unique blend of nature center and zoo, which is targeted for use by Detroit schools and families, focuses on native Michigan wildlife and includes a fabulous Deer Encounter, as well as small animals and amphibian and reptiles. Programming began in the fall of 2004.

Phase I improvements were complete in 2006. Phase II design work began in the spring of 2007 and includes more indoor and outdoor exhibits as well as nature trails. Phase III will bring the Nature Zoo to its full potential as an educational nature resource.

FIVE-YEAR HISTORY

Gunite Repair

This project involved repair of cracked exhibit gunite to comply with USDA regulations.

General Obligation Bonds of \$290,000 in 2005-06

General Obligation Bonds of \$250,000 in 2007-08

General Obligation Bonds of \$250,000 in 2009-10



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- **Belle Isle Nature Zoo**
Facility renovations and improvements as well as modifications to meet ADA Title II compliance (accessible parking spaces make existing restrooms compliant, add family restroom, etc.).
General Obligation Bonds of \$1,000,000 in 2004-05

- **Belle Isle nature Zoo Phase I**
Improvements to the Belle Isle Nature Zoo were completed in 2006 including the Deer Encounter deer-feeding exhibit, a complete renovation to the auditorium, Creation Station children's area, Indoor Nature trail with animal exhibits and a working bee hive and an ADA-compliant family restroom. **Phase II improvements** will include a number of infrastructure and building system improvements. The HVAC system is currently inoperative.
General Obligation Bonds of \$1,485,000,000 in 2012-13

- **Paving / Roads / Utilities**
Repair Roadways, Walkways and Utilities as well as modifications (such as ADA handicap ramps) to meet ADA Title II compliance in the park. In 2005-06 the Mall road was repaved and engineering was begun for parking lot resurfacing. In 2008 the Ten Mile Parking Lot was completely resurfaced and new striping was done to better control the flow of traffic. In 2009 several areas in and around exhibits had the deteriorating asphalt removed and replaced. In 2010 and 2011, 83,000 square feet of additional pavement was resurfaced and/or sealcoated.

General Obligation Bonds of \$28,447 in 2004-05

General Obligation Bonds of \$ 38,596 in 2005-06

General Obligation Bonds of \$900,000 in 2006-07

General Obligation Bonds of \$300,000 in 2009-10

General Obligation Bonds of \$110,000 in 2011-12



Projects Initiated after the transition to Detroit Zoological Society operation

Eagle/Aardvark Exhibits – In order to provide a better outdoor environment for our Giant Anteaters we combined the two exhibits previously occupied by other animals in our collection.
General Obligation Bonds of \$25,888 in 2009-10

- **Lion/Primates Holding**
This project will include the installation of glazed block, new benches, feed chutes in the lion holding area as well as new mesh in the snow monkey area.
General Obligation Bonds of \$175,000 in 2009-10

- **Guest Relations / Wildlife Interpretive Gallery**
Construction of a customer service area (and separate cash counting areas) in the Guest Relations building increased security for the incoming cash from admission tickets, rentals, gift certificates, etc. Renovations to the interior of the Wildlife Interpretive Gallery have returned this high-profile venue to pristine condition.

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General Obligation Bonds of \$140,000 in 2009-10

- **Emergency Generators (Administration Complex, Guest Relations)** The installation of emergency generators in these buildings will allow them to continue to operate during a power failure. Transfer switches were installed at the Lion Building as well as the Tiger Building to allow for portable generators to be hooked up during a power failure. General Obligation Bonds of \$175,000 in 2009-10
- **Energy Management** This ongoing infrastructure challenge continues to require significant funding to support the overall improvement of the facility. Refrigeration systems at the Arctic Ring of Life, Wildlife Interpretive Gallery, and Arctic Food Court were updated. A comprehensive survey of utility distribution and metering systems were completed. General Obligation Bonds of \$285,000 in 2009-10.
- **Roofs** New durable membrane roof systems were installed at the Arctic Food Court, Antelope Holding, Camels, Giraffes, Rhinoceros, Tigers, Hippopotamus, Lions and the Carpenter Shop. General Obligation Bonds of \$285,000 in 2009-10
- **Gunite** Gunite maintenance is an ongoing USDA requirement. Work includes repair of cracks, broken masonry or moat exhibit surfaces as necessary at Eagles, Bison, Snow Monkeys, Zebra, Wild Dogs, Warthogs, Rhinos and Hippos. Most animal exhibits are fabricated from gunite.

General Obligation Bonds of \$250,000 in 2009-10

- **Complete Re-key of DZP - Phase I** A comprehensive survey and inventory of doorways and Small Format Interchangeable Core locksets and keyways was conducted, and a specification for further upgrade was developed. General Obligation Bonds of \$50,000 in 2009-10
- **Arctic Ring of Life** It has been seven years since the ARL opened to the public and, in order to keep it the state-of-the-art facility it was, renovations and upgrades were needed. General Obligation Bonds of \$666,000 in 2008-09
- **Great Apes Parapet Roof** Having raised the parapet wall on the roof of the Great Apes building, in compliance with MIOSHA standards, allows keepers to safely access the roof of the exhibit. This project included gunite modifications that improved animal containment. General Obligation Bonds of \$171,892 in 2009-10
- **Old Marine Mammal Demo / Renovation** The removal of the underground mechanical room and animal holding areas has allowed for this exhibit to be filled and repurposed. A new picnic/special events area has been created. General Obligation Bonds of \$34,289 in 2008-09

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- **Animal Management Building Room Number 4**

Improvements to this room allow for better quality of life for animals that spend time there. These improvements were accomplished by replacing the old iron bars with galvanized mesh, doors, floor, drains, and keeper access.

General Obligation Bonds of \$200,000

- **Barnyard Renovations**

Interior improvements to the animal and keeper area include re-grading and installing new drainage systems, new electrical, plumbing and heating.

General Obligation Bonds of \$125,000 in 2009-10

- **Ford Education Center Lobby Expansion**

The Ford Education Center Lobby was expanded to improve the guest experience when purchasing tickets and queuing for the Wild Adventure Ride and the newly opened 3D/4D Theatre.

2008-09 - \$340,000 – Private Funds

- **Ford Education Center 4D Theatre Effects**

Adding a four-dimensional effects theatre in the already existing theatre in the Ford Education Center has enhanced the guest experience.

2009-10 - \$426,945 – Private Funds

DETROIT ZOOLOGICAL INSTITUTE

PROPOSED 5-YEAR CAPITAL PLAN

The plan for the Detroit Zoological Institute for the next five years is a mix of projects addressing renovation and infrastructure needs, as well as new development to improve conservation and education efforts, in order to provide new experiences for the visiting public, increase revenues, reduce expenses and enhance safety.

The current five-year capital plan includes proposed public funding through the sale of General Obligation Bonds, significant private funding, some other-source funding through State and Federal funds and the potential for capital allocation of regional

tax dollars collected through tri-county zoo authorities. Allocation for our new projects total \$10,250,000 from 2013-14 through 2017-18.

- \$5,000,000 for Fire Detection/Suppression
- \$1,250,000 for Gunitite Improvements
- \$1,000,000 for ADA/Sidewalk Improvements
- \$1,000,000 for South Perimeter Wall Improvements
- \$1,000,000 for Underground Steam Line/Asbestos Abatement/Replacement
- \$1,000,000 for Energy Management-Utility Infrastructure

DETROIT ZOOLOGICAL INSTITUTE

CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS

Capital projects are developed with the input of a variety of key stakeholders, including international experts in wildlife conservation and education, members of the Detroit community (through regular town hall meetings with the community, website surveys, etc.), Commission and Board members and other community leaders, and with other City of Detroit agencies.

The Detroit Building Authority is responsible for project administration on various Detroit Zoological Society projects.

GOALS FOR CAPITAL PROGRAM

- 1. Wildlife Conservation and Animal Welfare** – To maintain exhibit facilities in a safe and humane manner consistent with standards of the U.S. Department of Agriculture, the Association of Zoos and Aquariums (AZA) and State of Michigan Occupational Health and Safety regulations.
- 2. Provide Educational and Recreational Opportunities for Students and Families** – To maintain the visitor amenities and exhibit facilities to maximize the educational and recreational value of Zoo visits and to reinforce our reputation as a safe, user-friendly tourist destination. To provide safe, clean facilities where students and families can experience the world of wildlife through innovative exhibits and

programs and which verifies our reputation as a world-class tourist destination.

- 3. Engage the Community in Our Innovative Programs and Facilities** – To provide new and exciting exhibits to encourage new and repeat attendance, which will promote financial health by increasing revenues and community support. To provide a zoological resource worthy of a world-class city, which will add to the cultural and economic climate of the region and enhance the city as a place to live, work and visit.
- 4. Enhance Safety, Security and Preparedness** – To ensure that programs and facilities meet and exceed regulatory standards and industry-wide best practices with respect to life, safety, security, fire safety, occupational health, etc.
- 5. Green Practices**– To effectively conserve water and energy and to manage the solid-waste stream by using methods of recycling water and installing more efficient heating systems. We also use “green building” where possible in structures, in our efforts to minimize use of natural resources and use recyclable materials wherever possible. The DZS recycles paper products, glass, metal and plastic waste as part of its overall recycling program.

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RATIONALE FOR CAPITAL PROGRAM

The Zoological Park was constructed in the late 1920s and early 1930s. The granite structures, buildings and utilities must be continually evaluated and properly maintained and replaced. New animal display techniques require constant review. Those exhibits where constraints on the animal population exceed what is considered to be humane have been closed or replaced. The United States Department of Agriculture (USDA), responsible for enforcing the provisions of the Animal Welfare Act, regularly inspects zoo exhibits and issues citations for improper housing and care. If corrections are not made within a designated time frame, the USDA has the power to close the Zoo. The Association of Zoos and Aquariums, which establishes standards for zoo / aquarium management, evaluates member institutions every five years for accreditation. The adequacy of the

physical facilities is an important component of this evaluation.

To fulfill the mission of a zoo as a public recreational and education facility, new exhibits must be added to attract visitors and promote repeat visitations.

Finally, providing accessibility and fulfilling the fundamental needs of thousands of daily visitors (including sufficient parking, ample and clean restrooms, plentiful refreshment opportunities, safe and well-illuminated public thoroughfares, first aid and security services, wheelchair friendly facilities etc.) are critical to entice new visitors and retain customers for repeat visitation, in competition with southeast Michigan's plethora of other cultural and recreational opportunities.

DETROIT ZOOLOGICAL INSTITUTE

PROJECT DESCRIPTIONS AND FUNDING SCHEDULES

BELLE ISLE NATURE ZOO (BINZ) PHASE II

Phase I improvements to the Belle Isle Nature Zoo were completed in 2006, including the Deer Encounter deer-feeding exhibit, a complete renovation to the auditorium, Creation Station children’s area, Indoor Nature Trail with animal exhibits and a working bee hive and an ADA-compliant family restroom. Phase II improvements will include a number of infrastructure and building system improvements. The HVAC system is currently inoperative. Many of the systems and fixtures of the facility are original equipment and are beyond their useful service life, including electrical supply and distribution, lighting, heating, air conditioning, windows, etc. Additionally, operational improvements to public and work spaces (such as improved lighting, electrical outlets, washing areas, etc.) are necessary. This phase will replace the non-functional, outmoded rooftop air condition / heating unit, replace the deteriorated main building transformer, and improve interior ventilation and electrical building systems, including air return plenum issues causing excessive noise in the auditorium space. General Obligation Bonds of \$1,485,000 was utilized for this project.



ENERGY MANAGEMENT/LIFE SUPPORT/UTILITY IMPROVEMENT

This ongoing infrastructure challenge continues to require significant funding to support the overall improvement of the facility. Low-pressure steam boilers and other heating, ventilation and air conditioning systems around the park are aging or are so significantly less efficient than modern equipment that upgrades and replacements are necessary. Locations include the Administration building, Hippo/bear building, Giraffe building, Rhino building, Lion/Primate building.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.Bonds				\$250,000	\$250,000	\$500,000

UNDERGROUND STEAMLINER/ABESTOS ABATEMENT

The existing underground steam lines (that originate in the Administration Building and bring heat via steam to other support buildings) need to be inspected for any needed repair and/or replacement of the pipes themselves as well as their supports.

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In addition, due to the age of many of our buildings and infrastructure we need to consider what materials were used in the original construction of the structures. As we make changes and improvements to existing structures we will continue to require significant funding to investigate, test and remove or encapsulate any asbestos or other hazardous materials.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.Bonds				\$250,000	\$500,000	\$250,000

FIRE DETECTION/FIRE SUPPRESSION/SMOKE EVACUATION

This funding advances the work recently completed with the Detroit Building Authority to assess and document life safety and other infrastructure, to support the installation of campus-wide facility management and control system. Fire safety is a major animal welfare and risk management concern and the loss from a major structure fire (such as occurred some years ago at the Philadelphia Zoo's primate facility) would be disastrous. This project continues to address the data communications infrastructure to support detection, suppression, and smoke evacuation (the most lethal component of a structure fire) at the Great Apes of Harambee, Lion/Primate Building, Tiger Building and Arctic Ring of Life bear holding buildings.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.Bonds				\$1,000,000	\$1,000,000	\$3,000,000

LANDSCAPE/ROADS/SIDEWALKS/ADA ACCESSIBILITY

Repair of pedestrian walkways in the park is an ongoing project and a major accessibility and risk management need. Sidewalks and pathways across the western half of the park will be repaired and renovated to create smooth, barrier-free surfaces. This project is important in preparing for the new physical master plan and will also help to address operational and guest issues by improving back-of-house access and service roads.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.Bonds				\$250,000	\$500,000	\$250,000



DETROIT ZOOLOGICAL INSTITUTE

GUNITE

Gunite maintenance is an ongoing USDA requirement. Work includes repair of cracks, broken masonry or moat exhibit surfaces as necessary. Most animal exhibits are fabricated from gunite.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.Bonds				\$500,000	\$500,000	



SOUTH PERIMETER WALL IMPROVEMENTS

Sometime after original installation, curved concrete coping was added to the Detroit Zoo perimeter wall. This cap not only provides a finished upper flat surface, but also brought low portions of the wall up to the minimum required height of eight feet. These caps are failing. Mortar beneath and between the caps has failed, causing attachment failure of the caps, and significant discoloration due to a calcareous residue running down the wall. In places, movement of the caps is visible. Additionally, there are a number of spots in which the bricks themselves are failing, in our estimation due to the lack of control / expansion joints, and due to infiltration of rainwater. The bricks crack and shear vertically, exposing unfinished material which weathers even further. Elimination of the calcareous staining, removal of the existing concrete coping, installation of new flashing, installation of new stone coping (matching the wall on the south side of the highway), repair or replacement of damaged bricks, and a preventative treatment with a sealant or water barrier is indicated.

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
G.O.Bonds						\$1,000,000

DETROIT ZOOLOGICAL INSTITUTE

General Building and Exhibit Repair and Improvements

Funds	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
Private Funds	\$1,800,000					

Penguin Puffin Conservation Center

Funds	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
Private Funds	\$1,800,000	\$7,200,000	\$9,000,000			

Energy Efficiency Improvement Project

Funds	2012-13	2014-15	2015-16	2016-17	2017-18
Private Funds	\$2,000,000	\$1,000,000			

Wetland Broadwalk/Beaver Exhibit

Funds	2012-13	2014-15	2015-16	2016-17	2017-18
Private Funds	\$2,450,000				

Green Initiatives

Funds	2012-13	2014-15	2015-16	2016-17	2017-18
Private Funds	\$250,000				

Animal Holding Improvements

Funds	2013-14	2014-15	2015-16	2016-17	2017-18	Unprogrammed
Private Funds						\$1,100,000

ZOOLOGICAL INSTITUTE

Projects	* Project Status	** Project Timeline	*** Impact on Budget	**** Impact on Staffing	***** Impact on Budget \$	Funding Source	Authorized Unissued	(Budget) 2012-13	***** 5 Year Capital Plan *****					Unprogrammed	
									2013-14	2014-15	2015-16	2016-17	2017-18		
Belle Isle Nature Zoo (BINZ)	M	U	NOI	NSI		G.O.									
Energy Management/Life Support & Utility Improvement	M	O	NOI	NSI		G.O.	1,000					\$ 250	\$ 250	\$	500
Underground Steam Line/Asbestos Abatement and/or Replacement	M	O	NOI	NSI		G.O.	1,000					250	500		250
Fire Detection/Fire Suppression Smoke Evacuation	M	P	NOI	NSI		G.O.	5,000					1,000	1,000		3,000
Landscape/Roads/Sidewalks/ADA Access	M	O	NOI	NSI		G.O.						250	500		250
Gunite Improvements	M	O	NOI	NSI		G.O.	1,000					500	500		
South Perimeter Wall Improvements	M	P	NOI	NSI		G.O.	924								1,000
General Building and Exhibit Repair and Improvements	M	O	NOI	NSI		P.F.		1,800							
Penguin Puffin Conservation Center	N	U	AF	AS		P.F.		1,800	\$ 7,200	\$ 9,000					
Energy Efficiency Improvement Project	M	U	RF	RS		P.F.		2,000	1,000						
Wetlands Boardwalk/Beaver Exhibit	N	U	NOI	NSI		P.F.		2,450							
Green Initiatives	M	O	NOI	NSI		P.F.		250							
Animal Holding Improvement:	M	P	NOI	NSI		U.I.									1,100
Total:					\$ -		\$ 8,924	\$ 8,300	\$ 8,200	\$ 9,000	\$ -	\$ 2,250	\$ 2,750	\$	6,100
Funding Source Summary															
General Obligation Bonds						G.O.	\$ 8,924	\$ -	\$ -	\$ -	\$ -	\$ 2,250	\$ 2,750	\$	5,000
Private Funding						P.F.	\$ -	\$ 8,300	\$ 8,200	\$ 9,000	\$ -	\$ -	\$ -	\$	-
Unidentified Funding Source						U.I.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	1,100
GRAND TOTAL							\$ 8,924	\$ 8,300	\$ 8,200	\$ 9,000	\$ -	\$ 2,250	\$ 2,750	\$	6,100

Includes State Grants

+ The impact to the operating cost is expected to be \$4 Million. The total operating cost is estimated at approximately \$12 Million (remainder mostly through earned revenue)

* PROJECT STATUS: M=project is maintaining current infrastructure; N=Project will result in new development

** PROJECT TIMELINE: P=project is proposed; O=project is ongoing; U=project is one time and underway

*** IMPACT ON OPERATING BUDGET: AF=additional funding required; RF=results in reduction of funding; NOI=no operating impact

**** IMPACT ON STAFFING BUDGET: AS=additional staffing required; RS=results in reduction of staffing; NSI=no staffing impact

***** IMPACT ON OPERATING BUDGET \$: Annual additional operating funding or operating savings (in dollars) realized upon completion of project

PROGRAM MANAGEMENT



DETROIT BUILDING AUTHORITY



DETROIT BUILDING AUTHORITY

AGENCY MISSION

The mission of the Detroit Building Authority (DBA) is to enhance City Departments' delivery of world-class service by administering and expediting Capital Improvement Projects.

The Detroit Building Authority (DBA) is primarily responsible for administering capital projects, as determined by each respective City Department, with identified capital funds. Critical functions include: encumbering funds through Contract of Lease; managing the bid, RFP/RFQ process; issuing contract awards; securing the necessary clearances; advising contractors of Executive Order 2007-1 requirements; execution of contract documents; monitor design development and construction for each DBA capital project; review and approve contract invoices; oversee payments to vendors.

BOARD OF COMMISSIONERS

The DBA is governed by a (5) member Board of Commissioners that typically meets the third Thursday of each month to consider the approval and/or amendment of contracts of lease, new projects and vendor/contractor contract awards.

DBA ADMINISTRATIVE FEES

The DBA's operating budget is intended to be fully funded by the fees collected from the agencies it serves. The amount charged to a contract of lease is 5% of the funds actually allocated for a project. If a project cost is budgeted at \$10 million or more, the percentage charged to the contract of lease may be negotiated for an amount less than 5%. Fees are billed to the agencies with each project invoice processed allowing the DBA to collect revenue as it is earned.

PROPOSED FIVE-YEAR CAPITAL PLAN

Detroit Department of Transportation

Improvements at Shoemaker and Coolidge Terminal: To be determined based on DDOT's decision to close Gilbert Terminal, which would require upgrades to the two facilities to accommodate current operations at Gilbert. Funds: Federal Grant

Improvements at Central Facility: \$4 million for new parking lot, underground storage tanks, and office renovations. Funds: Federal Grant

Improvements at Rosa Parks Facility: \$5 million to include office renovations, generator upgrade, security system upgrade, resurface flooring. Funds: Federal Grant

Detroit Police Department

New 5th Precinct – \$3 million project. Adaptive reuse and conversion of 3500 Conner into the new 5th Police Precinct. Funds: General Obligation Bonds

Building acquisition for a 7th Precinct - \$1 million project. The plans are underway to return the Northeastern District to the 7th and 11th precincts. These precincts are currently housed in the same facility at 5100 East Nevada Street. Funds: Unprogrammed

Building acquisition for an 8th Precinct - \$1 million project. Although the former Northwestern District has internally returned to the 6th and 8th precinct, these precincts are still housed in the same facility at 11450 Warwick. The Department is proposing to locate a suitable site to house the 8th Precinct. Funds: Unprogrammed.

District and other Facility Upgrades/Renovations- Many of the Police Department facilities need extensive renovations, not only to comply with the Michigan Occupational Safety and Health Act (MIOSHA) regulations, State

DETROIT BUILDING AUTHORITY

Corrections Department regulations and Department of Justice recommendations, but also to maintain the structural integrity of the buildings. Heating, air conditioning, plumbing, and electrical service are major items that need to be upgraded or replaced. In many cases windows, doors, roofs, and paved areas need to be replaced and ceilings and walls repaired.

New Police Training Academy Improvements and Gymnasium Expansion – \$3.5 million construction with expansion of gymnasium and renovations to roof, parking lot, and HVAC equipment at the new Police Training Academy located at 6050 Linwood. Funds: Unprogrammed

Detroit Fire Department

Fire Capital Improvements – \$3.5 million renovations and improvements to various fire stations, including mechanical, plumbing, electrical, improvements. Funds: General Obligation Bonds

Detroit Zoological Society

Veldt Holding Facility Improvements/Renovations - \$100,000 demolition, renovations, and improvements to the animal holding facility at the main zoo in Royal Oak, MI. Funds: General Obligation Bonds

Belle Isle Nature Zoo Phase II – \$1.5 million building and site renovations to create a “Lodge” like regional facility, including expansion, new façades, new nature trail, and new exhibits. Funds: General Obligation Bonds.

Municipal Parking Department

Completion of Premier Parking Garage – The \$400,000 - \$700,000 completion of Premier Parking Garage will allow for development above the garage as initially planned. Funds: Parking and Arena Bonds.

Parking Access Revenue Control Equipment & Closed Caption Television Security Project – \$2 million Municipal Parking Department planned upgrades for security cameras and revenue equipment upgrades at various parking facilities. Funds: Parking and Arena Bonds.

Single Space, Solar Powered, Digital Parking Meters – \$500,000 Purchase and installation of 500 new parking meters and sensor upgrades. Funds: Parking and Arena Bonds.

Parking Violations Cashier Window – \$70,000 Expansion and renovation of the existing cashier window from two (2) persons to four (4) persons for processing parking violations. Project located at 1600 W. Lafayette. Funds: Unprogrammed

Grand Circus Park Underground Parking Garage – Renovation/replacement of the two (2) story Eastside elevator. Funds Unprogrammed

Detroit Historical Museum

Historical Museum Renovation/Improvements & Expansion – Continuation of \$20 million project includes further implementation of the Master Plan: improve security, window replacement, update electrical & power systems, new insulation, drainage & plumbing upgrades and a resurfaced parking area. Funds: General Obligation Bonds

Historical Museum Security – Security upgrades to the Historical Museum and Dossin Museum. Funds: General Obligation Bonds

Ft. Wayne Collections Resource Center – \$100,000 Mechanical Upgrades including new high efficiency boiler and new controls. Funds: Historical Society

DETROIT BUILDING AUTHORITY

City Airport Department

French Road Mini Take – Continue to acquire property to meet the requirements of FAA safety requirements for occupied structures and their distance from runways. Funds: Federal Grant administered by the State

Finance Department

Detroit Public Safety Headquarters - A \$60 million project relating to the acquisition and adaptive reuse conversion of the old MGM Temporary Casino complex, including a parking structure with approximately 2,100 parking spaces. Funds: General Obligation Bonds (DPD, DFD, ITS, DBA, HSEMD)

Department of Public Works

Sign Shop Renovations - \$1 million dollar renovations to the Sign Shop located at 2425 Fenkell. Renovations to include mechanical, electrical, plumbing, roofing, and security. Funds: General Obligation Funds

Traffic & Engineering – Project to fix the failed curtain wall system at 2633 Michigan Ave. Funds: Unprogrammed

GOALS FOR CAPITAL PROGRAM

The DBA will be using the United States Building Green Council (USBGC) LEED Council's standards for new construction and renovation for DBA projects to the extent economically feasible. All structures designed, built, renovated and operated will be used in an ecological and resource-efficient manner. The DBA is committed to assisting City Departments with capital improvement projects that meet certain objectives such as protecting occupant health; improving employee productivity; using energy, water, and other resources more efficiently; and reducing the overall impact to the environment.

NON DEPARTMENTAL

Summary of Detroit Public Safety Headquarters Project

On August 3, 2010 the City of Detroit purchased the former MGM Grand Temporary Casino from MGM Grand for \$6.325 million. The project is located at 1300 John C. Lodge, 1351 Third and 811 Abbott. The John C. Lodge address (the former casino building) consists of approximately 400,000 sq ft of space, together with an internal parking structure for approximately 200 cars. The 1351 Third address is a parking structure, which is connected to the former casino building and consists of approximately 600 parking spaces. The 811 Abbott Street address is a 2,100 space parking garage, which is connected to the former casino building by two skywalks.

The Detroit Police Department, Detroit Fire Department and the Information

Technology Services Department are expected to relocate to the new facility beginning May 2013. Other scheduled occupants of the new Public Safety Headquarters are the Detroit Building Authority and the Michigan State Police Forensic Crime Laboratory.

The budget for the project is \$61 million, including the purchase price of the building and garages and the adaptive reuse and conversion. The time line for completing the project is estimated to be 30 months from the date that the proceeds of the Unlimited Tax General Obligation Bonds are made available.

The city sold \$100 million in general obligation bonds in fiscal year 2010-11 to finance this project, as well as additional capital improvements projects city-wide. The bonds were sold with assistance from the State of Michigan.



SECTION 2

CITY-WIDE INITIATIVES



THE DETROIT WORKS PROJECT

The Detroit Works Project is an evolving roadmap designed to make Detroit work for you by creating a shared, achievable vision for our future. The Detroit Works Project aims to create a framework for shared and informed decision making that best suits our current and projected realities.

CORE VALUES FOR PLANNING:

- ❖ *Clear evidence-based strategic direction*
- ❖ *Active community participation in planning process*
- ❖ *Bold and visionary plan for Detroit's long success and development*
- ❖ *Ready path to implementation with prioritized and validated initiatives.*

In September 2010, the Detroit Works Project kicked off with five community forums around the city, to engage Detroiters in a conversation about our collective future. More than 4,500 people attended the initial meetings. Since that time, civic engagement activities have continued and to date, over 82,807 people have been touched through various engagement effort and tactics.

In July 2011, Mayor Bing split the project into two tracks: Short Term Actions and Long Term Planning. Short Term Actions is led by the City and focuses on short-term interventions to stabilize Detroit neighborhoods and create greater efficiency in service delivery. The Long Term Planning aspect is led by a Steering Committee

and technical experts from Detroit to London and is focused on creating a framework for long-term decision making across the City.

There are six planning elements of focus for the Long Term Framework Plan:

- 1) Economic Growth
- 2) Land Use
- 3) City Systems
- 4) Neighborhoods
- 5) Public Land
- 6) Civic engagement

The Project Team

As one of the Mayor's top priorities, the Detroit Works Project Short Term Actions is led by Karla Henderson, Group Executive of Planning and Facilities, Mayor's office, and Marja Winters, Deputy Director, Planning & Development Department.

The Long Term Planning team is lead by George Jackson, President, Detroit Economic Growth Corporation and a Steering Committee of local and regional stakeholders. The Technical Team is comprised of representatives of local, national and internationally respected firms.

Next

It is anticipated that the final document will be available for public use and implementation at the end of CY 2012.

The Detroit Works Project Framework Plan will be a useful tool in shaping policy and practice across Detroit and the broader region in 2013 and beyond.

VEHICLE MANAGEMENT SYSTEM



VEHICLE MANAGEMENT SYSTEM

In fiscal year 2000-2001, the City in an effort to better manage its vehicle fleet implemented a vehicle management system. The vehicle management system addresses how the city purchases, maintains and replaces vehicles on a citywide basis. The General Services Department, which is responsible for maintenance and fuel for 2900 vehicles and 700 pieces of equipment (see Exhibit), oversees the creation of citywide vehicle policy, sometimes drawing support of a steering committee consists of members from the Mayor's Office, Budget and Finance.

Financing of new vehicles was addressed through lease purchasing via an Internal Service Fund, in order to stabilize the vehicle replacement cycle by smoothing out the costs associated with this \$280 million asset. To begin the process, \$29.7 million was appropriated in the Internal Service Fund in fiscal year 2001-02 for general fund vehicle purchases. There have been no appropriations since 2006-07 because of the city's loss of investment grade bond ratings needed to sell the Limited Tax General Obligation Bonds.

This system has addressed operating issues, and not solely acquisition. The system has consolidated parts procurement and manufacturer follow-up for repairs, and monitors mileage, fuel use, and repair costs to measure total costs of ownership to guide vehicle reassignment. The goal is to decrease operating costs and out-of-service times, leading to increased performance of city services.

Goals and Objectives of the Vehicle Management System

1. Improve quality of city services supported by the fleet (the "right" vehicle for each operation)
 - decrease vehicle out-of-service times
 - increase productivity of fleet operators

- more timely and effective services to the public
2. Improve commitment to regular replacement
 - "smooth out" the costs of acquisition
 - build total operating costs into annual planning cycle
 - balance the ages and mileage levels of the fleet
 3. Reduce costs for operating the fleet
 - describe and understand fleet operating costs
 - maximize preventive maintenance activities and reduce overall repair and maintenance costs
 - minimize vehicle purchase costs

Vehicle Management System Structure Steering Committee

The committee is responsible for recommending the purchase and assignment of General Fund vehicles, and communicates policies about vehicle acquisition and operation.

GSD Fleet Management Division

GSD's Fleet Management Division manages vehicle and equipment service for all General Fund agencies, plus DPW. **Lease financing** has been utilized to foster regular vehicle replacement, but agencies such as Police and Fire have attempted to win grants while there are no bond sales. The financing, through the issuance of bonds is subject to annual appropriation in the budget process. Lease financing requires title to the vehicles and equipment transfer to the City at the end of the lease; and the process includes the necessary covenants of maintenance of value, insurance of vehicles, and replacement of damaged equipment. A master lease structure could also be used for future equipment (non-motorized rolling stock) acquisitions.

Acquisition of the "REVS" vehicle management software has provided a preventive maintenance system, detailed

VEHICLE MANAGEMENT SYSTEM

repair histories and tracking of operating costs, and fuel tracking and control. This is the basis of performance measurement of vehicle operations and service system.

The **Internal Service Fund is intended to be** used to recognize costs for operating the fleet, through cost accounting – segregating vehicle acquisitions and the costs of repairs, so that every city operation can eventually bear the full costs of a vehicle’s operation, in its own budget.

Future improvements should support training in vehicle operator instruction, operating procedures and risk management. With further assessment of operating costs per mile, the fleet may be further reduced through rental options, increased pooling within city departments, and further controls on the ability to take city vehicles home.

Vehicle Replacement Requirements

The fleet has deteriorated due to the lack of replacement in recent years. Only Police, Fire and DPW (Solid Waste and Street Funds) have made any purchases. As a result, 2,166 pieces of equipment (three-fifths of all) are 8 years old or more.

This has resulted in higher repair costs, as illustrated by the “Maintenance Cost / Vehicle” column of the analysis of Solid Waste “Courville” refuse collection truck operating costs (below). Not surprisingly, GSD spends much more on fuel, repairs and maintenance for vehicles in 2003, 2005 and 2006 model years than more current years. (This is the case even with the data limitations relating to the segregation of commercial repair invoices.) GSD is using total cost of ownership methodology to guide the retirement of vehicles, but this is only possible to the extent that vehicle replacement acquisitions can be made.

SAMPLE FLEET OPERATING COST ANALYSIS: COURVILLE COSTS INCURRED by GSD in 2012, by MODEL YEAR				
Year of Model	Fuel Cost / Vehicle	Maintenance Cost / Vehicle	Commercial Repairs Cost / Vehicle	Total Operating Costs / Vehicle
2003	\$ 49,354.90	\$ 87,658.90	\$ 7,288.00	\$ 144,301.80
2005	\$ 45,886.40	\$ 46,284.84	\$ 7,288.00	\$ 99,459.24
2006	\$ 44,896.44	\$ 66,927.00	\$ 7,288.00	\$ 119,111.44
2008	\$ 40,928.48	\$ 38,416.00	\$ 7,288.00	\$ 86,632.48
2009	\$ 33,279.30	\$ 30,926.79	\$ 7,288.00	\$ 71,494.09

Source: General Services Department REVS work order tracking system (created in 2006)

Vehicle acquisitions are only made to replace existing vehicles. GSD has begun to pilot equipment add-ons designed to save operating costs: 8 hybrid engines installed in Courvilles under a federal grant to compare savings on fuel consumption with maintenance costs; 150 Auxiliary Power Units (APUs) for Police and Detroit Water and Sewerage Department vehicles to reduce fuel consumed by idling. GSD spearheaded significant downsizing of the fleet to match reduction in force and only expects further downsizing.

VEHICLE MANAGEMENT SYSTEM

The general standard for vehicle acquisitions in the most important categories is as follows.

Category	Example	Threshold: Age or Use	Unit Price	Add-ons per unit
Heavy Truck	Courville loader	6-8 yrs or 100,000 miles	\$179,000	Hybrid: \$37,000
Police Patrol	Crown Victoria	6 yrs or 80,000 miles	\$52,000	APU: \$7,000
Light Truck	F150, van, pickup	6 yrs or 80,000 miles	\$18,000	

Of 2,937 vehicles in the fleet, three-fourths (2,166) are 8 years or older as of 2012, and over one-third (1,046) have 80,000 miles or more as of August 2012. Using an age threshold, vehicle replacement requirements are nearly \$60 million in major categories alone. Mileage affects autos; light and medium duty trucks more than a larger apparatus: nearly one-half of the autos in the fleet are high mileage, including three-fifths of the police auto fleet. The mileage threshold would still dictate nearly \$40 million in immediate funding requirements, if costly repairs and maintenance are to be avoided.

Based on estimated current purchase prices, the financial requirements for replacement of vehicles in major categories are as follows:

VEHICLE REPLACEMENT REQUIREMENTS in 2012-13: Based on Current Age

Category	Example	# at Age threshold	Unit Price	Required \$
Heavy Truck	Courville loader	145	\$179,000	\$25,955,000
Police Patrol	Crown Victoria	482	\$52,000	\$25,064,000
Light Truck	F150, van, pickup	450	\$18,000	\$8,100,000
TOTAL				\$59,119,000

VEHICLE REPLACEMENT REQUIREMENTS in 2012-13: Based on Current Mileage

Category	Example	# at Mileage threshold	Unit Price	Required \$
Heavy Truck	Courville loader	42	\$179,000	\$7,518,000
Police Patrol	Crown Victoria	545	\$52,000	\$28,340,000
Light Truck	F150, van, pickup	154	\$18,000	\$2,772,000
TOTAL				\$38,630,000

If this backlog in the major categories can be met, an annual program for subsequent years would gradually address lesser categories of vehicles, at a total purchase price in the \$28 million per year range.

2012-13	\$60 million
2013-14	\$28 million
2014-15	\$28 million
2015-16	\$28 million
2016-17	\$28 million.

VEHICLES AND EQUIPMENT MANAGED BY THE GENERAL SERVICES DEPARTMENT
As of August 2012

Department	VEHICLES							EQUIPMENT							ALL
	Auto	F/E Loader	Fire App	Hvy Truck	Lt Truck	Med Truck	Motor cycle	Aerial Dev	Forklifts Pushmule	Misc	Pavr Roller	Sweeper	Tractors	Trailer	Grand Total
36TH DISTRICT COURT										1					1
AIRPORT	1			3	7	2		6				2	4	1	26
BOARD OF ZONING APPEALS	1														1
CABLE COMMISSION					1										1
CITY CLERK	1				1										2
CITY COUNCIL	10				1										11
DPW CITY ENGINEERING	8				34	4									46
DPW PUBLIC WORKS				1	2					2					5
DPW SOLID WASTE	12	22		354	90	108		22		4		4	48	4	668
DPW STREET MTCE-STREET FUN	6	10		114	48	44		12		42	8	54	42	44	424
DPW TRAFFIC ENGINEERING (SI	8				26	16		12							54
DPW/ENVIROMENTAL AFFAIRS					13	23									36
ELECTIONS	5				2	1									8
FINANCE					1										1
FIRE			220		2	5				2					229
GENERAL SERVICES ADMIN	3				1										4
GSD FLEET MANAGEMENT	27			1	19	16		10	5	7		2	1		88
GSD INVENTORY										4					4
GSD/BUILDING MAINTENANCE	1	1	3		28	2		1							36
GSD/BUILDING SERVICES	1				5										6
GSD/GROUNDS MAINTENANCE	14			16	76	64		18	8	115		10	33	34	388
GSD/SECURITY	1				2										3
HEALTH AND WELLNESS	1				7	4				2					14
HUMAN RESOURCES					1										1
HUMAN SERVICES	7				5										12
INFO TECHNOLOGY SERVICES	1				1	1									3
LAW	1														1
MAYOR'S CCSD & NCH	4														1
MUNICIPAL PARKING	66				9	11							2	1	89
MUNICIPAL PARKING ASP FUND	1				9	3							1		14
NON-DEPT(UNDERCOVER DPD)			2		1										3
OFFICE OF HOMELAND SECURIT	2					1									3
PLANNING & DEVELOPMENT	6				2										8
POLICE	952			2	99	10	148	3		66				12	1289
POLICE (GRANT FUNDED)	10				4										14
PUBLIC LIGHTING				3	23	25		53	2	20		1	4	13	144
RECREATION	2				20					3					25
WORKFORCE DEVELOPMENT	1				4										5
TOTALS	1,153	33	225	494	544	340	148	137	15	268	8	73	135	109	3,668
			TOTAL Vehicles				2,937				TOTAL Equipment				745

SECTION 3

RELATED AGENCIES AND PROGRAMS



DEVELOPMENT – FINANCING ENTITIES AND PROGRAMS



DETROIT ECONOMIC GROWTH CORPORATION

The Detroit Economic Growth Corporation (DEGC) is a private non-profit corporation established in 1978 to help businesses provide jobs and to leverage private investment in the City of Detroit. Structured as a public/private partnership, the DEGC combines public sector policy and direction with private sector leadership in a 58-member board comprised of concerned business, civic, labor and community leaders appointed by the Mayor. In partnership with City government, the DEGC serves as an implementing agency for business retention, attraction and economic development initiatives in the City of Detroit.

A Federation of Organizations

The DEGC provides staff services to a federation of organizations with quasi-public development tools to complement the public powers of the city to further business growth and neighborhood development in the City.

The Downtown Development Authority (DDA), Economic Development Corporation (EDC), Neighborhood Development Corporation (NDC), Tax Increment Finance Authority (TIFA), Local Development Finance Authority (LDFA), and the Detroit Brownfield Redevelopment Authority (DBRA), and the Corridor Improvement Authority (CIA), all were created pursuant to enabling statutes of the State of Michigan by the City as development resources and tools coordinated within the framework of the DEGC.

The DEGC is funded by both the private sector and the City of Detroit. Contributions are received each year from businesses of all sizes throughout the metropolitan area. The City of Detroit also enters into an annual contract with the DEGC for services the

DEGC provides to the City's development entities. The DEGC also receives from time to time foundation and other grants for special programs and has arranged interim financing for real estate and development activities through funding made available by the private sector foundations.

The DEGC staff is participating in the early planning for the M-1 project, and administering a facade and retail improvement project along East Jefferson, and is providing ongoing administrative support to the City of Detroit for the Detroit Works Project.

JEFFERSON AVENUE RETAIL READINESS PROGRAM

The Detroit Economic Growth Association (DEGA) administered a \$1,250,000 grant from the Community Foundation for Southeastern Michigan to improve the marketability of tenant space and enhance the appearance of commercial buildings and parking lots along the Jefferson Avenue corridor from I-375 to McClellan. The Detroit Economic Growth Corporation (DEGC) implemented the Jefferson Avenue Retail Readiness Program (Program) on behalf of the DEGA.

The Program provided 50/50 matching grants to owners and tenants for eligible interior and exterior improvements up to a maximum of \$100,000 per building and \$30,000 per surface parking lot. DEGC staff prepared all materials and marketed the Program in an established geographic area.

The Program began in 2008. All funds are now obligated with DEGA Finance Committee approval of the (pop up retail) Parkstone project earlier in 2012. The Program will have participated in 20

DETROIT ECONOMIC GROWTH CORPORATION

building and 4 parking lot projects upon completion.

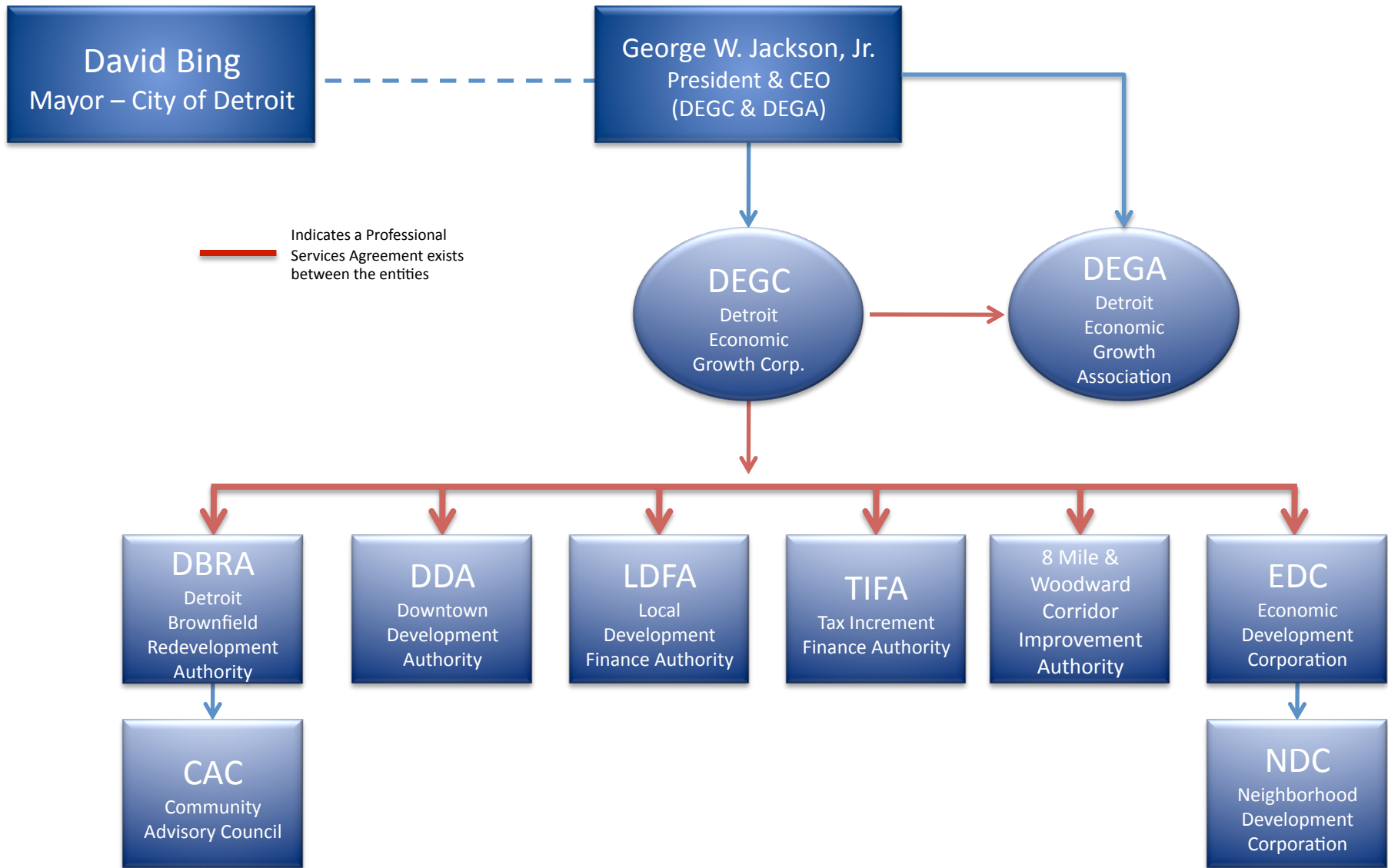
DETROIT GREEN GROCER PROGRAM

The Detroit Green Grocer Project (GGP) is a program launched in 2012 to strengthen the grocery economy in Detroit and improve fresh food access. Funded primarily by the Kresge Foundation and the City of Detroit, the Green Grocer Project has worked with 12 grocers, awarding five technical assistance grants to independent grocers who are renovating their stores, launching new marketing initiative and making other store improvements. It has also sponsored professionally-managed focus groups to provide four grocers with resident feedback about their stores.

Whole Foods Market – National retail grocery chain announced it will build a 20,000 square foot store to open in 2013 at the corner of John R St. and Mack Ave. in Midtown. DEGC helped facilitate an incentive package, which include brownfield incentives, for the site developer to make the project financially feasible. This development has an expected investment \$12 million and it is estimated that between 60 and 80 new jobs will be created when the store opens.

Metro Foodland – GGP helped the grocer earn grants to build and operate a farm stand to sell fresh produce in a northwest Detroit neighborhood. The funds came from the Wallace Healthy Urban Food Enterprise Development (HUFED) Center and the Michigan Economic Development Corporation. The Eastern Market and the Association of Food and Petroleum Dealers of Michigan also participated in the project. Expected investment of \$50,000.

City/DEGC Flow Chart



DOWNTOWN DEVELOPMENT AUTHORITY

The City of Detroit Downtown Development Authority (DDA) is a public Authority established to correct and prevent deterioration in the downtown business district, to promote its economic growth and development, to increase property valuation and tax basis and to create and retain jobs in the downtown area.

Property value deterioration has been a serious problem in downtown Detroit since the late 1950s with very little redirection and arrest until the late 1970s. The causes of property value deterioration can be eliminated by attracting substantial private investment and development in downtown.

Act 197, of the Public Acts of Michigan, 1975, as amended, is the enabling legislation for the creation of the City of Detroit Downtown Development Authority, which was established by a City Ordinance adopted by the City Council on May 20, 1976. The DDA has been used as a very effective, valuable and results-oriented approach to eliminate the continued causes of property value deterioration and to promote economic investment and reinvestment in downtown.

The DDA is governed by a Board of Directors, the members of which are appointed by the Mayor and confirmed by the City Council. Three operational committees – the Finance Committee, the Design Review Committee, and the Parking Operations Committee – assist towards the implementation of DDA’s goals and objectives.

In February 1978, the DDA Board of Directors and the City Council adopted the DDA’s Tax Increment Development Plan for Development Area No. 1 (the “Plan”), pursuant to which the DDA utilizes many of the powers permissible under the enabling

legislation to implement the Plan, as amended from time to time.

The DDA’s operations are funded through its annual operating budget of approximately \$2.8 million; the DDA’s capital investments are funded through its annual development budget of approximately \$34.0 million.

A useful tool of downtown development authorities is the power to utilize tax increment financing, a method of funding public purpose investment in a designated redevelopment area by capturing the incremental increase in tax revenues resulting from the difference between the established base year and the current year. These revenues are then dedicated to finance capital projects, or to service the debt on bonds sold for capital projects in order to further develop in the designated areas.

In addition, the DDA has utilized additional national, state and local financial incentives (such as Urban Development Action Grants (UDAG), Block Grants, Economic Development Corporation grants, UMTA grants, Tax Exempt Revenue Bonds) to further its development objectives.

Completed Projects

The DDA has provided or assisted in the financing of numerous projects in the downtown area. Some of the more significant DDA projects include the Trolley Plaza Apartments, including a garage component, the Riverfront Residential Phase I and II, the Millender Center (a mixed-use development including apartments, hotel, office, commercial and office components), the Trappers Alley Festival Market Place and the renovation of the Fox, Gem and State Theaters. The most recent DDA assisted downtown projects include:

DOWNTOWN DEVELOPMENT AUTHORITY

- 150 West Jefferson, \$80 million, 500,000 square foot, first class office building
- \$30 million renovation of the Michigan Opera Theater
- One Detroit Center, \$240 million, one million square foot, first class office tower
- Harmonie Park redevelopment of loft apartments, commercial and office space, a rehabilitation project of approximately \$22 million.
- \$4 million renovation of Music Hall Theater
- Development of a parking facility of 1,050 spaces, including 40,000 square foot of retail space and infrastructure support for air rights development in Greektown, for a total capital investment of \$20 million.
- Completed Sports Stadia Comerica Park, home of the Detroit Tigers; and Ford Field, home of the Detroit Lions. A capital investment in excess of \$500 million.
- Demolition of the old Hudson's building and construction of an 1100-space underground parking facility to accommodate the Campus Martius Development.
- Major road improvements surrounding the Renaissance Center, headquarters for General Motors Corporation.
- **Campus Martius Redevelopment** – The DDA and the City of Detroit have undertaken the development of proposed office, retail, and commercial space in an area known as “Campus Martius”, which is composed of the Hudson Block, the Kern Block, the Crowley Block, the Monroe Block and the Kennedy Square Block. Furthermore, Compuware Corporation was identified by the DDA and the City as the Signature tenant for the Kern Block and the Crowley Block.

The DDA's contribution of \$44.4 million for the recently completed public improvements and parking facilities will leverage private investment of approximately \$700 million.

- **Harmonie Park Acquisition and Improvements** – Funding of \$16.7 million is allocated to assist towards of public improvements, and the acquisition, the rehabilitation and renovation of several buildings within the project area for commercial and residential uses, under the new name of Paradise Valley.
- **Development Financing and Small Business Loan Transactions** – A revolving loan program of \$5.0 million to stimulate additional, small-scale redevelopment and/or new construction projects within the Downtown District.
- **Downtown Development Planning and Marketing** – Reflecting that anticipated development and growth must be properly managed, the Authority allocated \$2,500,000 of funds for a Downtown Development Planning and Marketing Program.
- **Lower Woodward** – Under the Lower Woodward Redevelopment Initiative, the DDA has allocated \$34.0 million for streetscape improvements, and \$11.5 million for facade improvements.
- **Book Cadillac Hotel** – The DDA has allocated \$12.1 million for predevelopment (demolition/remediation) expenses towards the redevelopment of the Hotel to a Hotel/Residential facility.

DOWNTOWN DEVELOPMENT AUTHORITY

Current and Proposed Projects

Detroit Downtown Development Authority
Project Listing:

1. **Convention Facilities Area Public Improvements** – There is a \$1,200,000 allocation for Downtown holiday decoration and lighting of Jefferson and Woodward Avenues and side streets in the Downtown Area.
2. **Comerica Park** – The DDA participated in funding \$40 million of the construction of a 42,000 seat publicly owned baseball stadium for a total project cost of \$260 million. Its construction was completed in spring 2000. It is owned by the Detroit Wayne County Stadium Authority and operated by the Detroit Tigers, Inc., the DDA will contribute \$250,000 annually, adjusted for inflation, to be deposited into the Major Repair and Replacement Fund.
3. **Housing/Office/Retail Development/Absorption Program** - The Authority is designating a Housing/Office/Retail Development Loan and Absorption Fund to stimulate additional residential and commercial activities in the Downtown District. The \$30.09 million program was implemented in FY 2000-01 with an initial annual allocation of \$2.68 million, and will continue until FY 2022-23 with a reallocation of \$900,000 annually 2013-2022 to the Special Ares Maintenance and used for the M1 Rail Project.
4. **Land Assemblage** – The DDA allocated \$42.35 million to the Land
5. Assemblage Program with the intent to increase investor demand in the DDA Downtown District. By assembling parcels of developable size, it will meet the development needs (i.e. size, zoning, parking, location, etc.) of investors.
6. **General Bond Debt Service** – Allocation of \$10.4 million bond debt service on development bonds issued in 1996 and 1998.
7. **Quicken Loans Headquarters** – Allocation of \$40.0 million towards the development of the Quicken Loans headquarters and the location of 4,000 employees to downtown Detroit. The allocation is to be disbursed at an annual rate of \$2.0 million.
8. **Lower Woodward** – There is a \$3.4 million allocation to complete the Lower Woodward Initiative.
9. **Blue Cross/Blue Shield** – An allocation of \$30.0 million over the next 10 years is made to Blue Cross/Blue Shield of Michigan for relocating approximately 3,000 employees from Southfield to Detroit’s Renaissance Center.
10. **Building Demolition** – An allocation of approximately \$1.4 million for FY 2012-2013 towards the demolition of dangerous and blighted buildings.
11. **DDA Operating** – A \$500,000 annual allocation towards the operations of the Authority.
12. **Michigan Avenue Garage** – The DDA has built a 450 space parking structure on Michigan Avenue to accommodate the parking needs of the newly renovated Book Cadillac Hotel and other area projects. DDA’s TIF Plan provides for annual debt service of \$1.06 million.

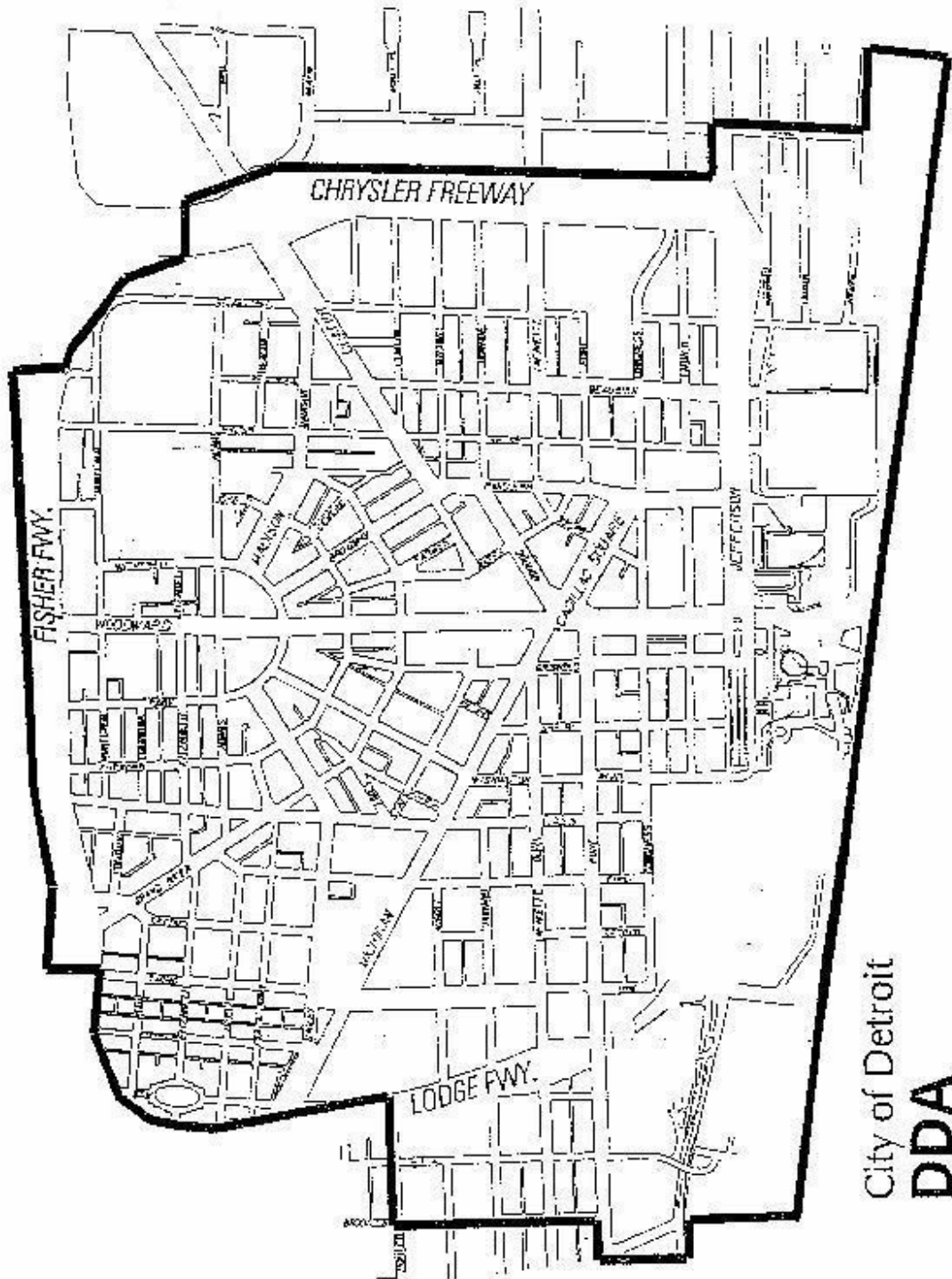
DOWNTOWN DEVELOPMENT AUTHORITY

13. **Cobo Convention Center Surrounding Roads and Streetscape Improvements** - A total of 5 projects totaling \$3.5M are being managed by the DDA in cooperation with the City of Detroit's Department of Public Works. MDOT is funding 75% of this effort via its Transportation Economic Development Fund. Another \$1.2M will be funded and managed by MDOT via its Transportation Enhancement Act Funds. In all, Cobo will receive over \$4.7M in road improvements as part of its \$300M renovation effort.

14. **DDA Demolition Program** – Funding and management of the demolition of the blighted Lafayette Building. The space is currently occupied by an urban garden built and maintained by Compuware.

DOWNTOWN DEVELOPMENT AUTHORITY

<i>PROJECT EXPENDITURES</i>	<i>FISCAL YEARS</i>				
	<i>2012-13</i>	<i>2013-14</i>	<i>2014-15</i>	<i>2015-16</i>	<i>2016-17</i>
Convention Facilities Area	\$200,000				
Comerica Park	\$340,000	\$350,000	\$360,000	\$370,000	\$380,000
Housing/Office/ Retail Development		\$900,000	\$900,000	\$900,000	\$900,000
Land Assemblage	\$960,000				
General Bond Debt Service	\$10,350,000	\$10,360,000	\$10,360,000	\$10,360,000	\$10,360,000
Quicken Loans Headquarters	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Lower Woodward Street	\$2,570,000	\$3,700,000			
Blue Cross/Blue Shield	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Building Demolition	\$1,370,000				
DDA Operating	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Michigan Avenue Garage	\$1,060,000	\$1,060,000	\$1,060,000	\$2,550,000	\$750,000

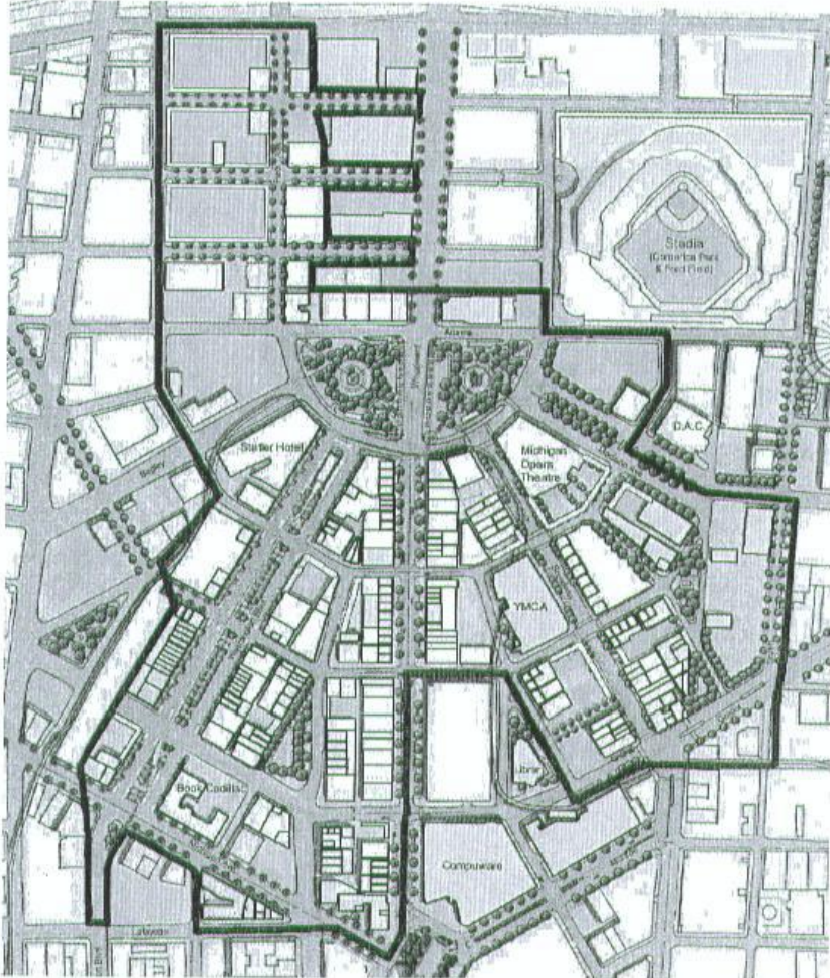


City of Detroit
DDA

Downtown Development Authority

DISTRICT BOUNDARY

DOWNTOWN DEVELOPMENT AUTHORITY



LOWER WOODWARD PROJECT AREA

ECONOMIC DEVELOPMENT CORPORATION

The Economic Development Corporation (EDC) was established pursuant to Act 338, Public Acts of Michigan, 1974 for the purpose of assisting local industrial and commercial enterprises to strengthen and revitalize the local and state economy.

The EDC provides a wide array of administrative and management services on behalf of the City involving economic development projects. Generally, EDC projects are funded by contracting with the City on an individual project basis to cover the costs of consultants and contractors employed by the EDC for each project.

The EDC has also provided assistance as construction manager for various other city projects such as the Holbrook Ave. reconstruction, rail siding construction into the former Nicholson facility, the construction and repair of city salt domes, rebuilding of infrastructure in Brush Park and the implementation of a Site Reclamation Grant from the Michigan State Department of Environment Quality. The EDC will continue providing this assistance for streetscape improvements in Brush Park, the Cultural Center, and the Riverwalk along the East Riverfront.

Utilizing repayments from Urban Development Action Grants (UDAG) assigned to the EDC, several economic development loans have been made. The Bing Group, the O.J. Building Materials Distribution Center, Midtown Development, New Center Stamping and Perstorp Xytec are examples of companies receiving this assistance.

The City also utilizes the services of the EDC to convey City property for

economic and community service development. Thyssen Steel, American Red Cross, Focus Hope, the Bing Group, Riverbend Plaza, Hospice of Michigan, Brush Park Senior Housing, Detroit Symphony Orchestra Hall, and Riverfront East Development are examples of this EDC service.

The EDC was utilized as the “point” agency for the Central Industrial Park Project (General Motors Detroit Hamtramck Assembly Facility), the Jefferson Conner Industrial Revitalization Project (Chrysler Jefferson North Assembly Facility), the Eastside Industrial Revitalization Project (Chrysler Engine Plant), the Atkinson Playfield Project (Thyssen Steel expansion), Riverfront East Redevelopment, and the Springwells (former Coke Site) redevelopment, by coordinating project activities through acquisition and site preparation. Currently, the EDC is providing similar assistance with the 1-94 Industrial Park Project.

I-94 INDUSTRIAL PARK PROJECT

Completed Activities

Since August 1999, EDC has acquired 227 blighted parcels with the intention of assembling them for eventual development as an industrial subdivision. EDC has demolished approximately 164 structures.

Road Infrastructure, including private and public utilities, has been constructed.

Current Activities

EDC is in process of acquiring blighted parcels through condemnation. There are 7 structures that will need to be

ECONOMIC DEVELOPMENT CORPORATION

demolished. One final phase of road infrastructure remains to be designed and built. The EDC Business Management Group is marketing the site as a light industry business site. The site is being mown and trash is being removed on an ongoing basis.

SMARTBUILDINGS DETROIT PROGRAM – EDC is Regional Coordinator for program funded by \$10 million grant from the US Department of Energy that provides incentives to building owners for the purpose of installing energy improvements to commercial buildings. As of September 30, 2012, 68 projects were approved by EDC board comprising approximately 13 million square feet of space and leveraging \$50 million in private funding. All energy projects must be completed by spring of 2013.

FOX CREEK INFRASTRUCTURE - Project fully completed by EDC. Project included sewer and water improvements on 7 streets, with total rehabilitation & reconstruction required in some areas. The Paving contractor was Abbott Construction. Lighting improvements were installed by Motor City Electric Company.

EAST RIVERFRONT - The East Riverfront District is an area defined between E Grand Blvd on the East to Rivard on the West, and south of Jefferson to the River. The EDC has the responsibility to produce an area re-development plan, define development sites and green spaces, react to development proposals for privately owned parcels build infrastructure, create a district identity, and bring residential and commercial development into the district.

Completed Activities

Property acquisitions by the EDC and the City were started in 1999, and were essentially completed in 2005, providing control of property in excess of 43 acres for development and park space.

Building demolitions were essentially completed in 2005, including the 3 cement silo structures on the waterfront, at a cost of about \$750 thousand.

Phase One Riverwalk was completed in 2008, at an expense of \$2.7 million.

Dequindre Cut Greenway was completed in 2008, at an expense of \$3.5 million.

Dequindre Trail Extension was completed in 2011, at an expense of \$1.0 million.

Phase One Road and infrastructure project was completed in 2012, at an expense of \$7.6 million.

Current Activities

The Coast Guard is expected to enter into a land swap with the EDC, permitting the EDC to aggregate parcels on the waterfront to create an attractive development site.

Several vacant development sites have produced several developer inquiries.

EDC reviews initiatives and proposals, with the intention of developing the East Riverfront District as a mixed used development district.

DEQUINDRE NORTH GREENWAY
The Dequindre Cut Greenway is a non-motorized trail that will extend from the Detroit River northward, connecting to the Regional Metro Detroit Greenway System. The Greenway investment

ECONOMIC DEVELOPMENT CORPORATION

reactivates an abandoned rail corridor and creates a recreational amenity that links downtown and the Detroit River, with its parks, Riverwalk, Eastern Market, the University Cultural Center, Midtown Loop, and a number of residential neighborhoods.

The Dequindre Cut Greenway Phase II – North project begins at Gratiot Avenue, the northern terminus of Phase I, and continues for approximately three-quarters of mile to Mack Avenue.

The land purchase for Phase II is scheduled for a November 2012 closing. This is estimated to cost \$500 thousand. Design and construction documentation is currently underway with targeted completion for early 2013. Construction is expected in 2014, at an expense estimated to be \$3.0 million.

LIVERNOIS STREETSCAPE

The Livernois Streetscape Enhancement Plan (LSEP) proposes new lighting with underground circuitry, new sidewalks, pedestrian oriented improvements and landscaping on Livernois Avenue.

LSEP, supported by a grant from the Kresge Foundation, supports pre-construction design and engineering

services. To date, LSEP has produced project requirements and cost estimates for all proposed improvements from the Lodge Fwy. to 8 Mile to explore different implementation scenarios.

In addition, LSEP will produce two sets of construction documents to pursue funding and advance implementation:

- 1) Boulevard landscaping and irrigation from the Lodge to 8 Mile for a visible and cohesive Phase I project.
- 2) The “LSEP Demonstration Area” from St. Martins to Margareta that will serve as a “complete streets” template for the entire corridor that includes lighting, sidewalks and other streetscape enhancements.

A \$1.2 Million MDOT Enhancement Program grant application for fall 2012 funding considerations has been submitted for Phase I – boulevard landscaping improvements.

The EDC has also created a Neighborhood Development Corporation to allow it to play a role in residential development.

SUBSIDIARY NEIGHBORHOOD DEVELOPMENT CORPORATION

The Economic Development Corporation (EDC) Act, Act 338 of the Public Acts of Michigan, 1974 as amended, provides for an EDC to create a subsidiary corporation to implement housing and neighborhood improvement programs within areas that qualify as blighted or as certain other defined areas.

The EDC's Board of Directors also serves as the Neighborhood Development Corporation's (NDC) Board of Directors.

The NDC can acquire property, construct improvements, and make these available in programs for the rehabilitation or construction of housing for immediate sale at "fair market value". This is implemented pursuant to a project plan, similar to an EDC project plan, approved by City Council. The EDC (the commercial component) and the Neighborhood Development Corporation (the residential component) are jointly implementing the Jefferson Village project located South of E. Jefferson between St. Jean and Marquette, which will provide at completion approximately 20 acres of new commercial development and approximately 300 new home sites for market rate housing.

The Neighborhood Development Corporation spent \$1.5 million in FY 2009-

10 and FY 2010-11 towards the completion of the project.

Completed Activities

Last Phase of infrastructure improvements was completed in 2012. This included some utility improvements and road reconstruction on St. Clair Street.

Current Activities

The City and NDC redeemed and acquired 11 partially completed houses in 2011 from the County under Tax foreclosure. The NDC has engaged a Builder to complete the 11 houses, which is expected to start in late 2012 and complete in 2013.

The NDC will attempt to gain control of all the previously Developer controlled parcels in foreclosure for both 2012 and 2013. A strategy to market and sell these to a singular developer is being finalized.

The NDC will complete a modest Gateway improvement project, which is to be design in 2012 and completed in 2013.

Harding flood plain mitigation project will be designed in 2013 and constructed in 2013.

TAX INCREMENT FINANCE AUTHORITY

This Authority was created on March 5, 1982 by resolution of the City Council pursuant to Act 450, Public Acts of Michigan, 1980. In accordance with the Act, the Authority's objective is preventing urban deterioration by encouraging economic development and neighborhood revitalization and historic preservation. The Authority may acquire and dispose of land, create and implement a tax increment plan, and issue bonds and other types of indebtedness to finance various projects.

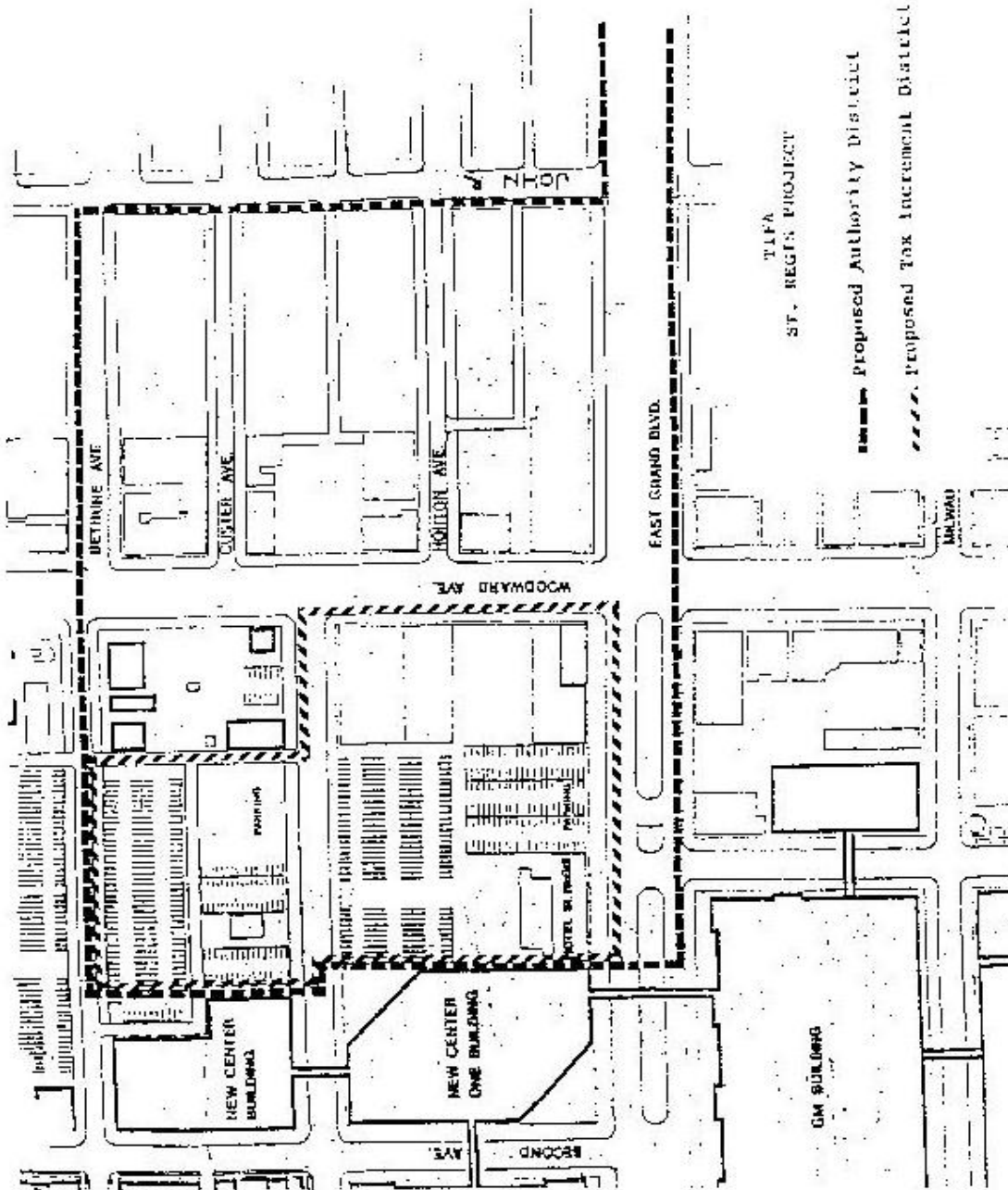
The Tax Increment Finance Authority (TIFA) has issued bonds to pay a portion of the cost associated with the City's Central Industrial Park Project. The financing which utilized the "tax increment" approach, was the first of its kind to be successfully completed in

Michigan. The bonds have been retired on schedule.

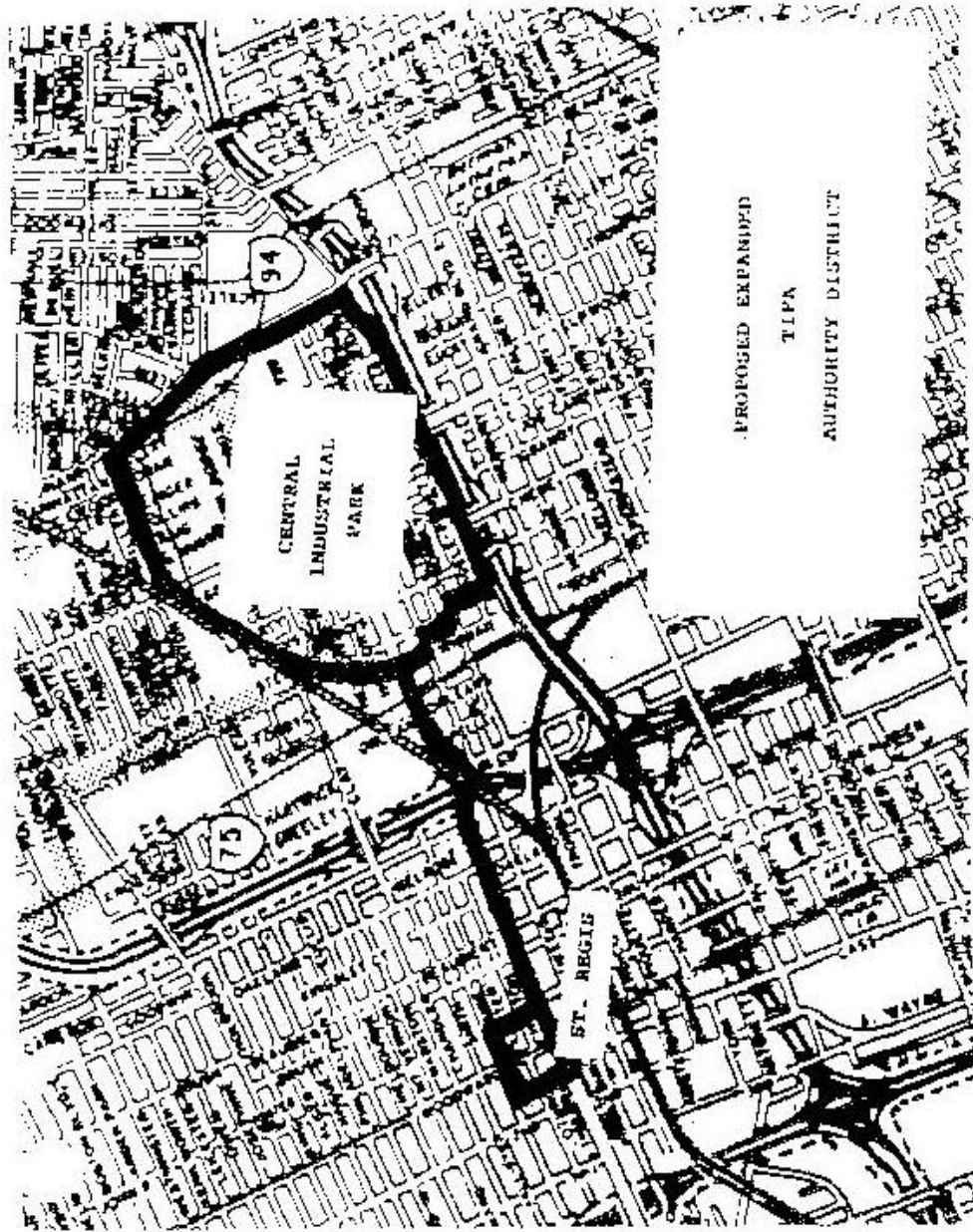
During 1986-87, the Authority created a second District, which included a portion of the New Center Area and provided assistance to the St. Regis Hotel expansion project. The obligation of the TIFA toward this project has been extinguished.

In 1986, the State Legislature severely limited the ability of the TIFA to undertake new projects and therefore due to this restriction no new projects are contemplated. The TIFA is housed and staffed by the Detroit Economic Growth Corporation.

TAX INCREMENT FINANCE AUTHORITY



TAX INCREMENT FINANCE AUTHORITY



LOCAL DEVELOPMENT FINANCE AUTHORITY

State of Michigan Public Act 281 of 1986 provided for the creation of Local Development Finance Authority (LDFA) to prevent conditions of unemployment and promote economic growth; to provide for the creation and implementation of development plans; to authorize the acquisition and disposal of interests in real and personal property; to permit the issuance of bonds and other evidences of indebtedness by an authority; and to authorize and permit the use of tax increment financing.

At a public hearing on September 13, 1988, the City Council adopted a resolution establishing the Local Development Finance Authority and approved mayoral appointments to the LDFA Board. City Council also designated the boundaries of the Authority District, which includes the Jefferson/Conner Industrial Revitalization Project. The LDFA sold tax increment bonds to finance part of the cost of the City's Jefferson/Conner Project.

In June 2002, subsequent to a public hearing, the City Council adopted a resolution approving the addition of an Authority District and approved the Tax Increment Financing and Development plan for Tech Park Area #1 (Smart Zone Plan). According to the Smart Zone Plan, the LDFA would allocate 12 years worth of property tax capture, or \$12.5 million, whichever comes first, towards the development of the Wayne State

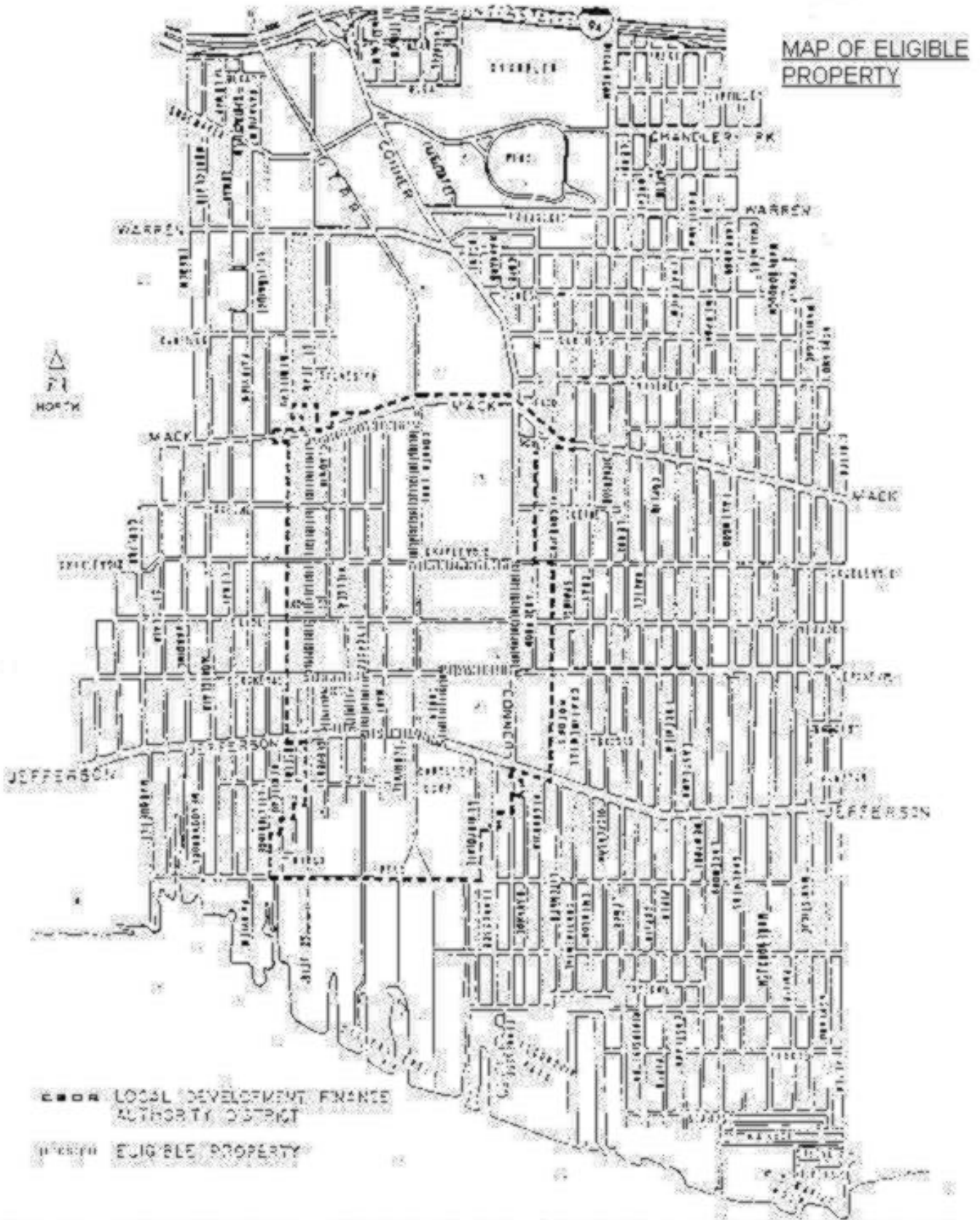
University Research and Technology Park.

In September 2002, the LDFA, the City of Detroit, Wayne State University, and the Michigan Economic Development Corporation entered into the Woodward Technology Corridor Smart Zone Agreement, for the partial funding (through Tax Increment Financing and Core Communities grants) of the following projects:

- WSU Technology Park
- Detroit Tricentennial Park
- Lower Woodward Improvements
- University Cultural Center Improvements.

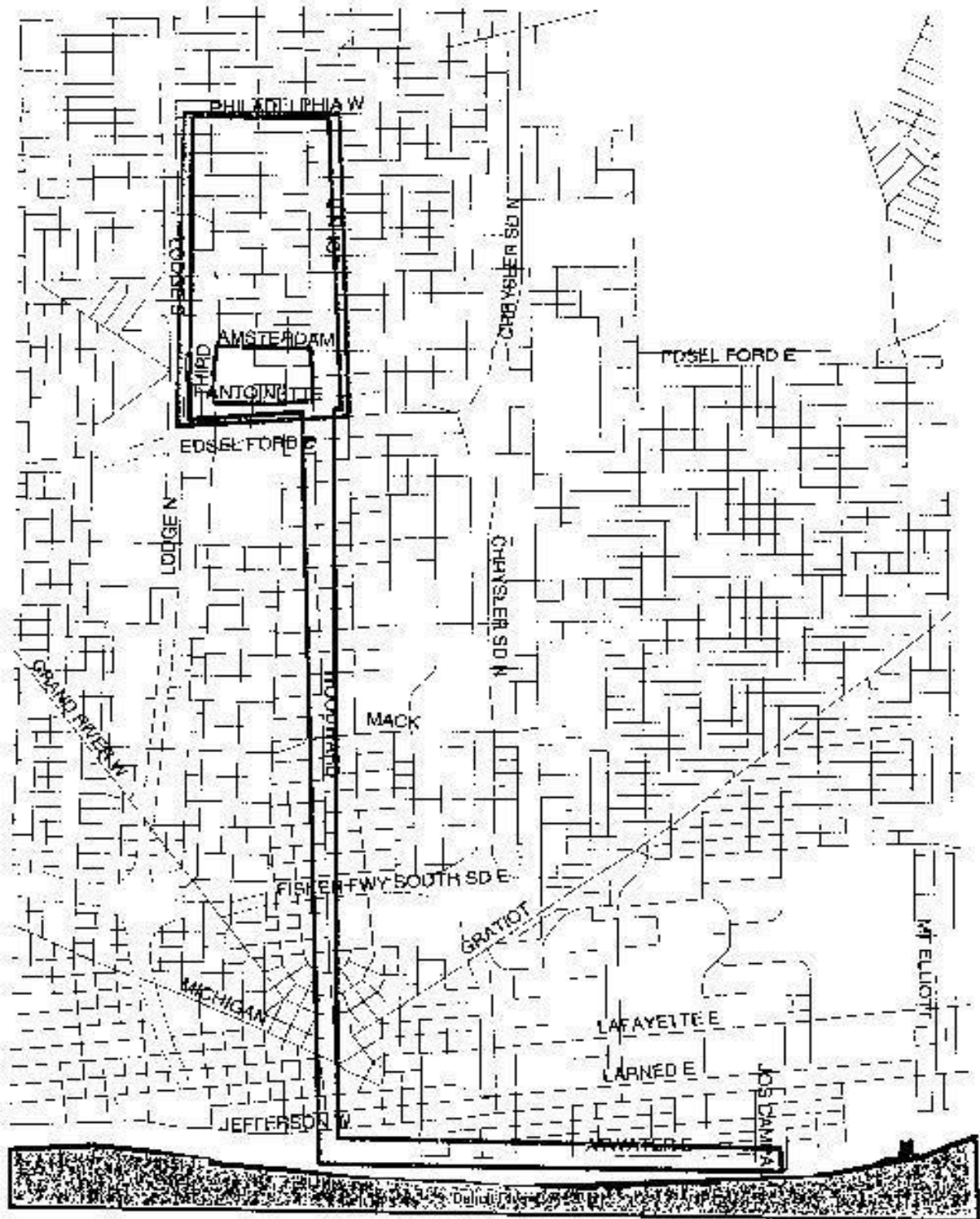
The LDFA is housed and staff services are provided by the Detroit Economic Growth Corporation. The LDFA continues to monitor the bond payments for the Jefferson/Conner Industrial Revitalization Project. At the present time there are no initiatives to expand the LDFA authority district for additional projects.

The Local Development Finance Authority will spend \$2.5 million in FY2009-10 and FY2010-11 towards the completion of the Detroit Tri centennial Park, and \$500,000 towards the completion of the University Cultural Center streetscape improvements in FY2009-10. There are no new projects planned for the next five years.



JEFFERSON-CONNER INDUSTRIAL REVITALIZATION PROJECT

WOODWARD TECHNOLOGY CORRIDOR SMARTZONE



- Yellow - Woodward Technology Corridor SmartZone
- Green - Authority District/Certified Technology Park
- Orange - Tech Park Area #1
- Blue - WSU Technology and Research Park



DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

The City of Detroit Brownfield Redevelopment Authority (the “DBRA”) was established in 1997 pursuant to state authorizing legislation (Act 381), the Brownfield Redevelopment Financing Act. The DBRA is a public authority whose mission is to foster the re-use and re-development of contaminated, blighted and functionally obsolete properties that qualify as Brownfield sites. These actions are designed to promote reinvestment in the City, increase property valuation, improve the City’s tax base and improve the quality of the life in the City by reducing exposure to environmentally impacted properties.

The DBRA is empowered to use Tax Increment Financing (“TIF”) as a tool to promote redevelopment in a unique way not available to other economic development corporations. The DBRA can designate individual or contiguous properties as an “eligible property” without designating a project area or district. The DBRA therefore has the flexibility to stimulate redevelopment of brownfield sites within any neighborhood, commercial district, or industrial park.

Under an approved Brownfield Plan, TIF can be used to reimburse for both environmental and non-environmental eligible activities. These activities include environmental assessment and remediation, lead and asbestos abatement, site preparation, demolition,

and public infrastructure improvements. The legislation also allows the DBRA to capture taxes an additional five years after reimbursement of eligible activities. The additional capture can be placed in a revolving loan fund that can be used to provide funds for eligible activities on Brownfield sites.

Since the inception of the DBRA, 200 Brownfield Plans have been approved representing over \$6.7 billion dollars in private capital investment. This investment represents a TIF reimbursement amount of over \$619.7 million dollars, over \$360.8 million approved for the former Michigan Business Tax credit program and estimated eventual contributions to the Revolving Loan Fund of over \$123.1 million dollars.

The following chart represents the plans approved to date:

DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

Brownfield Plan	Project Type	Investment	SBT/TIF	SBT Approved Amount	TIF Base Year (TIF)	Revolving Loan Fund (TIF)	Jobs	Housing Units
Kern/Hudsons/Crowleys Development	Office	\$400,000,000	SBT	\$30,000,000			3600	
Auto Body One	Retail	\$1,000,000	SBT/TIF	\$91,400	\$326,563	\$225,000	20	
AAM Headquarters	Office	\$45,000,000	SBT	\$4,453,800			500	
Kales	Residential	\$12,000,000	SBT	\$1,000,000				84
I-94	Industrial	\$200,000,000	SBT/TIF	\$20,000,000	\$5,380,302	\$4,931,068	1500	
Arvin Meritor	Industrial	\$10,000,000	SBT	\$1,000,000			300	
Paper-Plas	Industrial	\$6,000,000	SBT/TIF	\$60,000,000	\$1,052,000	\$645,000	40	
6331 E. Jefferson	Retail	\$2,000,000	SBT	\$500,000			20	
Riverbend III	Retail	\$10,000,000	SBT	\$1,000,000			200	
Lombardo Heritage Amended	Residential	\$20,000,000	SBT	\$1,002,376				126
GM Riverfront East	Mixed Use	\$80,000,000	SBT	\$800,000,000				
Merchants Row	Residential	\$17,000,000	SBT	\$2,571,832			50	163
Mexicantown	Retail	\$12,300,000	SBT/TIF	\$391,127	\$2,099,878	\$1,300,000	100	
Woodward Millennium	Residential	\$37,000,000	SBT/TIF	\$2,467,000	\$1,885,000	\$1,576,947	50	180
AAM St. Aubin/Clay	Industrial	\$28,700,000	SBT	\$1,000,000			15	
DFD Lofts	Residential	\$2,872,000	SBT	\$287,500				30
Iodent Building	Residential	\$4,000,000	SBT	\$297,638				16
Parkside Plaza	Retail	\$4,125,000	SBT	\$361,500			50	
404 W. Congress	Office	\$6,000,000	SBT	\$600,000				
Federal Reserve	Office	\$65,000,000	SBT/TIF	\$6,000,000	\$4,390,952	\$2,750,000	20	
41-47 Burroughs	Residential	\$6,500,000	SBT	\$492,535				40
6200 Second	Residential	\$9,000,000	SBT	\$558,714				51
7 Mile/Gratiot Retail	Retail	\$3,850,000	SBT/TIF	\$385,000	\$697,000	\$710,000	40	
Mack/Alter North Amended	Retail	\$1,500,000	SBT/TIF	\$150,000	\$535,988	\$163,000	20	
NDC Project 1	Retail	\$10,000,000	SBT/TIF	\$919,081	\$2,070,250	\$1,770,254	150	
Hartz Building	Mixed Use	\$4,487,000	SBT	\$364,000			25	
Odd Fellows Hall	Office	\$2,840,000	SBT	\$264,271			10	
449 W. Willis	Residential	\$750,000	SBT	\$83,145				7
Fort Shelby Hotel	Hotel	\$52,000,000	SBT	\$5,200,000			300	77
Book Cadillac Hotel	Hotel	\$150,000,000	SBT	\$15,000,000			500	84
Jefferson and Piper	Retail	\$1,500,000	SBT	\$173,824			10	
Sparetime	Retail	\$12,000,000	SBT/TIF	\$1,200,000	\$360,000	\$1,150,000	30	
English Village	Residential	\$2,845,000	SBT	\$1,000,000				90
5981 W. Warren	Industrial	\$14,760,000	SBT	\$1,000,000			30	
Research Lofts	Mixed Use	\$4,500,000	SBT	\$404,610				35
Mack/Alter South Amended	Retail	\$10,000,000	SBT/TIF	\$938,707	\$1,124,000	\$1,407,704	30	
20201-51 Sherwood	Industrial	\$2,000,000	SBT	\$290,000			18	
1250 Hubbard	Residential	\$4,150,000	SBT	\$200,000				30
Brenton	Residential	\$792,000	SBT	\$79,200				9
University Lofts	Residential	\$1,939,000	SBT	\$193,900				10
TechOne	High Tech	\$11,970,000	SBT	\$870,000			10	
Stough Development	Office	\$2,000,000	SBT/TIF	\$200,000	\$152,000	\$70,314	30	
Grand River Place	Retail	\$7,500,000	SBT/TIF	\$1,000,000	\$1,375,000	\$2,372,984		
Hudson's Warehouse	Office	\$38,000,000	SBT	\$2,600,000				
Garfield and York Apartments	Residential	\$11,355,900	SBT	\$1,135,590				58
Randora Apartments	Residential	\$2,814,000	SBT	\$281,400				12
Grinnell Properties	Industrial	\$5,000,000	SBT	\$500,000			225	
4801 Conner	Retail	\$10,000,000	SBT	\$1,000,000			30	
VITEC	Industrial	\$18,000,000	SBT	\$1,000,000			35	
Jefferson North Park Residential	Residential	\$15,000,000	SBT	\$1,000,000				123
St. Charles Place Lofts	Residential	\$2,100,000	SBT	\$200,000				12
Bellemere Apartments	Residential	\$9,550,000	SBT	\$650,000				88
1322 Broadway	Mixed Use	\$2,000,000	SBT	\$130,000			8	4
East Village	Residential	\$4,950,000	SBT/TIF	\$495,000	\$294,741	\$681,858		23
Brush Park North Condominiums	Residential	\$2,453,000	SBT	\$241,958				13
Gratiot McDougall Homes	Residential	\$8,100,000	SBT	\$810,000				46
Standard Federal Gratiot	Commercial	\$2,000,000	SBT/TIF	\$200,000	\$235,000	\$69,958	8	

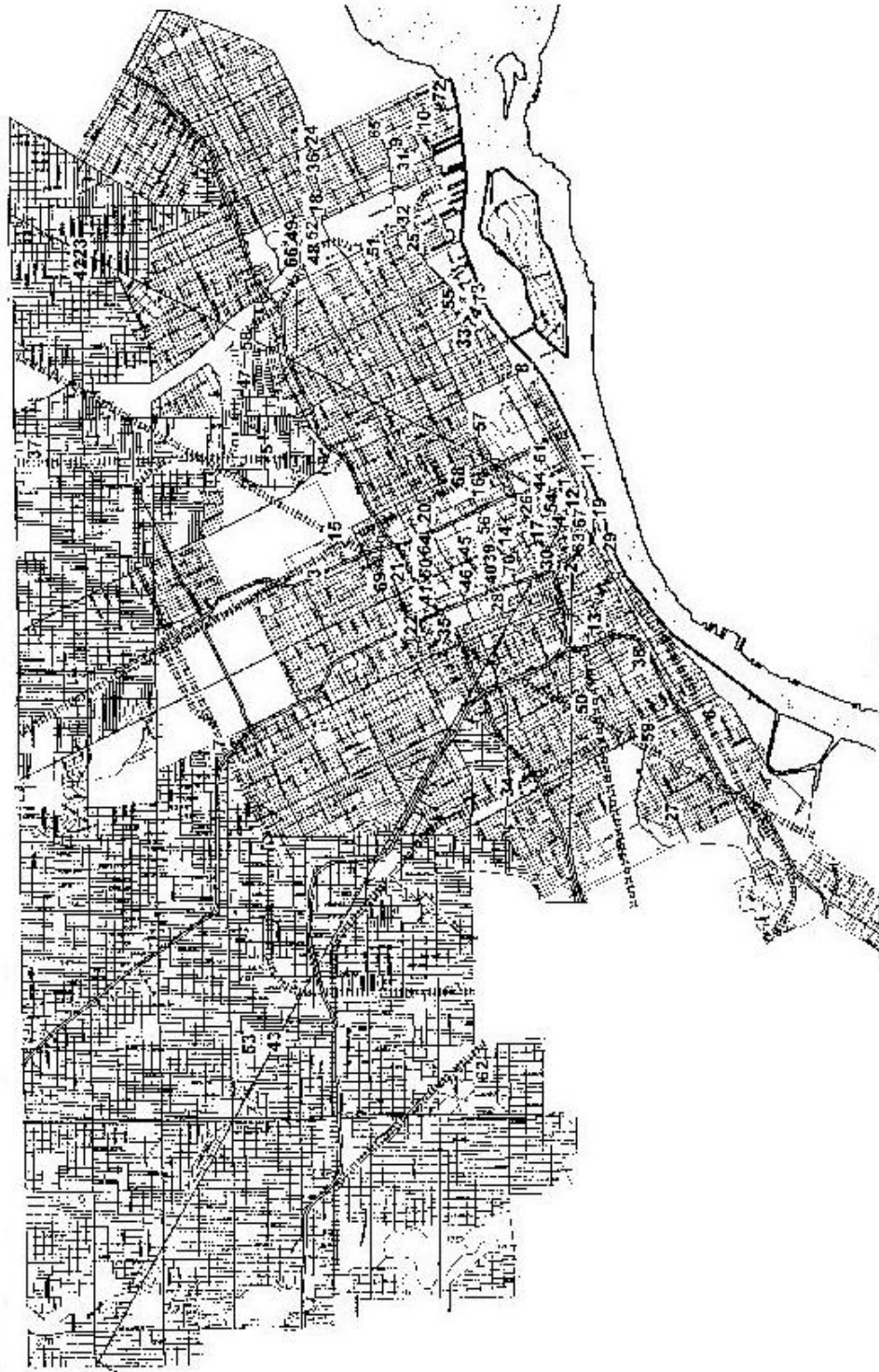
DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

List of Brownfield Plans

Brownfield Plan	Project Type	Investment	SBT/TIF	SBT Approved Amount	Reimburse Amount (TIF)	Revolving Loan Fund (TIF)	Jobs	Housing Units
Family Dollar West Vernor	Retail	\$750,000	SBT/TIF	\$77,766	\$117,945	\$108,650		
Art Center Town and Carriage Homes	Residential	\$3,500,000	SBT					29
Jefferson Avenue Maxey Dealership	Commercial	\$2,000,000	SBT				60	
West Town Homes I	Residential	\$8,100,000	SBT					31
Book Building	Mixed Use	\$18,300,000	SBT					130
Nailah Condominiums East	Residential	\$2,161,000	SBT	\$215,219				10
Jefferson Chalmers	Residential	\$14,000,000	SBT/TIF		\$2,620,850	\$2,756,294		
Warren Conner	Retail	\$7,386,000	SBT					
Brainard Street Apartments	Residential	\$10,000,000	SBT					120
Argonaut Building	Mixed Use	\$67,000,000	SBT/TIF		\$11,149,982	\$8,593,434		
E & B Brewery	Mixed Use	\$4,675,000	SBT					40
1001 Woodward	Mixed Use	\$34,900,000	SBT/TIF		\$5,669,500	\$5,801,632	325	40
River Park Village	Mixed Use	\$20,000,000	SBT					200
Belle Harbour Estates	Residential	\$60,400,000	SBT					210
Whittier Regatta	Mixed Use	\$38,000,000	SBT					280
River Pointe Terrace	Residential	\$28,000,000	SBT					96
Silvercup	Residential	\$14,600,000	SBT/TIF	\$116,925	\$840,000	\$262,662		87
Russell Street	Retail	\$2,405,000	SBT	\$240,500			45	
Vinton Building	Residential	\$4,500,000	SBT	\$1,500,000				11
Woodbridge	Residential	\$45,000,000	SBT	\$1,510,952				245
Michigan Opera Theater	Retail	\$14,556,300	SBT	\$1,455,630				
1560 East Jefferson	Commercial	\$1,600,000	SBT	\$160,000			60	
Eddystone	Mixed Use	\$7,500,000	SBT/TIF	\$750,000	\$948,500	\$1,152,730		60
Lafer Building	Mixed Use	\$2,850,000	SBT	\$285,000				16
Kennedy Square	Commercial	\$60,000,000	SBT	\$4,000,000			900	
Lithuanian Hall	Mixed Use	\$1,900,000	SBT	\$190,000				
Park Shelton	Residential	\$17,000,000	SBT	\$1,700,000				220
Canfield Lofts	Mixed Use	\$7,340,000	SBT/TIF	\$734,000	\$1,150,250	\$1,372,400	15	34
A & S Hospital Plaza	Retail	\$2,310,000	SBT/TIF	\$231,000	\$540,000	\$270,439	50	
NW Detroit Gateway	Retail	\$45,000,000	SBT/TIF	\$750,000	\$6,716,675	\$7,634,255	200	
Morgan Waterfront Estates	Residential	\$39,342,694	SBT/TIF	\$3,934,269	\$759,000	\$11,174,069		135
55 Canfield	Mixed Use	\$4,500,000	SBT	\$400,000				30
Vernor Scotten	Mixed Use	\$2,000,000	SBT	\$200,000				12
571 Monroe	Retail	\$2,449,500	SBT	\$244,950			10	
Sherwood Foods	Commercial	\$8,500,000	SBT	\$850,000			25	
Willys Overland Residential	Residential	\$1,000,000	SBT	\$1,000,000				65
Cadillac Residences	Residential	\$15,000,000	SBT	\$1,500,000				55
3408 Woodward	Retail	\$1,600,000	SBT/TIF	\$160,000	\$352,846	\$462,711	23	
New Central Yard	Commercial	\$3,700,000	SBT	\$370,000			30	
Art Center North II	Residential	\$3,485,000	SBT	\$348,500				23
Cass Block	Residential	\$4,000,000	SBT	\$400,000				36
Central Brush Park	Mixed Use	\$78,000,000	SBT/TIF	\$7,800,000	\$16,532,571	\$13,846,216	50	364
Charlotte House	Residential	\$1,752,000	SBT	\$175,200				10
El Moore	Residential	\$7,632,750	SBT	\$763,275			8	26
Winston Place	Residential	\$2,772,700	SBT	\$277,270				118
Broderick Tower	Mixed Use	\$40,200,000	SBT/TIF	\$3,280,000	\$2,913,653	\$170,048	95	127
1403 Woodward	Mixed Use	\$9,000,000	SBT	\$730,000				15
Woodward Willis	Mixed Use	\$4,075,320	SBT	\$407,532				22
Grand Van Dyke	Retail	\$11,542,000	SBT/TIF	\$713,800	\$4,662,743	\$620,298		
	Total:	\$1,731,574,900		SBT/TIF	\$39,439,256	\$41,536,951	\$37,084,097	8359

DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

BROWNFIELD PLAN SITES



INDUSTRIAL FACILITIES TAX

City of Detroit Tax Incentive Programs

Industrial Facilities (IFT)

PA 198 of 1974 provides a tax incentive to manufacturers in order to enable renovation and expansion of aging facilities, building of new facilities, and to promote establishment of high tech facilities. An IFT certificate entitles the facility to exemption from ad valorem real and/or personal property taxes for a period of 1 to 12 years. A certificate holder will pay a specific tax known as the Industrial Facility Tax. Applications are filed, reviewed and approved locally with the local unit determining the number of years granted, but are also subject to review at the state level by the Property Services Division and the Michigan Economic Development Corporation. The State Tax Commission is ultimately responsible for final approval and issuance of certificates. Exemptions are not effective until approved by the Commission. The Planning & Development Department administers this program for the City of Detroit.

New Personal Property:

PA 328 of 1998, as amended, provides 100% property tax exemption for specific businesses located in eligible distressed communities. The exemption is for all new personal property placed in a district that has been established by the local unit of government. The local unit of government determines the number of years granted for the exemption. Applications are approved at the local and state levels. The State Tax Commission is ultimately responsible for final approval. Exemptions are not effective until approved by the Commission.

OBSOLETE PROPERTY REHABILITATION ACT

PA 146 of 2000 provides commercial and commercial housing property tax exemptions. Applications must be approved at the local and state levels, with a certificate issued by the State Tax Commission to be effective. The property must have at least a 50% obsolescence finding from an eligible community assessor and be located in an established OPRA District. Exemptions are approved for one to twelve years to be determined by the local unit of government with taxes based on the previous years (prior to rehabilitation) taxable value. This value is frozen for the length of the abatement. Each year the State Treasurer may approve 25 additional reductions of half the school operating state education taxes for a period not to exceed six years.

This Act allows tax abatements on functionally obsolete or blighted commercial property undergoing rehabilitation or industrial property undergoing rehabilitation from industrial use to commercial or commercial housing use. The Act provides for an exemption from certain taxes.

In order to obtain the exemption provided by PA 146 of 2000, there are four (4) steps which must be followed:

- a.) A *qualified local governmental unit* must establish an Obsolete Property Rehabilitation District.
- b.) The owner of the obsolete property must file an application for exemption with the clerk of the *qualified local governmental unit*.
- c.) The *qualified local governmental unit* must approve the application.
- d.) The State Tax Commission must also approve the application and issue the exemption certificate.

A) Establishing An Obsolete Property Rehabilitation District

A *qualified local governmental unit* may establish one or more obsolete Property Rehabilitation Districts. This must be done by resolution. A district may consist of one or more parcels or tracts of land or a portion of a parcel or tract of land, PROVIDED THAT the parcel or tract is EITHER of the following:

- a) *Obsolete property* in an area characterized by obsolete *commercial property* or *commercial housing property*. Please refer to the definitions of *obsolete property*, *commercial property*, and *commercial housing property* found in the addendum to this bulletin.
- b) *Obsolete property* that is *commercial property* and that was owned by the local governmental unit on June 6, 2000 AND was later conveyed to a private owner.

Important Note:

The resolution establishing the district shall set forth a finding and determination that the district meets the requirement set forth in a or b above.

1. Establishing a District on Its Own Initiative Or At Request of Owner(s)

The legislative body of a *qualified local governmental unit* may establish an Obsolete Property Rehabilitation District on its own initiative OR upon a written request filed by the owner or owners of property comprising at least 50% of all taxable value of the property

OBSOLETE PROPERTY REHABILITATION ACT

located within a proposed Obsolete Property Rehabilitation District. The written request must be filed with the clerk of the *qualified local governmental unit*.

2. Written Notice By Certified Mail

Before adopting a resolution establishing an Obsolete Property Rehabilitation District, the legislative body shall give written notice by certified mail to the owners of all real property within the proposed Obsolete Property Rehabilitation District and shall afford an opportunity for a hearing on the establishment of the Obsolete Property Rehabilitation District. Any of the owners and any other resident or taxpayer of the *qualified local governmental unit* may appear at the hearing and be heard. The legislative body shall give public notice of the hearing not less than 10 days or more than 30 days before the date of the hearing.

B. Owner Files An Application for Exemption

The following are procedures which must be followed when an owner files an application for an Obsolete Property Rehabilitation Exemption Certificate:

1. If an Obsolete Property Rehabilitation District is established, the owner of obsolete property may file an application for an Obsolete Property Rehabilitation Exemption Certificate with the clerk of the *qualified local governmental unit* that established the Obsolete Property Rehabilitation District (The

definition of “obsolete property” is contained in the addendum to this bulletin.) The law requires that the application shall be filed on the form prescribed by the State Tax Commission. STC Form 3674 has been developed for this purpose. This form requests all of the information required to be provided by PA 146 of 2000.

Important Note:

If the application form (STC Form 3674) is not fully completed, it will be returned by the staff of the Property Tax Division prior to any processing being done by the State Tax Commission as described in paragraph D of this bulletin.

2. Notifications by Clerk

Upon receipt of an application for an Obsolete Property Rehabilitation Exemption Certificate, the clerk of the *qualified local governmental unit* shall notify, in writing, the assessor and the legislative body of each taxing unit that levies ad valorem property taxes in the *qualified local governmental unit* in which the obsolete facility is located.

The City of Detroit’s City Council will consider applications for tax abatements under Public Act 146 of 2000 that meet the following criteria and objectives and which will be used to determine the term of the exemption certificate:

- a) The applicant must demonstrate ownership of the obsolete property at the time of the application.

OBSOLETE PROPERTY REHABILITATION ACT

- b) The obsolete facility to be rehabilitated will not include property to be used as a professional sports stadium.
- c) The obsolete facility to be rehabilitated will not include property to be used, owned or operated by a casino or affiliated company as defined in the Obsolete Rehabilitation Act (M.C.L.A. 125.2782 (m)).
- d) The applicant represents that the project would not have been considered without the exemption certificate.
- e) The rehabilitation project was not started prior to establishment of the district by the City of Detroit.
- f) There are no delinquent taxes on the facility or the structure being renovated.
- g) The applicant shows that completion of the rehabilitated building has a reasonable:
 - i) Increase commercial activity
 - ii) Create employment
 - iii) Retain employment
 - iv) Prevent a loss of employment
 - v) Increase the number of residences in the community in which the facility is situated
 - vi) Revitalize urban areas.
- h) The applicant will indicate the period of time within which the rehabilitation will be completed.
- i) The applicant may request an abatement of taxes for up to 12 years and shall explain why the abatement is required for the number of years requested.
- j) All applicants must be in compliance with the zoning ordinance and Master Plan.
- k) If the investment for a proposed rehabilitation project is \$250,000 or greater, the applicant will demonstrate a commitment to meet all requirements of Executive Order 22, Executive Order No. 4 and Executive Order No. 14 during the rehabilitation of the obsolete facility by presenting an annual plan approved by the Human Rights Department.
- l) Applicants will submit to the Human Rights Department a Contract Compliance Report (Form EEO-1) and a current Employer Information Report (Form EEO-2). The applicant may also be requested, by the Human Rights Department, to also submit an Affirmative Action Plan, to set forth future Affirmative Action goals of the applicant at the proposed obsolete property site and the means by which the applicant intends to effectuate those goals to demonstrate the applicant's commitment to diversity in their employment.
- m) The applicant shall make a concerted effort to partner or form a joint venture with small business enterprises, minority business enterprises, women-owned business enterprises that are located in Detroit, or with community-based groups. If the applicant is unsuccessful in partnering or forming a joint venture, then the applicant must explain in writing to the City Council efforts undertaken or why partnering or forming a joint venture is not feasible for their project.
- n) The applicant will provide, with their application for a tax

OBSOLETE PROPERTY REHABILITATION ACT

- exemption, a certification of compliance with the City's Living Wage and Prevailing Wage requirements.
- o) The applicant will include in the application a history of the property use, report of any environmental concerns and procedures that will be taken to abate any hazardous conditions.
 - p) If the project is located within the boundaries of a designated Urban Renewal Area, the applicant shall demonstrate that the Citizens District Council has had the opportunity to review the proposed project.
 - q) If the project includes commercial housing, the applicant must agree to Fair Housing Practices that meet guidelines set forth by the U.S. Fair Housing Act (42 U.S.C.3601 through 3619).
 - r) A project that includes housing units that will be available as rentals will be subject to the Rental Registration Ordinance.
 - s) The applicant should demonstrate a commitment to affordable housing for citizens of low and moderate income. If affordable housing is not part of the application under consideration, the applicant may show their commitment through other housing project developed by the applicant.
- 3. Administration and Compliance**
- a) The Planning and Development Department of the City shall administer this Policy as set forth herein. The Human Rights Department shall assist applicants by providing information on the Metropolitan Statistical Area (MSA) workforce availability statistics and the necessary components for an acceptable affirmative action plan to be submitted to the City if required.
 - b) Publication – information, regarding the project, including location, dollar amount of project, and employment impact, if any, will be published as part of the public hearing notice.
 - c) Reporting – The Assessor will determine the value and taxable value of real and personal property annually, as of December 31, for each exempt rehabilitated facility. The Assessor's Division of the Finance Department and/or the Planning and Development Department shall be responsible for submitting to the State Tax Commission, no later than October 15 each year, a report on the status of each exemption as required by M.C.L.A. 125.2794. A copy of reports submitted to the State Tax Commission shall also be submitted to the City Council, by October 15 each year and shall also include:
 - i) List of project approved
 - ii) Projected and actual investment in each project
 - iii) Projected and actual number of jobs retained or created by the exemption
 - iv) Number of housing units that have been created and that are occupied
 - v) Amount of space created and currently used for

OBSOLETE PROPERTY REHABILITATION ACT

commercial business
enterprises

- vi) For each approved obsolete property exemption certificate, the current value of each property to which the exemption pertains, and the value on which the obsolete property rehabilitation tax is based
- vii) Total State Equalized Value (SEV) abated and the percentage of SEV abated

OBSOLETE PROPERTY REHABILITATION ACT

Obsolete Property Districts in Development	Area of City
1001 Woodward	Downtown
1100 Oakman Blvd.	Westside
1322 Broadway	Downtown
1462-1466 Brush	Midtown
1950 W. Fort; 1957 W. Lafayette	Southwest Side
20515 Hoover	Eastside
2940 Woodward	Midtown
2942, 2952, 2972 Second; 493 Charlotte	Woodbridge
3080 E. Outer Dr.	Eastside
3100 Woodward	Midtown
3129-3143 Woodward	Midtown
3939 Bellevue; 6550 Gratiot	Eastside
41-47 Burroughs	New Center
4705-4707 Conner	Eastside
4756 Grand River	Woodbridge
571-573 Monroe	Downtown
6200 Second Ave.	Midtown
650 W. Baltimore	Art/Cultural Center
N'Namdi Art Gallery	Art/Cultural Center
70 W. Alexandrine	Midtown
9390 and 9440 Grinnell	Eastside
1444 Michigan Ave.	Southwest
Argonaut Building	Art/Cultural Center
Auburn Commercial	Midtown
Book Cadillac Hotel	Downtown
Cliff Bells Building	Midtown
Conner-Chene Properties	Eastside
D & H Medical Plaza, LLC	Eastside
Eddystone Lofts	Midtown
Fort Shelby Hotel	Downtown
Garfield and York Apartments; Canfield Lofts	Midtown
Hartz Building	Downtown
Holiday Inn Express Hotel	Downtown
Iodent Building	Downtown
Jefferson Avenue Maxey Dealership	Downtown/Riverfront
Kales Building	Downtown
Lafer Building	Downtown
Leland School	Eastern Market
Lithuanian Hall	Southwest
National Theatre	Downtown
New Central Yard	Eastern Market
Newberry Hall Development	Midtown
Odd Fellows Hall	Southwest
Research Lofts	Downtown
Rocky DFD Lofts	Eastern Market
Russell Street	Eastern Market
Small Plates	Downtown
Thor Gallery at Warren Conner	Eastside

OBSOLETE PROPERTY REHABILITATION ACT

Obsolete Property Districts in Development	Area of City
Vernor/Scotten	Southwest
Vinton Building	Downtown
Winston Place	Jefferson Chalmers
Woodward Garden Block	Midtown

CORRIDOR IMPROVEMENT AUTHORITY

This Authority was created on February 15, 2008, by Ordinance of City Council pursuant to Act 280 of the Public Act of Michigan 2005. In accordance with the Act, the Authority's objectives are to correct and prevent deterioration in Business Districts, to promote the economic growth of the Districts, and to authorize the use of Tax Increment Financing. The February 28, 2008 Ordinance established the boundaries of the District, within which Development Plans and Tax Increment Financing Plans may be approved by the Authority.

On November 16, 2011, the Authority's Development Plan and Tax Increment Financing Plan (the "Plans") for the Detroit Gateway Park Outlet Mall (the "Project"), was approved by Detroit City Council. The Plans provide for partial financing of the Project in the amount of \$12.5 million of Tax Increment Revenues to fund site preparation on infrastructure improvements. The Authority's District Map is attached.

DEVELOPMENT ZONES



DETROIT EMPOWERMENT ZONE

The City of Detroit was awarded an Empowerment Zone designation in December 1994. This section highlights the successes of the zone over a ten-year grant period, ending December 21, 2004. With the exception of Title XX funding, all aspects of the zone designation still exist. The final phase of the designation exists until December 20, 2009 under the direction of the Tax Incentive Utilization Plan. This narrative represents the Empowerment Zone from a historical perspective.

Detroit's application for the empowerment zone entitled "Jumpstart the Motor City" was a result of a cooperative and comprehensive participatory strategic planning process which included significant community representation, as well as business, government, educational and religious communities. The term of the program is ten years.

The Zone is made up of an area of 18.35 square miles (total land area must be less than 20 square miles) encompassing three distinct neighborhoods- Southwest Detroit, the Woodward Corridor and the Eastside. The zone was carefully drawn to include disinvested areas of the City in order to achieve the maximum economic development potential. Designation as an Empowerment Zone provided a \$100 million grant, as well as tax benefits for companies located in the Empowerment Zone that employ residents of the Zone. The tax credits allow for up to 20% of the first \$15,000 in wages and training costs for Zone employers who hire residents of the Zone.

The Empowerment Zone programs are administered by the Empowerment Zone

Development Corporation and its Board of Directors. The Detroit City Council authorized the creation of the Corporation by ordinance in 1995.

The Goals, Measures, Benchmarks and Actions Steps (GMBAS), outlined in the Empowerment Zone application, are as follows:

Creating Economic Opportunity:

1. To assist community-based organizations, businesses and entrepreneurs to gain access to capital resources and technical assistance.
2. To strengthen the business and technology base of the Zone to spur economic growth.
3. To link residents to jobs and expand the labor force by providing pre-training and training programs for skilled, competitive and upwardly mobile employees.
4. To increase international trade and tourism within the zone, focusing upon regional cooperation.

Sustaining Competent, Healthy, Safe Families:

1. To follow a comprehensive community policing plan and empower community-based organizations.
2. To integrate multi-agency and jurisdictional initiatives and decentralize public safety-related services in the Zone.
3. To promote and support community-based programs designed to reduce crime and violence.
4. To design and initiate a coordinated health and human services system supportive of the development and preservation of strong and healthy families.

DETROIT EMPOWERMENT ZONE

5. To build on existing community programs that promote the empowerment and stabilization of families and individuals and support their efforts to become and remain productive, engaged members of the community.
6. To improve the quality of learning in the classroom, community and work place, including entrepreneurial education at each level.
7. To integrate technology into educational and training programs.
8. To develop programs and partnerships that enhance youth, family and citizen learning.

Restoring and Upgrading Neighborhoods:

1. To preserve and develop affordable housing.
2. To develop quality public housing and tenant opportunity.
3. To create a continuum of housing services for the homeless.
4. To improve the accessibility of public transportation.
5. To beautify Detroit's landscape through creative use of vacant land.
6. To increase reuse of environmentally contaminated land.
7. To improve the quality of recreational facilities and programs.
8. To use environmental technology as an employment generator.

These goals are integrated into the economic development strategy of the City, which focuses its efforts in two areas: to provide an attractive and stable environment that is conducive to business and secondly, to ensure that all its residents have access to opportunities for economic development. The overall Economic Development Program of the

City of Detroit seeks to tap into the many programs available, such as the Empowerment Zone, to achieve the maximum development benefit.

Since receiving designation as a federal Empowerment Zone, Detroit has proceeded with the plans outlined in its application. The One-Stop-Capital-Shop was opened so that entrepreneurs and business people can receive assistance from multiple agencies in one location. At the One-Stop-Capital-Shop, people can receive training and technical assistance from business and financial professionals which will aid them in obtaining start-up or expansion capital.

Status of the Detroit Empowerment Zone

The Empowerment Zone Financial Institutions Consortium commitments currently total more than \$7.8 billion. Lending commitments have been received from a consortium of eleven (11) area financial institutions. In addition, commitments and letters of support were received from forty-four (44) private companies, thirteen (13) foundations, twenty-three (23) community service and business organizations, and 18 community-based organizations. The Mayor's Office of Neighborhood and Commercial Revitalization in conjunction with Empowerment Zone funds has made available \$600,000 in matching Title XX dollars for business façade improvements. The Empowerment Zone Development Corporation also currently operates a \$3,000,000 minor home repair program exclusive to zone residents.

DETROIT EMPOWERMENT ZONE

<i>Development Type</i>	<i>Number of Developments</i>	<i>Estimated Cost of Project (in millions)</i>
Commercial	78	\$210.12
Industrial Manufacturing	40	4,957.93
Office	10	27.46
Public Institutional	28	1,458.73
Residential	390	647.37
Total	546	\$7,301.61
*(Mixed Use)	27	477.24
Total with Mixed Use	573	\$7,778.85

*mixed use total not included in strategic plan

In Southwest Detroit, the Mexicantown Welcome and Retail Center is being developed at the Ambassador Bridge, Detroit's international border crossing; at a project cost of \$12 million.

Currently, there are a total of eighty (80) projects contained in the overall plan. These projects range from job training and neighborhood development, to educational development and self-help programs for special sectors of the Empowerment Zone population. Public and not-for-profit sponsors run the majority of these projects.

Over 1,800 Empowerment Zone residents have received job training, job placement and education. It is reported that 17,000 jobs have been created in the zone as a result of economic development projects. From 1995 to 2000, employment in the Empowerment Zone increased by 15%.

The Empowerment Zone Development Corporation currently has six housing programs available to assist community-based organizations in expediting housing development in the Empowerment Zone. Financing, technical assistance and land acquisition

is the main emphasis of the Corporation. Currently ninety-seven (97) community-based organizations have received technical assistance related to community and economic development.

Human Service Activities

Job skills training programs are being offered by Focus Hope, and Wayne State University. The Warren Conner Development Coalition, All Saints Neighborhood Center, Friends of Parkside and the Detroit Hispanic Development Corporation also provide job skills training. The City of Detroit Recreation Department and Employment and Training Departments provide landscape training and assistance in resume writing and Internet resume services, respectively.

There are thirteen (13) projects designed to address public safety issues and promote violence free communities. A seven - percent reduction in crime in the Empowerment Zone since 1995 is being reported. The Detroit Police Department Community Policing Program and the proposed Emergency Service Center-Southwest (formerly the Public Safety Mall) within the Empowerment Zone are designed to address crime prevention

DETROIT EMPOWERMENT ZONE

with the assistance of other law enforcement agencies.

The Detroit Urban League-Male/Female Responsibility Respect Life- Stop the Violence Program has been established in Empowerment Zone schools and other areas near the Zone with large zone populations. The Detroit Recreation Department initiative “Schools as the Heart of the Community” involves twenty-three (23) schools throughout the Empowerment Zone that serve as Recreational Support Centers. Wayne State University also offers youth and family education services.

The heart of the Empowerment Zone’s mission and commitment is the implementation of Human Service initiatives, which are designed to improve the quality of life for all Empowerment Zone residents. Projects totaling \$32.5 million have been identified to address this concern. Programs identified offer services to pregnant women and their young children- early childhood/family development center, parenting and pre-school education, comprehensive early childhood development and school based health centers.

Programs are available to assist the homeless and jobless families. The

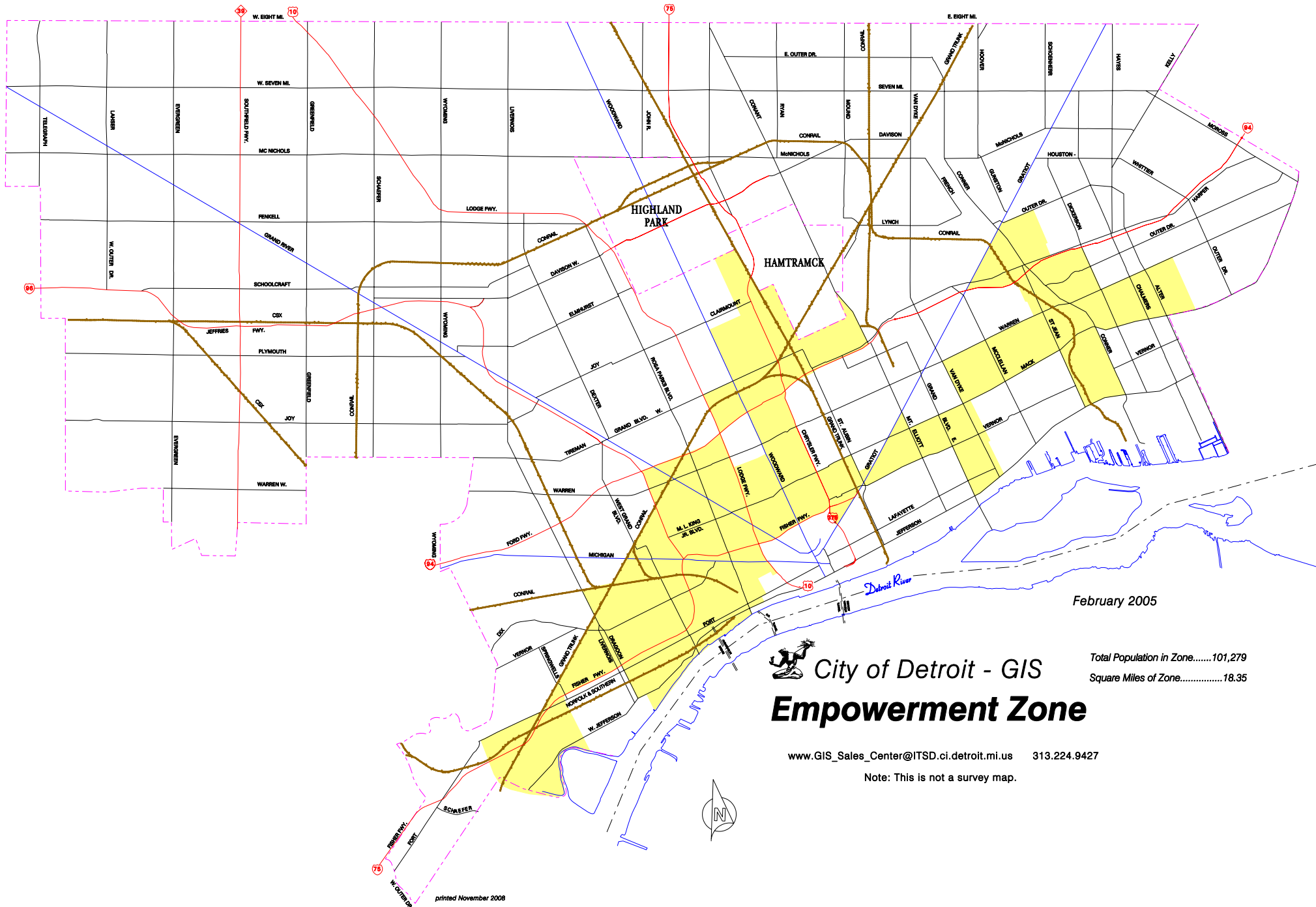
Great Lakes Center for Independent Living services the handicapped and links public housing to Empowerment Zone programs. Programs are available to assist seniors/elderly in remaining independent or partially independent.

Neighborhood Review Panels have been established in each of the three regions of the Empowerment Zone. The panels consist of residents of the zone that represent their neighborhoods. This represents a true collaborative effort between residents from the community, businesses, Empowerment Zone administrators, board members and City officials.

Final Report

Beginning in 2003, the EZDC board began a program phase-out plan leading to the official close of the Detroit Empowerment Zone Project in June 2005. The Black United Fund of Michigan, Inc., in partnership with Vincente’ and Associates was contracted to evaluate the performance of some 80 implementing agencies identified to carryout the vision of the Empowerment Zone Strategic Plan. Their Final Report for the Empowerment Zone Evaluation Project was issued in 2006.

From: Detroit Planning & Development Department, Empowerment Zone Development Corporation , Interim Assessment of the Empowerment Zones and Enterprise Communities, Empowerment Zone Evaluation Project Final Report



February 2005

Total Population in Zone.....101,279
 Square Miles of Zone.....18.35

**City of Detroit - GIS
 Empowerment Zone**

www.GIS_Sales_Center@ITSD.ci.detroit.mi.us 313.224.9427

Note: This is not a survey map.

printed November 2008

NEIGHBORHOOD ENTERPRISE ZONES

The State of Michigan Public Act No. 147 of 1992 established Neighborhood Enterprise Zones to provide a stimulus for the development of new residential housing and the rehabilitation of existing housing stock in economically distressed communities. The Detroit City Council on October 21, 1992 authorized the use of the Neighborhood Enterprise Zone (NEZ) Act for the City of Detroit.

The NEZ Act allows local government, to designate one or more zones and offer property tax abatements to encourage residential investments and improvements. Within a designated NEZ, the owner, future owner or developer may apply for a NEZ certificate, which entitles the residential unit to exemption from ad valorem real property taxes for a period of 12 years. In lieu of payment of the full property tax, the property is assessed a special levy – neighborhood enterprise zone tax. This tax for new construction is equal to the state equalized valuation (SEV), not including the land, times ½ of the statewide average millage rate. For rehabilitated residential structures, the tax is equal to the total millage rate levied by all taxing units within which the rehabilitated structure is located times the SEV, not including the land, for the year prior to the effective date of the certificate.

The NEZ Act does not limit the number of zones a local government unit may have. However, the Act does limit the total area of land a government unit can designate as NEZ. The cumulative area of the zones can be no more than fifteen percent (15%) of the total area of the City. In Detroit, this 15% limit amounts to 20.69 square miles or 13,239. There are limitation provisions for rehabilitated residential structures under the Act. Only existing residential housing facilities with 1 to 8 units with a current or pre-improvement true cash value of \$80,000 or less per unit is eligible for the reduction

in taxes under this Act; and the property true cash value must increase upon completion of the rehabilitation.

Other criteria of the Act require that a zone must be compact and contiguous and must contain not less than then (10) platted parcels of land. The Act does not allow for the amendment or the rescinding of a designated zone for three years.

The Detroit City Council adopted in its resolution the following goals, objectives and policies for the NEZ.

- To actively support neighborhood or community based self-help organization engaged in local housing construction, conservation or rehabilitation efforts.
- To stabilize and revitalize neighborhood housing conditions by encouraging the creation of new housing units for moderate and lower income persons.
- To take appropriate actions to influence and facilitate increased private sector involvement in public programs that will propel and sustain City neighborhood-housing stabilization initiatives.
- To take appropriate actions to stimulate increased demand for Detroit housing by all household types by encouraging private market participation to provide housing choices.
- To promote efforts to stabilize and increase the level of home ownership and owner-occupied housing in the City.
- To take appropriate actions to facilitate the providing of an adequate supply and mix of Detroit housing for all household types.

In 1992, some of the first areas designated as Neighborhood Enterprise Zones were Victoria Park, Virginia Park, selected portions of Jefferson-Chalmers and Hubbard-Richard, and some undeveloped sections of Elmwood Park, ANR, Harbortown and the PIFU area who

NEIGHBORHOOD ENTERPRISE ZONES

boundaries were defined as Chalmers and Kercheval, Alter Road and E. Jefferson.

Some of the criteria used to review projects for the NEZ are as follows;

A proposed zone need not demonstrate all the criteria, but should be characterized by a combination of several.

1. The area is designated for new owner-occupied condominium, single- or two-family construction;
2. The area has a concentration of vacant sites;
3. The area is characterized by expansive vacant land and is adjacent to stable or redeveloping neighborhoods;
4. The area is composed of distinctive homes or has distinctive surroundings, including historic (regardless of designation) areas, with scattered vacant, abandoned, rehabilitable structures;
5. The area is composed primarily of residential structures with true cash value of \$60,000 or less per unit where the purpose for designation is the rehabilitation benefits (versus new or infill construction);
6. The area or the proposed infill new construction is or will be a marketable (for example, a neighborhood composed of strong distinctive housing stock but with numerous vacant lots);
7. The area is targeted for redevelopment efforts by the City adopted development plans, providing technical assistance or assigning project staff, appropriating significant funding for public improvements, home rehabilitation or new development;
8. The area is one where the City enters into cooperation with other entities who

provide plans, funding, mortgage financing, and evidence of experience and capability to implement housing improvement/construction programs;

9. The area has potential mortgage financing;
10. The area is stable and is composed of smaller homes amendable to expansion, which are located on relatively large lots.

Even if an area meets several of the above criteria, designation should not be recommended if:

11. The parcels intended to be improved do not form a compact, contiguous area of 10 parcels or more.
12. If the property value for rehabilitation properties exceeds \$80,000 per unit and the purpose of the designation is not infill but primarily for rehabilitation.
13. An analysis of the area indicates there is little probability that the proposed improvements will generate significant increased in the true cash value and the taxes eligible for abatement.

Neighborhood Enterprise Zone Act Application Process

1. Information from Applicant for Area Designation to P&DD
 - a. Area boundaries proposed for designation
 - b. Number of buildings available to be rehabilitated
 - c. Number of vacant lots available/how many contiguous?
 - d. Evidence of homeowner or developed interest and likelihood of financing
 - e. Form and extent of community involvement in area revitalization

NEIGHBORHOOD ENTERPRISE ZONES

2. Analysis of Information by City Departments
 - a. Planning and Development Department to analyze information and comment on conformance to Master Plan and long-range goals of City.
 - b. Assessors Office to analyze information for determination of true cash value of property in area and an estimate of increase in true cash value because of improvements likely to be made because of designation.
3. Planning & Development Department to analyze proposed designation against review criteria and make recommendation to City Council
4. City Council Process for Approval of Area Designation
 - a. Mandatory Public Notice and Hearing
 - b. Approve or disapprove designation by resolution
5. Application is made to the State for Individual Neighborhood Enterprise Zone Designation

NEIGHBORHOOD ENTERPRISE ZONES

Approved Neighborhood Enterprise Zones	Approved by City Council	Acreage of Each Zone	Acreage Remaining for NEZ Designation
Jefferson-Chalmers	21-Oct-92	341.000	12,898.00
P.I.F.U.	21-Oct-92	64.000	12,834.00
Hubbard-Richard	21-Oct-92	8.000	12,826.00
Victoria Park	21-Oct-92	46.000	12,780.00
Elmwood Park (10c & 10d)	21-Oct-92	8.000	12,772.00
Elmwood Park (Parcel 7)	21-Oct-92	8.000	12,764.00
Virginia Park	21-Oct-92	18.000	12,746.00
Harbortown	21-Oct-92	33.000	12,713.00
Corktown	26-Oct-94	50.400	12,662.60
Westwood Park	3-Jan-96	88.000	12,574.60
Grayhaven	27-Mar-96	33.912	12,540.69
Island View	1-May-96	60.710	12,479.98
Clairpointe Woods of Victoria Park	1-May-96	13.800	12,466.18
Crosswinds (Woodward Place)	17-Jul-96	89.000	12,377.18
Painia Development (Euclid Square)	2-Oct-96	4.270	12,372.91
Emmanuel Community Center Inc.	25-Jun-97	82.060	12,290.85
U-SNAP-BAC	16-Jul-97	63.190	12,227.66
Bagley	9-Sep-98	31.999	12,195.66
Crosswinds (Uptown Row)	9-Sep-98	3.690	12,191.97
	10-Mar-99		
Midtown	4-Jun-07	85.600	12,106.37
Graimark	31-Mar-99	101.300	12,005.07
Longacre	8-Sep-99	28.675	11,976.39
Corktown 1999 (C)	19-Nov-99	25.762	11,950.63
Bonnie Bridge Villa	19-Nov-99	0.722	11,949.91
Woodward Seward	12-Jan-00	36.870	11,913.04
Island View Amendment	1-Jul-00	104.230	11,808.81
River Place	9-Nov-00	1.213	11,807.60
West Village	15-Nov-00	87.380	11,720.22
Grinnell Place Lofts	15-Nov-00	1.000	11,719.22
Piety Hill	10-Jan-01	13.181	11,706.04
WDIFCO - Woodmont Estates	24-Jan-01	1.237	11,704.80
East Village	21-Feb-01	104.590	11,600.21
ChalmersHeights	21-Feb-01	129.000	11,471.21
WDFICO - Prevost Gardens	28-Mar-01	16.699	11,454.51
Woodward/Brush/Hendrie/Ferry	25-Jul-01	22.88	11,431.63
Algonquin (Area A)	17-Sep-01	116.71	11,314.92
Algonquin (Area B)	17-Sep-01	25.740	11,289.18
Woodbridge Estates	19-Sep-01	71.552	11,217.63
3600 Woodward Area	10-Oct-01	4.578	11,213.05
Peterboro-Charlotte	7-Nov-01	17.646	11,195.40
East Ferry Street	28-Nov-01	7.85	11,187.55
Far East Side	18-Sep-02	452.25	10,735.30

NEIGHBORHOOD ENTERPRISE ZONES

Hubbard Farms	23-Oct-02	245.6	10,489.70
Leland Lofts	26-Mar-03	10.764	10,478.94
Jefferson North Park	16-Apr-03	89.917	10,389.02
North Corktown	16-Apr-03	39.61	10,349.41
Oakland-Caniff	16-Apr-03	85.809	10,263.60
New Amsterdam	16-Apr-03	18.02	10,245.58
Oakland-Clay	16-Apr-03	48.33	10,197.25
East Grand Boulevard	30-Apr-03	58.14	10,139.11
Uptown Row	30-Apr-03	3.515	10,135.60
St. Clair	12-Jun-03	0.9072	10,134.69
Stearns Building	2-Jul-03	0.57	10,134.12
Lower Far East Side	23-Jul-03	420.017	9,714.10
Riverfront Towers	26-Nov-03	10.664	9,703.44
Gratiot-McDougall	11-Feb-04	38.246	9,665.19
West Pointe Homes	11-Feb-04	99.985	9,565.21
Briggs	18-Feb-04	58.027	9,507.18
Gratiot Woods	18-Feb-04	189.583	9,317.60
North Woodbridge	25-Feb-04	12.005	9,305.59
Puritan/Lodge/Parkside/Pestoskey	31-Mar-04	83.850	9,221.74
Garden Court Apartments	2-Apr-04	5.363	9,216.38
Belle Harbor Estates	21-Apr-04	13.433	9,202.95
Jefferson/Woodbridge/Franklin	28-Apr-04	10.613	9,192.34
West Town I	12-May-04	37.280	9,155.06
Six Oaks	23-Jun-04	17.048	9,138.01
E & B Brewery Lofts	28-Jul-04	12.767	9,125.24
Pittman Homes	8-Sep-04	14.951	9,110.29
Woodward/Michigan	15-Sep-04	1.895	9,108.39
Parkside/Puritan/Princeton/Midland	6-Oct-04	23.285	9,085.11
Silvercup Redevelopment	17-Nov-04	8.353	9,076.76
Petosky Park	17-Nov-04	47.410	9,029.35
Orton Development (Argonaut Bldg)	17-Nov-04	7.890	9,021.46
Core City	17-Nov-04	144.070	8,877.39
College Park	5-Jan-05	21.637	8,855.75
Expanded East Village (addition)	12-Jan-05	21.740	8,834.01
Park Shelton	2-Mar-05	4.504	8,829.51
Research Lofts (on Trumbull)	15-Apr-05	2.270	8,827.24
Farrington Estates	4-May-05	13.980	8,813.26
Green Acres	18-May-05	4.210	8,809.05
Vinton Building	1-Jun-05	2.580	8,806.47
Du Charme Place	1-Jul-05	32.190	8,774.28
Morgan Waterfront Estates	1-Jul-05	51.800	8,722.48
Sacred Heart/St. Elizabeth	6-Jul-05	38.760	8,683.72
Art Center	14-Sep-05	1.490	8,682.23
Triad Development	14-Sep-05	109.410	8,572.82
Eddystone Lofts	21-Sep-05	3.620	8,569.20
South University Village	19-Oct-05	14.890	8,554.31
1001 Covington	19-Oct-05	7.410	8,546.90
Amended West Corktown	19-Oct-05	1.338	8,545.56

NEIGHBORHOOD ENTERPRISE ZONES

Bellevue Village	18-Nov-05	3.410	8,542.15
Garfield Condominium	18-Nov-05	8.150	8,534.00
3100 Woodward	18-Nov-05	3.490	8,530.51
Canfield/John R	6-Jan-06	3.470	8,527.04
Newberry Hall	29-Mar-06	9.170	8,517.87
Cadillac Residences Ltd.	12-Apr-06	5.880	8,511.99
St. Regis Condominium	17-May-06	4.950	8,507.04
Cass Corner	12-Jul-06	3.280	8,503.76
Cooley/Houghton	26-Jul-06	2.780	8,500.98
	13-Oct-06		
Village-Estates	22-May-07	10.990	8,489.99
Merritt Place	20-Oct-06	2.000	8,487.99
Rutland/Outer Drive	1-Nov-06	2.160	8,485.83
Campus Square	3-Jan-07	24.900	8,460.93
	3-Jan-07		
River Rouge Golf View	4-Jun-07	16.170	8,444.76
Kercheval/McClellan (Penn. Street)	25-Apr-07	8.720	8,436.04
Farr Street	25-Apr-07	1.720	8,434.32
East Riverfront	25-Apr-07	123.180	8,311.14
Lower Woodward	9-May-07	10.800	8,300.34
East Lafayette Village	6-Jun-07	123.060	8,177.28
Book Building and Tower	18-Sep-07	6.590	8,170.69
Covington Terrace	13-Oct-07	4.960	8,165.73
Hubbard Farms Expansion	19-Feb-08	6.110	8,159.62
Euclid Street Townhouse	26-Feb-08	0.000	8,159.62
Morningside Community	18-Mar-08	91.220	8,068.40

APPROVED NEZ AREAS AS OF		11/17/2008
Areas with NEZ Rehab, In-fill, and New Facilities		
Total acreage available (15% of Detroit acreage):		13,239.00
Total acreage remaining:		8,068.40
Percentage of allotted acreage used:		39%
Percentage of allotted acreage remaining:		61%

NEIGHBORHOOD ENTERPRISE ZONES

Neighborhood Enterprise Zones - Homestead

On January 3, 2006 The State of Michigan Public Act No. 147 of 1992 was amended with the enactment of three bills, resulting in P.A. 338 of 2005, PA 339 of 2005 and P.A. 340 of 2005. These public acts amended the Neighborhood Enterprise Zones legislation and provided for a new class of NEZ eligible property known as “Homestead Facility”. A “Homestead Facility” is defined as *an existing structure, purchased by or transferred to an owner after December 31, 1997, that has as its primary purpose residential housing consisting of 1 or 2 units, 1 of which is occupied by an owner as his or her principal residence and that is located within a subdivision platted pursuant to state law before January 1, 1968.* The City of Detroit Assessment Division processes the NEZ Homestead applications. The following outlines the steps required to receive an NEZ Homestead certification.

NEZ-Homestead Application Process

1. City of Detroit Assessment Division receives application; make sure all areas on the application are filled out correctly and signed.
 - a. The presenter must write out or attach a written statement explaining the mandatory improvements of \$500 to the structure over the next 36 months.
2. Need to present your current deed that shows ownership of the home.
 - a. Does the name on the deed match up with the name on the assessment roll Yes or No?

- b. If NO you have to file a Property Transfer affidavit which you can obtain in room 804. Complete it, in addition there may be a late filing fee penalty involved, then go back to step 1.
 - c. If YES continue to next step.
3. The applicant must file a New Homeowner’s Principal Residence Exemption Affidavit.
 - a. Must have picture ID either a Valid Michigan driver’s license or state ID.
 - b. The address on the ID matches the address of the property on the application Yes or No?
 - c. If No go to Secretary of state and update your address on your ID then return to step 3.
 - d. If Yes go to next step
4. Address verification (Is there a return mail code on the assessment roll for this address? If so then correct it. Mailing address should match property address unless it’s a PO box)
5. The person submitting the application will complete the Interior Survey form.
 - a. Advise the taxpayer that the State of Michigan requires that the assessments office inspect the exterior and interior of the property.
6. Reviewed for accuracy, all documentation is batched into a package. Send complete package to city clerk with approved cover sheet. The City clerk’s office will receive the following documents:
Original and 1 copy of the Application for NEZ-Homestead Certificate and a copy of the deed.

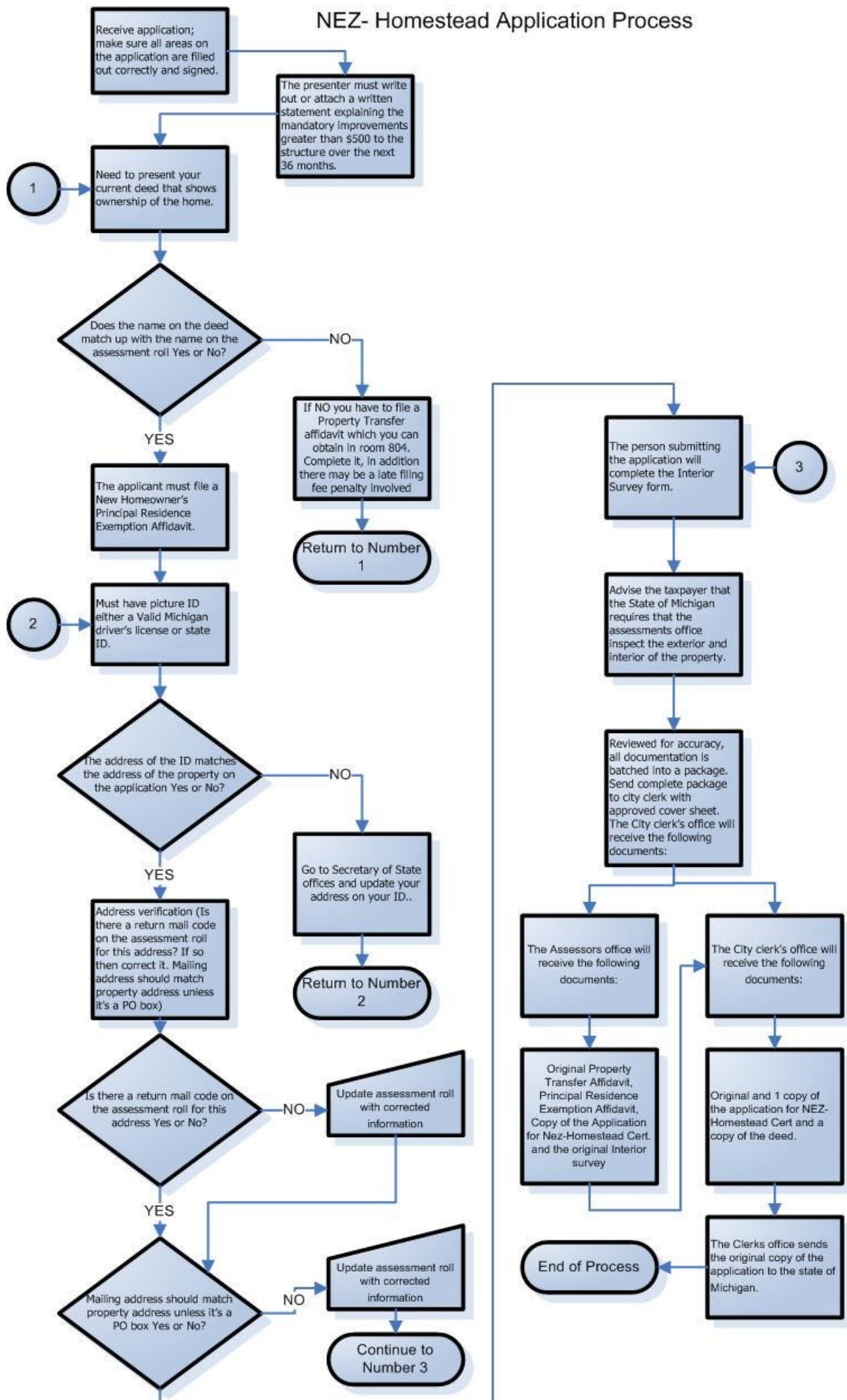
NEIGHBORHOOD ENTERPRISE ZONES

The Clerks office sends the original copy of the application to the state of Michigan

The Assessors office will get:

Original Property Transfer Affidavit, Principal Residence Exemption Affidavit, copy of the Application for NEZ-Homestead Certificate and the original Interior Survey.

NEZ- Homestead Application Process



THE DETROIT RENAISSANCE ZONE

Renaissance Zones were established under the State of Michigan PA 376 of 1996 to spur economic development in areas defined as distressed under guidelines published by HUD and the Michigan State Housing Development Authority. Renaissance zone designation was awarded for five urban zones, four rural and two closed military facilities.

As per Public Act 376, a city receiving Renaissance Zone designation may create up to 10 distinct non-contiguous “sub-zones”. Each of these sub-zones were eligible for modification of their original conditions including boundary changes, additional years of tax relief and changing of the original start date. Effective January 1, 1997, the City of Detroit designated six sub-zones all of which were characterized as largely industrial, both historically and on predominant present land uses. All six zones were characterized by persistent economic and physical decline with substantial portions of the physical land in the sub-zones owned by the City of Detroit or one of its various authorities, yielding low city tax revenue per acre. These original six sub-zones ranged in size from 67.8 acres to 727.8 acres. These six sub-zones were designated Central City, I-94 Industrial Park, Livernois/Intervale, Lynch Road, Old Packard and South-West Delray.

From 1997 to 2001, Public Act 376 was amended twice by Public Act 98 of 1999 and Public Act 259 of 2000, creating new opportunities for eligible and designated Renaissance Zone communities. The City of Detroit also modified its Renaissance Zone three times during this period.

In 2000, the City designated two new sub-zones: Historic Tiger Stadium and Harridon Terminal and the existing Southwest Delray sub-zone was modified by the addition of 16 acres of land.

In 2001, the City further modified the Renaissance Zone through the addition of the I-75 sub-zone and the modification of the Southwest Delray and I-94 Industrial Park sub-zones by extending the sunset dates of each of these two zones by three years to terminate in 2011.

In 2002, the City again modified its Renaissance Zone through the addition of the Campus Martius sub-zone to bring the City to the maximum allowable number of sub-zones per designated community. The City again modified the I-94 Industrial Park sub-zone by resetting the effective start date of the sub-zone to January 1, 2003.

In 2002, Wayne County, which had been designated a Renaissance Zone community in 1996, with the consent of the City of Detroit, designated four Wayne County Renaissance Zone sub-zones within the City of Detroit. These four sub-zones are known as Atwater, Jefferson Avenue, Michigan Avenue and Woodward Avenue.

Public Act 376 as amended allows for the designation of up to five Renaissance Zones by the Michigan Strategic Fund for projects deemed to be of state-wide importance. Under this clause, the Michigan Strategic Fund in 2001 designated the Marathon Renaissance Zone with the consent of the City of Detroit.

A 2001 amendment to Public Act 376 allowed for the designation by the Michigan Strategic Fund of a single Renaissance Zone with enhanced tax benefits for the stimulation of alternative energy research to be known as the NextEnergy Renaissance Zone. In 2002, the City of Detroit consented to the designation of the NextEnergy Renaissance Zone in Detroit.

THE DETROIT RENAISSANCE ZONE

In total, the City of Detroit Renaissance Zone contains ten non-contiguous sub-zones, while Wayne County Renaissance Zone has designated four sub-zones in the City of Detroit and the Michigan Strategic Fund has designated two Renaissance Zones within the City of Detroit. Collectively the three entities have created sixteen geographically distinct zones with Renaissance Zone benefits.

A 1995 inventory of businesses in the city found 266 operating businesses and 3,020 jobs in the Zone; manufacturing and warehousing were most highly represented among those jobs. All areas comprising the Zone have excellent access to major freeways, rail lines, waterways, and airports to support business growth within the city, county, and state.

Estimates are that the Zone development can produce more than 14,000 jobs at maximum build out and contribute more than \$4 million annually in additional income tax revenue alone. The City of Detroit anticipates the development objectives can be substantially accomplished over a 12-year period, the proposed duration of the Detroit Renaissance Zone.

It is abundantly clear that the Renaissance Zone will provide a substantial incentive to stimulate increased job opportunities for Detroit residents and promote the reuse of vastly underutilized land and buildings in areas of the city that otherwise stand little chance of revitalization. For business operators and job seekers alike, Detroit's Renaissance Zone offers excellent prospects for economic expansion and career development.

Some particulars of the Renaissance Zone are: State and local taxes which will be waived for businesses and residents of the

Zone include: Single Business Tax (SBT), Personal Income Tax and the 6-mill State Education Tax. Local taxes, which will be abated, include: Real and Personal Property Tax on operating mills, Local Income Tax and Utility Users Tax. Other taxes, which will be abated, if applicable, include: enterprise zone tax, technology park facilities tax, and neighborhood enterprise zone tax.

Federal taxes will not be waived. State sales taxes, unemployment insurance, social security taxes, and workers' compensation are not waived, as well. Also, Sewer and water fees are not waived due to the fact that they are fees-for-service. All applicable debt millages are not waived.

The provisions of the Renaissance Zone Act and related legislation require an eligible Renaissance zone taxpayer to satisfy certain requirements in order to maintain eligibility for Renaissance Zone tax relief.

A taxpayer must pay all non-abated State, City, County and School taxes when due.

The taxpayer must continue to file all State and local tax returns and personal property tax statements when due.

Residential rental property owners in a Renaissance Zone must file an annual affidavit with the local tax collecting unit in which the property is located indicating that the property is in substantial compliance with all applicable State and local zoning, building, and housing laws, ordinances or codes.

A resident of the Zone must be domiciled in the designated zone for 183 consecutive days in order to have residency status.

THE DETROIT RENAISSANCE ZONE

Detroit Renaissance Zone

In April 2002, The Detroit Economic Growth Corporation (DEGC) completed an annual analysis of the City of Detroit Renaissance Zone for the calendar years 1997- 2001. The following is an excerpt from the report:

The individual sub-zones exhibited a wide range of investment activity, from little to no new activity to several large multi-million dollar facilities constructed. From this range of investment activity, observations can be made about success predictors.

The two most successful sub-zones, Delray and Lynch Road, each had large parcels of land available that were controlled by the City of Detroit or developers working closely with the City. Equally important, the City and its developer/investor partners had projects waiting to begin if the right parcel could be found at the right price. These two conditions resulted in the construction of five new manufacturing facilities creating over 1,000 new jobs, covering more than 1,000,000 square feet and with investments exceeding \$60,000,000. Three of these projects were in the exploratory phase with Renaissance Zone designation creating the financial incentive to take them to completion. The other two projects were proposed and completed after the private development market became familiar with the benefits of the Renaissance Zone.

The least successful zones, in terms of investment activity, Central City and Packard had two parcel ownership features in common. Both sub-zones are comprised of many small parcels requiring land assembly with no significant investment plans or opportunities, with one large building covering up to ½ of the total sub-zone area. The City developed

plans to complete acquisition of each of the buildings and then market them for redevelopment. However, in both of these sub-zones, investment has been delayed while ownership of the buildings is contested and the parties claiming ownership begin to formulate their own redevelopment plans.

The Detroit Renaissance Zone Descriptions

Detroit's Renaissance Zone encompasses different sections of the city. The various City, County and State Renaissance Zones and sub-zones exhibit a wide range of land uses and exhibit varying degrees of disinvestments and economic challenges. All share the common trait of being unsuitable for redevelopment absent the tax incentives provided by the Renaissance Zone program. Each Renaissance Zone and sub-zone has had varying degrees of activity and success in stimulating redevelopment. Below is a summary of each Renaissance Zone or sub-zone, followed by a text narrative of each.

Four of the original six sub-zones areas are located on the east side while the other two are on the west side. The original six areas are generally referred to as follows:

(See attachment "A")

City of Detroit Renaissance Zones Subzones

Area 1: Lynch Road

This 116.2 acre site is bounded by Lynch Road and Jordan Street to the south, Van Dyke to the east, Forest Lawn Cemetery to the north and the Grand Trunk Railroad to the west. The site has direct rail access and is located less than one mile west of City Airport, approximately one mile north of Interstate 94, approximately one and one-half miles east of Interstate 75, and approximately five miles south of Interstate 696. The city of Hamtramck is located immediately west of the site.

THE DETROIT RENAISSANCE ZONE

Currently, the western portion of the area, which is owned by the Chrysler Corporation, has been re-developed. The central portion of the area, which is also owned by Chrysler, is primarily used for storage purposes, as well. The eastern portion of Area 1 is predominantly residential, with a significant amount of vacant land. The proposed development for this Renaissance Zone area is to be as an industrial park with medium/heavy industrial and light industrial uses. Currently, all 35 acres of available industrial property have been redeveloped with only residential and retail parcels undeveloped. A proposal is currently under review to convert abandoned retail parcels into expansion of an existing industrial facility

Area 2: 1-94 Industrial Park

The 1-94 Industrial Park is a 289.6 acre site located in the east central sector of the City. It is bounded generally by Grinnell and Huber on the north; Edsel Ford Freeway on the south; Van Dyke on the east; and Mt. Elliott on the west. A Conrail line extends through the property in a north-south direction. Currently, the northern and eastern portions of this area are primarily industrial. Over 15 acres of privately held land has been redeveloped for industrial and manufacturing use. The remainder of Area 2 consists of largely vacant residential land. An industrial park with sections designated for distribution, medium/high industrial and light industrial uses is proposed for this area. The City of Detroit petitioned the State of Michigan for a time extension for this sub-zone with the new expiration date being December 31, 2017. Approval is pending.

Area 3: Southwest/Delray

Area 3 is an area of approximately 727.8 acres located in southwest Detroit. It is generally bounded by Fort Street on the north, the Detroit River on the south, West

End Street on the west and Scotten and Clark Streets on the east. The east/west Norfolk/Southern rail line bisects this area. Previously, 20 percent of the land use in Area 3 consists of single family detached housing, and 60 percent of this residential portion contains either vacant structures or vacant land. Fort Street between Summit and Livernois is currently in commercial use. The remaining 75 percent of the land uses in Area 3 are light industrial, medium/heavy manufacturing and distribution. The proposed development for the Southwest/Delray site calls for medium/high manufacturing, high tech office, and a commercial strip along Fort Street. Currently, 50 acres of publicly controlled land has been fully re-developed. A 10-acre privately held parcel is also under redevelopment. A 28-acre publicly held site is in negotiation for development. Arvin-Meritor Automotive Company has completed construction of a new assembly and research and development facility in the zone. Other developments include new manufacturing facilities for Bridgewater Interiors, LeatherWorks and Renaissance Global Logistics.

Area 4: Livernois/Intervale

The Livernois/Intervale area, a 72.9 acre, mixed-use industrial site, is located in the northwest sector of the City of Detroit. It is generally bounded by Lyndon Avenue on the north, Intervale Street on the south, Cloverdale Street on the west and Livernois Avenue on the east. An east/west rail line bisects this industrial site. Present land use in this area is a mix of light industrial and distribution. Initially, 40 percent of the land is vacant; much of which has been designated as a "brownfield". The proposed development for this area is light industrial and distribution. Area 4 has no residential population. Currently, 6-acres of land (2-buildings) have been redeveloped into new

THE DETROIT RENAISSANCE ZONE

manufacturing centers with several privately held buildings being re-listed for sale following a long period of inactivity. Public infrastructure improvements—roadways, utilities and streetscapes, have been completed

Area 5: Old Packard Site

Area 5 is a 71.4-acre site located in the east central sector of the City. It is bounded generally by the northern property line of the old Packard facility, a property line running parallel to and immediately west of Farnsworth Street on the south, Canton on the east, and Mt. Elliott on the west. A Conrail line extends through the property in a north-south direction and forms the western boundary adjacent to Trinity Cemetery. This area is currently industrial, consisting of largely the former Packard motor complex, Ludington News Company, Capuchin Ministries, and several smaller industrial and warehousing facilities. Initially, about 75 percent of Area 5 was vacant and/or underutilized. Proposed development for the Old Packard site calls for light industrial and distribution. There is no residential population. Currently, 10 acres of building and land have been reactivated for use by a variety of tenants including manufacturing and bottling.

Area 6: Central City

The Central City area comprises a site of some 67.8 acres that is generally bounded by Milwaukee Avenue on the north, Piquette and the Ford Freeway (I-94) Service Drive on the south, John R. on the west and the Chrysler Freeway (I-75) on the east. Two active rail lines that are utilized by Amtrak and freight users bisect the area, which is adjacent to the New Center Area and located entirely within the Detroit Empowerment Zone. The city's Central Business District is two-and-one-half miles south of Area 6. Current land uses in this area are a mixture of light

industrial and warehouse/distribution. It is estimated that approximately 50 percent of the land and buildings in the Central City area are vacant and/or underutilized. The proposed development for this area is light industrial and distribution. Currently, nominal reinvestment has occurred in an area characterized by significant private ownership of many small parcels by many different parties.

Area 7: Tiger Stadium Zone

In September 2000, The City of Detroit submitted applications to the State of Michigan, to create two new Renaissance Zones and expand the Southwest Delray Zone. The zones were Tiger Stadium and the Harridon Terminal Zones. Also, the Southwest Delray Zone was expanded to include Meridian International. The modified Tiger Stadium Zone boundaries are Michigan Ave-on the south; Cochran Ave-on the west; the Fisher freeway service drive-on the north; and Trumbull Ave-on the east. Currently, the site is still under evaluation for various redevelopment scenarios.

Area 8: Harridon Terminal Zone

The Harridon Terminal sub-zone is a 23.1-acre site bounded by Flora Street on the north, Gates Street on the west, the Fisher Freeway on the south. The owners of the Harridon Terminal are continuing their efforts to market the site for future development.

Area I-75

The I-75 sub-zone is the site of American Axle & Manufacturing; the boundaries are I-75 (Chrysler) freeway to the west and Holbrook Street to the south. American Axle occupied their global headquarters building in 2004 bringing 400 new jobs to Detroit..

THE DETROIT RENAISSANCE ZONE

Campus Martius

The proposed sub-zone is defined by Griswold Street, Michigan Ave and Woodward and is comprised of .55 acres of publicly held property and .53 acres of privately held property. The .55 acre owned by the Downtown Development Authority (DDA) is known as Kennedy Block. The DDA constructed and owns a below-surface parking facility, as well as, air-rights condominium at this site. REDICO Corp has developed a 10 story, 250,00 square foot office building on top of the garage.

Wayne County Renaissance Zone Sub-Zones

Woodward Ave.

This zone is bounded by Gratiot Ave to the south, Woodward Ave to the west, Grand River Ave to the North and Library Street to the east. This 2.17 acres site is owned by the Downtown Development Authority. This site is occupied by a 5-level below grade parking structure, which was complete in 2002. The parking structure was construct in a way that will facilitate the construction of a 20-story retail (five levels), office and hotel (15 story) tower. The tower is estimated to be 800,000 square feet.

Atwater-GM RiverEast

This project is comprised of seven parcels totaling 24.399 acres bounded by Beaubien Street to the west, Franklin Street to the north, Rivard Street to the east and the Detroit River to the south. The proposed project will be developed in a six to eight year period with retail and office space incorporated into an “urban village” design. Also included in this project is residential, hotel and entertainment developments.

Jefferson Ave.

The site of this sub-zone is Tower 500 of the Renaissance Center, which consist of

leaseable and non-leaseable space within the tower and all portions of the lobby, garage and building pad areas that are apportioned to and associated with the footprint of the tower. The tower, previously occupied by ANR, has 310,000 square feet under a 30-year master lease. The building will undergo a comprehensive redevelopment that will include repair and modernization of every major system. General Motors invested \$33 million to renovate the tower for lease to EDS which located 1500 workers from other sites in 2004.

Michigan Ave.

The proposed Michigan Ave sub-zone is the site of the vacant Book-Cadillac Hotel; the boundaries are Michigan Ave to the south, Washington Blvd. to the west, State Street to the north and Shelby Street to the east. The site is 1.09 acres and is owned by the Downtown Development Authority (DDA). Floors 22 through 28 of the existing hotel structure will be exempted from the Renaissance Zone designation pending the completion of a condominium designation for these floors.

Michigan Strategic Fund Renaissance Zones

Marathon Ashland

Marathon Ashland Petroleum operates the only oil refinery in the State of Michigan and one of the last remaining Midwest refineries in the far southwest of the City of Detroit. Federal Clean Air Act requirements necessitate significant modifications to existing facilities to substantially reduce emissions and pollutants from the facility. Costs associated with the modifications were of such magnitude that Marathon Ashland Petroleum strongly considered the closure of the facility. Marathon Ashland Petroleum planned to offset facility upgrade costs through elimination of the state Single Business Tax via the

THE DETROIT RENAISSANCE ZONE

Renaissance Zone. The Michigan Strategic Fund requested the City of Detroit consent to the designation of the facility as a Renaissance Zone to prevent the closure of the facility and to prevent the creation of an enormous brownfield with significant remediation costs. The City of Detroit consented to the designation only with the provision that Marathon Ashland Petroleum provide an annual payment of \$1.5 million via a Service Agreement to reimburse the City of Detroit for municipal services provided to the refinery, especially police and specialized fire protection. This annual payment ensured City revenue lost to real and personal property tax abatement through the Renaissance Zone program was replaced to mitigate any adverse financial impacts on the City of Detroit.

The NextEnergy Renaissance Zone provides additional State of Michigan tax incentives for companies engaged in alternative energy research and development such as cash rebates of the State Single Business tax that is normally waived under the Renaissance Zone program among others. These significantly enhanced State level benefits have no impact on local tax abatements and provide further incentive for research and development firms to locate with in the

NextEnergy

NextEnergy Renaissance Zone.

The Next Energy Center will locate within the Smart Zone in a 40,000 square foot facility dedicated to supporting the alternative energy industry. The Next Energy Center has been designated as a Renaissance Zone by the Michigan Strategic Fund. The sub-zone boundaries are Woodward Ave to the east; Antoinette and Holden Streets to the south; M-10 to the west; and the Grand Trunk Western Railroad railway located between Amsterdam Street and Baltimore Ave to

the north. The State of Michigan is investing \$26 million in this project, including \$15 million for the construction of the facility, \$ 1 million in infrastructure improvements, \$5 million in leverage funding to attract new investment, and \$5 million for the development of a alternative energy microgrid, which is a state of the art system for generating and using new energy sources to power an entire building and its surrounding area.

Smart Zones

Smart Zones are designed to support/promote the growth of new high technology businesses. The City of Detroit has an authorized Smart Zone called the Woodward Tech Smart Zone Corridor. The Woodward Tech Corridor is a collaboration of the City of Detroit, Wayne State University, General Motors, Henry Ford Health System and others. The Smart Zone is located within the Wayne State Research and Tech Park area. Its boundaries are Euclid St. to the North; I-94 to the South; J.C. Lodge freeway (M10) to the West and the Fisher freeway (I-75) to the East

DEVELOPMENT AREAS AND CITIZEN DISTRICT COUNCILS





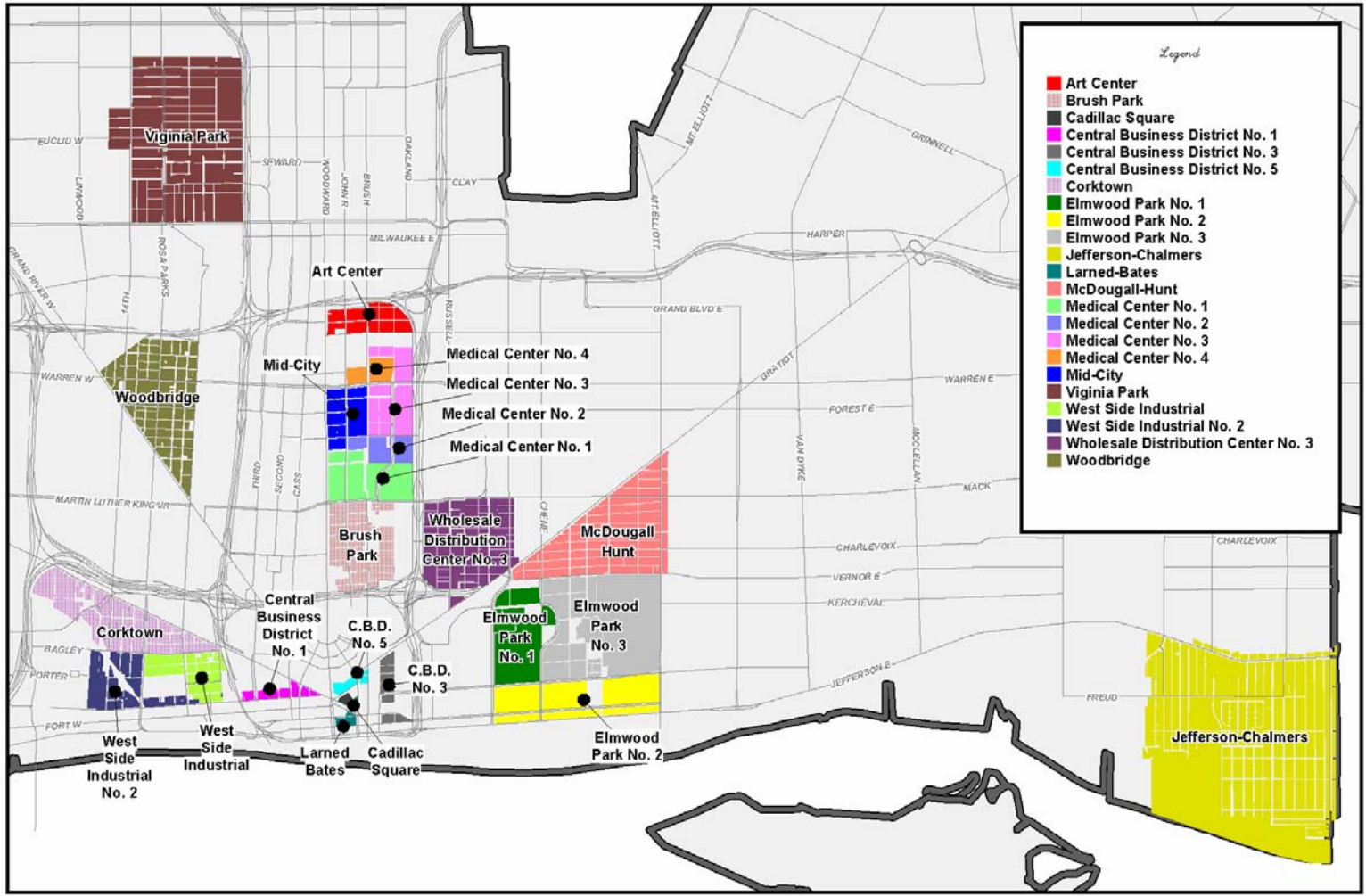
Development Plan Areas (Urban Renewal Districts) and Citizen District Councils

Certain areas have been designated by the City of Detroit in accordance with the Blighted Area Rehabilitation Act (PA 344 of 1945; MCL 125.71). These areas have been deemed blighted, or are deteriorating in a manner which leads to severe blight. Such areas are officially referred to as Development Plan Areas, but also know as Urban Renewal Areas or Urban Renewal Districts. Many of these areas were designated in the 1960's and 1970's in conjunction with federal and state urban renewal programs. A complete list of the Development Plan Areas can be found in the Detroit Zoning Ordinance Section 61-4-4.

Development, redevelopment or rehabilitation within a Development Plan Area must be consistent with the adopted Development Plan for the area. Development Plans specify the location of appropriate land uses, streets, public facilities rehabilitation, and displacement of residents in the Development Plan Area. The Planning and Development Department are the custodians of adopted Development Plans.

Citizen District Councils (CDC's) provide citizen participation in planning and development issues in Development Plan Areas. The Real Estate Development Division of the Planning and Development Department (313-224-6350) provides administrative support for CDC's. Both CDC's and the Detroit Housing Commission have an advisory role in approving developments projects inside Development Plan Areas and their input is required prior to approval of a project.

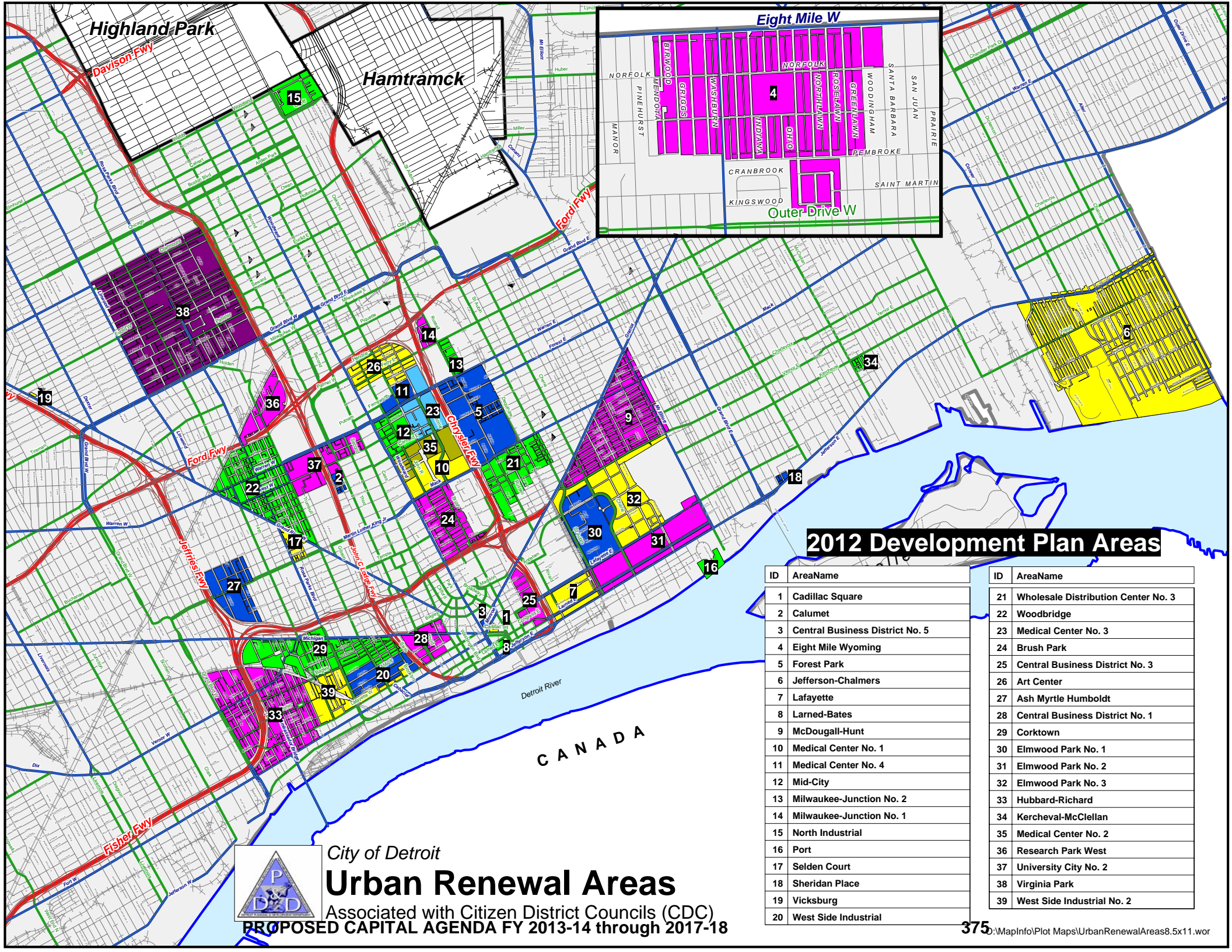
In accordance with previous policy, the following pages contain a map of Urban Renewal Areas and Planning and Development Department's letter to all CDC Chairpersons notifying them of the Capital Agenda's schedule and their inclusion in the list of stakeholders that will receive a copy of the published document.



Development Plan Areas

(Associated with Citizen District Councils)





2012 Development Plan Areas

ID	AreaName
1	Cadillac Square
2	Calumet
3	Central Business District No. 5
4	Eight Mile Wyoming
5	Forest Park
6	Jefferson-Chalmers
7	Lafayette
8	Larned-Bates
9	McDougall-Hunt
10	Medical Center No. 1
11	Medical Center No. 4
12	Mid-City
13	Milwaukee-Junction No. 2
14	Milwaukee-Junction No. 1
15	North Industrial
16	Port
17	Selden Court
18	Sheridan Place
19	Vicksburg
20	West Side Industrial

ID	AreaName
21	Wholesale Distribution Center No. 3
22	Woodbridge
23	Medical Center No. 3
24	Brush Park
25	Central Business District No. 3
26	Art Center
27	Ash Myrtle Humboldt
28	Central Business District No. 1
29	Corktown
30	Elmwood Park No. 1
31	Elmwood Park No. 2
32	Elmwood Park No. 3
33	Hubbard-Richard
34	Kercheval-McClellan
35	Medical Center No. 2
36	Research Park West
37	University City No. 2
38	Virginia Park
39	West Side Industrial No. 2



City of Detroit
Urban Renewal Areas

Associated with Citizen District Councils (CDC)
PROPOSED CAPITAL AGENDA FY 2013-14 through 2017-18



November 20, 2012

Mr/Mrs. XXXXX, Chairperson
XXXXX Citizen District Council
XXXXX Detroit Street Name
Detroit, MI 48XXX

RE: City of Detroit's Capital Agenda for 2012-2017

Please be advised that the City of Detroit's Capital Agenda for fiscal years 2012 through 2017 is in the process of completion.

Mandated by the Detroit City Charter (Section 8-202), the Capital Agenda includes: capital expenditures and all physical improvements to be financed in whole or in part from funds subject to control or appropriation by the City during a specific five (5) fiscal year period. The estimated annual costs associated with said projects must also be included and is required for all departments and agencies. Though it provides a comprehensive view of capital projects and associated costs, it does not serve as a legally binding commitment for/or to any particular project.

A draft of the City of Detroit's Capital Agenda will be mailed to you after December 1, 2012. We hope the document will enhance your understanding of the planned capital activities of the City of Detroit and its various entities. Upon receipt, please contact the Planning Division at 313.224.1339 if you have any questions.

Sincerely,


Marja M. Winters
Deputy Director

OTHER ENTITIES



DETROIT HOUSING COMMISSION

The Detroit Housing Commission (DHC) is a Michigan public body corporate organized as a housing agency operating under authority granted under the Michigan Housing Facilities Act, MCL 125.653 et. seq. In August 2004, DHC separated from the City of Detroit Municipal Government, and became an independent government agency. In July 2005, the Mayor of the City of Detroit and the Secretary of the U.S. Housing and Urban Development signed a voluntary cooperative endeavor agreement which turned over the Commission as well as administrative control, to the U.S. Department of Housing and Urban Development. This action was taken due to years of poor scoring by the Commission on HUD's report card system.

The mission of the Detroit Housing Commission is to effectively & efficiently develop, manage, & preserve quality affordable housing.

The vision of the Detroit Housing Commission:

- Develop and Maintain Community Partnerships
- Promote High Quality Customer Service
- Sustain Sound Fiscal Management
- Ensure Operational Sustainability

DHC currently manages 23 family and elderly public housing developments totaling 4,003 units. In addition, the Commission has been awarded three HOPE VI revitalization grants (Woodbridge Estates, the Villages at Parkside and Gardenview Estates). DHC also administers approximately 6,000 Housing Choice Vouchers under the Section 8 program.

Accomplishments

The Detroit Housing Commission receives funding from the United States Department of Housing and Urban Development to

develop, acquire, construct, renovate, rehabilitate and maintain public housing units within the City of Detroit. The Commission has been awarded over \$31,052,335 million dollars in federal grants from the U.S. Department of Housing and Urban Development for the years 2010-2012. These grant dollars are specifically directed towards replacement housing from previously demolished public housing developments and the rehabilitation of DHC's current public housing stock.

In 2009, DHC began its third "Five Year Plan 2009-2013" which had the goal of strategically laying out the direction of the commission through the modernization of public housing developments and the demolition of dilapidated developments. Some of the Commission's recently completed projects and major initiatives include:

Woodbridge Estates & Cornerstone Estates
DHC will invest approximately \$166 million dollars in federal grants and private funds for the revitalization and modernization of Woodbridge & Cornerstone Estates. The \$166 million originates from the following grant sources: HOPE VI, Comprehensive Grant Program, Demolition Grants, Replacement Housing Factor, Public Housing Capital Fund Program, City of Detroit infrastructure funds, and Low Income Housing Tax Credit Equity. DHC has completed the renovation of 297 public housing units, and completed construction of 274 housing units for the Low Income Public Housing Program. An additional 287 units which are Tax Credit and Market Rental Units complete this development.

Gardenview Estates

The Detroit Housing Commission has been received approximately \$46 million dollars in federal grants for this site. The \$46

DETROIT HOUSING COMMISSION

million dollars is made up of the following grant sources: HOPE VI, Major Revitalization of Obsolete Properties and Replacement Housing Factor. By 2012 DHC had completed construction on the new Boys and Girls Club; as well as 234 rental units. 115 of the rental units were Low Income Public Housing (ACC) and the remaining units were Low Income Tax Credit Units. DHC has also begun construction on Phases 2a, 2b and Phase 3 at Gardenview Estates.

the new development will consist of 158 new units of which 75 will be Low Income Public Housing Units and 83 will be Low Income Tax Credit Units. The total cost of the project will be just over \$34 million dollars. The City of Detroit has funded over \$1.8 million dollars for new infrastructure for the property. DHC will provide \$13 million in Federal Grants. The remaining funding will come from Low Income Housing Tax Credits (\$18.4 million).

Emerald Springs (Charles Terrace)

In the spring of 2011, DHC broke ground on the new Emerald Springs. When completed

In addition the Commission in 2012 has completed the following capital improvements at the following sites over the past five years:

Work Completed Since Winter of 2009:	\$ 24,807,643.54
<u>Scattered Sites</u>	
Total Spent:	\$ 10,693,236.83
398 Units in our inventory: renovated 177 Units:	\$ 10,693,236.83
<u>Diggs</u>	
Total Spent:	\$ 2,466,467.00
Site Improvements:	\$ 397,000.00
47 Units Renovated:	\$ 1,459,245.00
Building Renovations:	\$ 581,222.00
Site Lighting:	\$ 29,000.00
<u>Sheridan I & II</u>	
Total Spent:	\$ 3,205,181.00
Kitchen & Bathroom Flooring Replacement:	\$ 175,250.00
Fan-coil Replacement:	\$ 2,174,997.00
Group 6 Unit Renovations:	\$ 97,257.00
Make-up Air Replacement:	\$ 342,745.00
Plumbing Upgrades:	\$ 414,932.00
<u>Forest Park</u>	
Total Spent:	\$ 914,075.50
Elevator Replacement:	\$ 228,504.00
PA System Replacement:	\$ 10,314.50
HVAC & Exterior Renovations:	\$ 675,257.00

DETROIT HOUSING COMMISSION

<u>Smith Homes</u>	
Total Spent:	\$ <u>2,496,811.13</u>
Community Center:	\$ 1,831,809.52
5 Unit Renovations:	\$ 83,200.00
Site Improvements:	\$ 581,801.61
<u>Warren West</u>	
Total Spent:	\$ <u>1,152,250.08</u>
Elevator Replacement:	\$ 328,808.00
PA System Replacement:	\$ 11,553.50
Window Replacement & Exterior Renovation:	\$ 676,888.58
Roof Replacement:	\$ 135,000.00
<u>State Fair</u>	
Total Spent:	\$ <u>579,000.00</u>
Doorwalls:	\$ 379,000.00
MUA Replacement:	\$ 200,000.00
<u>Harriet Tubman</u>	
Total Spent:	\$ <u>485,000.00</u>
Doorwalls:	\$ 485,000.00
<u>Sojourner Truth</u>	
Total Spent:	\$ <u>184,689.00</u>
Concrete Replacement:	\$ 92,689.00
Security Screens:	\$ 92,000.00
<u>Brewster</u>	
Total Spent:	\$ <u>2,468,933.00</u>
Concrete Porch Replacement:	\$ 1,368,153.00
Roof Replacement:	\$ 298,200.00
20 Unit Replacement:	\$ 588,000.00
71 AC Unit Replacements:	\$ 115,000.00
Hot Water Heater Replacement:	\$ 99,580.00
<u>Woodbridge Senior Village</u>	
Total Spent:	\$ <u>162,000.00</u>
Chiller Replacement:	\$ 162,000.00

DETROIT HOUSING COMMISSION

Detroit Housing Commission Development Program

Gardenview Estates

Over the next two years the Commission anticipates making substantial progress in the revitalization of the former Herman Gardens Development. The proposed plan calls for 75,000 square feet of new commercial space on Joy Road, and 833 residential units. Of the 833 units 337 will be homeownership opportunities (140 devoted to low income public housing

residents) and 496 affordable rental units. The Total budget for this development is approximately \$230 million dollars.

Parkside

The Commission anticipates continuing the redevelopment of the Parkside Development during the next five years.

ATTACHMENT D: Capital Fund Program Five-Year Plan

Part I: Summary

PHA Name: Detroit Housing Commission

5-Year Plan

Original

Development Number/Name	Year 1	Work Statement for Year 2		Work Statement for Year 3		Work Statement for Year 4		Work Statement for Year 5	
		FFY Grant 2012 PHA FY: 6/30/12		FFY Grant 2013 PHA FY: 6/30/13		FFY Grant 2014 PHA FY: 6/30/14		FFY Grant 2015 PHA FY: 6/30/15	
HA-Wide Operations	Annual		1,892,760		1,892,760		1,892,760		1,892,760
HA-Wide Mgmt. Improvements	Statement	\$	700,000	\$	700,000	\$	700,000	\$	700,000
HA-Wide Administration		\$	824,677	\$	824,677	\$	824,677	\$	824,677
HA-Wide Fees & Costs			946,380		946,380		946,380		946,380
HA-Wide Sitework/Paving/Roadwork		\$	1,109,327	\$	197,281	\$	450,000	\$	450,000
HA-Wide Dwelling Structures (Scattered Sites)		\$	500,000	\$	400,000	\$	500,000	\$	500,000
HA-Wide Common Area/Comm Bldg Upgrades		\$	1,109,327	\$	197,281	\$	197,281	\$	197,281
HA-Wide Demolition		\$	-	\$	650,000	\$	550,000	\$	550,000
COCC Structures				\$	200,000				
HA-Wide Relocation		\$	200,000	\$	100,000	\$	180,000	\$	180,000
HA-Wide Contingency		\$	444,796	\$	150,000	\$	124,677	\$	48,584
MI00100001 Brewster				\$	1,820,880	\$	800,000	\$	149,340
MI00100002 Charles Terrace									
MI00100002 Sojourner Truth				\$	28,438	\$	67,012	\$	344,542
MI00100003 Forest Park Diggs		\$	157,573	\$	277,332	\$	550,000	\$	148,813
MI00100004 Frederick Douglass									
MI00100007 Harriet Tubman		\$	59,702	\$	237,498	\$	259,448	\$	358,753
MI00100011 River Bend		\$	200,000						
MI00100012 AMP 12 Scattered Sites									
MI00100013 AMP 13 Scattered Sites									
MI00100014 AMP 14 Scattered Sites									
MI00100015 Sheridan		\$	884,039	\$	277,779	\$	595,000	\$	352,182
MI00100016 Smith Homes		\$	34,217	\$	170,806	\$	220,806	\$	831,254
MI00100017 State Fair		\$	301,000	\$	220,094	\$	280,000	\$	519,128
MI00100018 Warren West		\$	100,000	\$	172,593	\$	175,008	\$	168,605
MI00100019 Woodbridge Sr.				\$	-	\$	150,750	\$	301,500
TOTAL		\$	9,463,797	\$	9,463,799	\$	9,463,799	\$	9,463,799

DETROIT/WAYNE COUNTY PORT AUTHORITY

AGENCY MISSION

The Mission of the Detroit/Wayne County Port Authority (DWCPA) is to plan, develop and foster economic and recreational growth, through environmental stewardship, in promoting Detroit and Southeast Michigan as an import/export freight transportation and distribution hub for the U.S, Canada and the World marketplace.

The DWCPA will accomplish this task as a performance-based agency by providing logistical, marketing, bonding, educational and integrated support services to the intermodal transportation industry (air, water, rail and trucking) based around the Great Lakes, Seaway and foreign trade zone area.

The DWCPA was created in 1978 through the Hertel-Law-T. Stopczynski Port Authority Act, MCLA 120.101 et seq (1978). Comprised by a five-member board (one from the State, two from the County and two from the City), the jurisdiction of the Port Authority encompasses approximately 32-miles of waterfront within Wayne County.

Under the Port Authority Act, the DWCPA may “do all acts and things necessary or convenient to promote and increase commerce and recreation within the territorial jurisdiction.” The DWCPA has the authority to enter into contracts for land acquisition, improvement and other aspects of real estate development. Creative financing procedures allow the DWCPA to float revenue bonds in order to advance projects that promote the Port’s mission.

CURRENT FACILITIES

The DWCPA owns two facilities within the Port of Detroit. A Public Dock & Terminal along the Detroit River in downtown Detroit

adjacent to the Renaissance Center and a 35-acre commercial port terminal at the foot of Clark Street in southwest Detroit.

The Public Dock & Terminal, opened this past June of 2011, serves as the gateway to downtown Detroit for visiting cruise ships, ferries, dinner boats and other vessels of interest. Having operated the new dock for over one year, new capital investments are still being derived. The site includes a 21,000 square foot, two-story building with a 225’ off-shore wharf for docking vessels.

The general cargo facility in southwest Detroit includes 35-acres and four covered warehouses for storing steel and other products. It has 2,200 linear feet of seawall, as well. Opened decades ago, an intense capital improvement program has been estimated and planned. There have been few, if any, capital upgrades deployed in years. The DWCPA took control of the property in 2005.

AGENCY ACTIVITIES

The Port of Detroit contributes an estimated 16,000 direct and indirect jobs, including a half-billion in direct business revenue to the Southeast Michigan region. It also contributes \$255 million in personal income and \$288 million in state and federal tax revenue. Trade with Canada via Detroit produces close to \$7 billion dollars, or 70% of total U.S. trade with Canada. These numbers reflect the importance trade and commerce has in our region, and illustrates how important Detroit, Michigan is nationally. The DWCPA will analyze the economic impacts further and make these figures easily accessible in order to promote further growth and attract future business to the area.

DETROIT/WAYNE COUNTY PORT AUTHORITY

Besides educating and marketing the value that our intermodal connection has to the economy, the DWCPA seeks to contribute its development capabilities as a part of regional planning initiatives. The Port Authority finds it vital to maintain and preserve current port facilities in order to sustain the strength of current output levels. Further, the DWCPA now oversees and operates a new Public Dock & Terminal on the downtown Detroit riverfront. This \$22 million facility was designed to handle cruise ships, water taxis, tall ships and other dinner and entertainment vessels. Cruising the Great Lakes has returned after a 30-year departure from Detroit. The Port Authority will use this new passenger terminal as a welcome center for future visits from these magnificent cruise vessels. This development not only enhances Detroit's standing as a tourist destination, but provides tangible evidence that riverfront redevelopment is underway. Other projects include adequate dredging of the Detroit River to provide efficient access for large freighters and cruise vessels. Improving our border crossing effectiveness through federal grants and funding alternatives.

In the long-term, the DWCPA sees itself becoming the lead agency for preserving and building upon maritime interests, and a complementary component for waterfront redevelopment. Revenue bonding capabilities provide the DWCPA's funding sources with an alternative financing mechanism that can share capital debt between other government and/or private partnerships.

The Port Authority, as in other cities, can be a very effective development partner. Further, as the only planning agency that can contribute expertise in marketing maritime and port related initiatives, the DWCPA

seeks to enhance its participation in waterfront redevelopment management.

PROPOSED FIVE-YEAR PLAN

Port of Detroit Rehabilitation

The Port of Detroit is located at the foot of Clark Street in Southwest Detroit. The Port of Detroit is approximately one quarter mile from Interstate 75 to the north and the Ambassador Bridge to the east. Interstates 94 and 96 are within minutes from I-75 and the Bridge, as well. Downtown Detroit is approximately four miles east on Fort Street.

The 35-acre facility serves as the City of Detroit's only remaining general cargo facility. As such, this facility imports all steel cargoes into the Port of Detroit, which in turn, are distributed throughout the State of Michigan and Midwest. This site has 2,200 linear feet of dock and seawall, sufficient for two seaway-sized vessels.

Aside from steel products, this site can also handle project cargoes and heavy machinery. After receiving foreign-trade zone status this past Spring of 2012, several thousand tons of aluminum are also stored onsite.

The DWCPA conducted a full assessment and of the facility and its capital needs this past Fall of 2011. It concluded that over \$32 million worth of upgrades are needed to convert this terminal into the region's best. Upgrades include seawall repair, repaving and the installation of underground utilities and the demolition of a 10-story warehouse.

Rehabilitate Current Port Facilities

Several different State and City planning and development agencies have expressed interest in assisting the Port Authority to preserve and develop existing deep-water ports. Thus, the DWCPA could facilitate a land/water transfer facility for domestic and international trade fulfilling its mission in

DETROIT/WAYNE COUNTY PORT AUTHORITY

developing and ensuring the provision of transportation facilities and services in metropolitan Detroit.

Further, the DWCPA continues to explore the potential of revitalizing and rehabilitating the former Detroit Marine Terminal #1 dock along the Rouge River, and located on W. Jefferson Ave., across from the Detroit Water and Sewer Department's (DWSD) wastewater treatment facility. The DWCPA and DWSD are currently in discussions about a utilizing the seawall and docking infrastructure to accommodate an existing port stakeholder. However, such a partnership could contemplate additional future upgrades that don't conflict with the existing operation of DWSD, but allow for trade and growth at one of Detroit's best multi-modal facilities.

The potential for development within the boundaries of our federally designated empowerment zone is also being pursued by the DWCPA. Rehabilitation and finding business applications for current dock facilities including adjacent parcels of land and leasing them out within the zone would bring employment and revenue to the area.

The DWCPA will develop the Port of Detroit helping to preserve the vital link between the automotive industry and its steel products that enter through the Port of Detroit. The aged port facility will benefit from upgrading and modernization of the equipment and warehouses that ensure the Port of Detroit will remain competitive in the future.

GOALS FOR CAPITAL PROGRAM

The DWCPA believes that the Detroit and the surrounding region offer a strategic location to become a global supply-chain and logistics hub anchored by its port and the 31 companies that constitute its

companies. As the economy improves, the Port of Detroit needs to be prepared to compete for business and growth. As the ports in Toledo and Cleveland continue to have investments made in their infrastructure, the Port of Detroit will require similar upgrades in order to facilitate commerce.

The Port of Detroit includes some of the country's largest companies, including Severstal NA, U.S. Steel and Marathon. It also includes local, family-owned fixtures like Nicholson Terminal & Dock Co., Marine Pollution Control and Michigan Marine Terminal. Together, our private partners, with the quasi-governmental DWCPA, will seek ways to invest in infrastructure in order to sustain the viability of the Port of Detroit. The DWCPA will continue to build upon the inherent public-private partnerships that typically build and grow ports nationally.

With over 16,000 jobs impacted both directly and indirectly by the Port of Detroit, the DWCPA will continue to seek ways that employ local residents that support the continued vitality of the port. Partnerships will need to be emphasized with local planning agencies in order to program these capital outlays into future transportation improvement programs. We will continue to work with our constituent units of government to accomplish this, including those with SEMCOG and the local regional chamber.

