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24hr recording (313) 437-2945
Fax: 313-386-7600
MAILING: P.O. Box 5341
Dearborn, Michigan 48128

Volume 33

July 2017

Number 6

MONTHLY MEETING
NO MEETING

NETWORKING & DINNER
RED LOBSTER

13999 Eureka Rd • SOUTHGATE
Next to 7-11, near Trenton Rd.

6:00 - 7:15Dinner & Networking
7:30Meeting Starts

No meeting for the
Board of Directors or the
Monthly Tuesday Meeting for
July. We Will Resume Our
Regular Schedule in August

Enjoy The Summer

For More Info, Check the Website:
www.reiaawaynecounty.org

For Any Questions Please Call:
Wayde Koehler, President 313-819-0919

Next Meetings
MONTHLY MEETING
* NO MEETING
* Tuesday July 4, 2017
Tuesday August 1, 2017
BOARD OF DIRECTORS
See Website for Meeting Location
* NO MEETING
* Tuesday July 4, 2017
Tuesday August 8, 2017

YOU ARE INVITED TO THE
MONTHLY INVESTOR GET-TOGETHER!
Hosted by our Vice President , Bill Beddoes
3RD TUESDAY MEETING
NO MEETING FOR JULY
Join us for a call...
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We hope to see many of you there, and feel free to bring
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Single meeting fee for non-members is \$20.00 per person, which will be applied to the annual dues if you join the next month.
(we hope this will encourage people to join)

Fill Out Form and Mail or Fax to: R.E.I.A. • P.O. Box 5341 • Dearborn, Michigan 48128

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FOR RENEWING MEMBERS: Any questions/comments on how to better our organization??

REMINDER!!

Investor ~~Get~~ Together

**NO MEETING
FOR JULY**

3RD TUESDAY OF THE MONTH

Meeting Starts at 6:00pm

Real Estate Investors Association of Wayne County

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• Monroe County Landlord Association

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• American Landlord Association

Northwest Activity Center

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• Real Estate Investors Association of Wayne County

(REIA of Wayne Co) 1st Tuesday of every Month

6:00 pm Networking @ Red Lobster, Southgate

7:15 Announcements • 7:30 pm Meeting

(313) 347-1401 • 24 hr Answering Machine

• Real Estate Investors Association of Wayne County

(REIA of Wayne Co) 3rd Tuesday of the Month

Red Lobster • 13999 Eureka Rd • Southgate

• Jackson Area Landlords

6:30 pm Meeting

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Government Internet Coming to Traverse City

Taxpayers on the hook for risky broadband plan

By EVAN CARTER

The Boardman River in Traverse City

Traverse City may become the second city in Michigan to own a municipal fiber optic network that sells internet service to residents. The proposed plan would run fiber optic cables to every home and business in the city, competing with internet providers already in the area. The city is preparing to take the plunge despite most municipal broadband projects losing big money for taxpayers.

Executives at the city-owned power utility, a group of tech enthusiasts and the Traverse City Area Chamber of Commerce claim that current internet offerings are insufficient. They say that rates are too high for businesses and upload speeds are insufficient for those who want to work from home. Currently, it costs a business over \$2,000 per month for a 1-gigabit, or 1,000 megabits per second, fiber internet connection.

Traverse City Light & Power does have a small network already, but it only connects government buildings and substations. It doesn't have any residential or business customers.

Attracting new technology businesses is not always as easy as building a fiber network. Nor is the payoff certain; a study from the Mercatus Center in Virginia indicates the economic benefits of building a municipal fiber network are often a wash, with only a slight increase in the number of governmental employees. And a recent University of Pennsylvania study showed that of the 20 municipal broadband projects that make their financial information available, only two are expected to recover their project costs within 40 years. (That does not include the many projects that cities sold off after failing to generate income.)

According to Tim Arends, the executive director of TCL&P, the utility began to seriously consider operating a fiber network in early 2016. The power company has run a fiber network between its power substations, public schools and government buildings for about 10 years. Similar projects are also being discussed by municipal governments in Holland, Marshall and Wyandotte.

"There is a time when the government can and should provide the service when the private service isn't stepping in," Arends said. "Charter, our biggest cable company here, has no intentions of providing fiber to every home ... so we're offering something that is not being provided by the private sector."

A report commissioned by TCL&P estimates that the project would cost \$16.2 million if the utility acts as the internet service provider, with costs being recouped in 11 years. Another option, which the utility prefers, would have it rent out its fiber network to a private company. That option is estimated to cost \$10.1 million, with costs being recouped in 2 years.

Brent Skorup, a research fellow in the Technology Policy Program at the Mercatus Center, a Virginia-based research organization, believes the report doesn't detail enough of the risks present in a municipal fiber project.

"Optimism is fine but the study is flawed in that it doesn't give outside parties' probabilities of success," Skorup said. "The fact is: These are risky projects for taxpayers."

While the exact financial details of the project are still unknown, Arends said it would be financed by either a revenue or general obligation bond.

TCL&P has \$19.4 million in cash, cash equivalents, and investments, but it also has more than \$14 million in net pension liabilities according to its most recent financial report. According to Arends, the project won't be subsidized by the utility's fund balance.

William Morand, the regional spokesman for Charter Communications, called the proposal "a solution in search of a problem." Proponents like Kent Wood, the director of government relations for the chamber of commerce, believe that the fiber network could spur economic growth.

"We are a desirable place to live," Wood said. "What we've seen from the [TCL&P] meetings is there's already a lot of interest [in the fiber network]."

The company LightSpeed was in talks with TCL&P to build a 1-gigabit fiber network in Traverse City. But it ultimately decided not to enter the market because of disagreements with the city-owned utility over access to conduits, pole attachments and whether it would be allowed to expand to all homes in the city. In Lansing, LightSpeed customers are eligible for 1-gigabit service for \$49 per month.

Skorup said while there are a few examples of municipal fiber networks being modestly successful, there are many more examples where the fiber networks fail, never recovering the costs it took to build them.

"When you look at the large-scale data of dozens of cities, the results are more modest," Skorup said. "These projects can be successful for some cities, but they distract from other [responsibilities of local government] like schools and roads."

Michael LaFaive, a fiscal policy analyst with the Mackinac Center for Public Policy who lives in Traverse City, believes the project is misguided. He said in an email:

"The politicians and central planners who promote these schemes rarely consider their impact on future decisions made by potential private investors. Technology shifts so rapidly that what appears optimal today – like a government-owned internet service provider – may be made entirely obsolete in five years by some new advance."

Melanie McCoy, superintendent of Sebewaing Light and Water, believes her utility's partnership with internet service provider Air Advantage has been very successful. Sebewaing is currently the only municipality in Michigan to own a fiber network that provides service to residents. The build-out costs of the fiber network there were covered by utility funds, but the network only covers about 900 of the village's 1,702 citizens.

Sebewaing offers speeds of between 30 megabits per second for \$35 and 1 gigabit per second for \$160. Only 4 percent of the utility's internet customers pay for internet faster than 30 Mbps. Like Traverse City, Sebewaing had private internet service providers in the village, but residents were dissatisfied with their service.

Looking at Sebewaing's fiber network, Skorup said that in similar situations, a municipal fiber network may be economically feasible, but he argued that there are better alternatives.

"I think a better way of doing it is building utility poles in rural areas and giving private providers low-cost poles and conduit," he said.

Reprinted from the Michigan Capitol Confidential and Submitted by Bill Beddoes, Vice President R.E.I.A. of Wayne County

The legalization of medical marijuana in the State of Michigan directly conflicts with the HUD definition of a controlled substance in Section 102 of the Controlled Substances Act.

Under all circumstances, HUD considers marijuana to be a controlled substance and its use and/or possession illegal. MSHDA will terminate a family's assistance from Federally Subsidized Housing if any household member engages in the use and/or possession of illegal drugs.

Reprinted from MSHDA Submitted by
Wayde Koehler, President R.E.I.A. of Wayne County

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12/16

Medical Pot Bringing \$8.8M, 48 New Positions to Michigan State Police

They'll enforce licensure mandates imposed by a 'seed to sale' regulatory regime authorized last year

By EVAN CARTER

Nearly \$8.8 million of a proposed \$33.1 million increase in the Michigan State Police budget next year would go toward hiring 48 new full-time employees to assist in medical marijuana licensure oversight, according to a House Fiscal Agency summary.

The new spending is related to the Medical Marijuana Facilities Licensing Act that became law in 2016, which imposes a number of new licensure mandates on growers, sellers and transporters, and delegates their enforcement to the state police. Money for enforcement will come from annual fees assessed to medical marijuana license-holders, according to state police spokeswoman Lori Dougovitol.

Of the 48 new employees, 30 would work in investigations, eight in forensic science, seven in commercial vehicle enforcement, and three in intelligence operations. While there are some points of disagreement between the executive budget recommendation for the state police and what the House has advanced, hiring 48 new employees for medical marijuana regulation is not one of them.

A proposed 5 percent increase in overall state police spending next year also includes specific police training program additions (\$1 million), a student safety hotline (\$608,300) and traffic control at the Michigan International Speedway (\$800,000).

Matt Abel, the executive director of Michigan NORML, an organization that works to end state prohibitions on marijuana, said he wasn't surprised by the increased budget for state police medical marijuana oversight.

"We're moving into licensing a newly regulated business, so it's expected that we'd need inspectors to insure regulatory compliance." He added, "I'm disappointed about how much law enforcement resources have been used to prosecute medical marijuana patients."

According to the website Weedmaps, Michigan has about 200 medical marijuana dispensaries, which under the new marijuana law, could be considered provisioning centers requiring state licenses with annual renewals

In 2008, Michigan voters approved the Michigan Medical Marijuana Initiative, which legalized medical marijuana use and allowed caregivers to grow limited amounts for patients. (State statutes use the anachronistic spelling of "marihuana" to maintain consistency with older laws.)

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SPEAKERS COMMITTEE

Jerry Kirschner 248-867-0744

If you have any suggestions for speakers, drop us a line at: www.reiawaynecounty.org or email him at: gkirsch888@aol.com

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Be Wise in Deciding How to Spend Taxpayer Funds on Infrastructure

By JOSEPH G. LEHMAN

Roads are a key part of taxpayer-financed infrastructure. Gov. Snyder's 21st Century Infrastructure Commission has announced that the state should spend \$4 billion more each year on several policy areas, including transportation and energy. The commission says that it has set out goals for the next 30 to 50 years.

Here's a recap of five road funding principles that we published months ago, plus three more guidelines in light of the commission's report. These principles apply to virtually all public infrastructure, not just roads.

The problem is that government has prioritized relatively low-value things above some of its core priorities like infrastructure.

1. Advocate for high-quality, well-funded roads as a public good that serves taxpayers' interests. Taxpayers will pay for poor government roads one way or another — through excessive taxes, vehicle repairs or an impeded economy.
2. Illuminate and eliminate inefficient road spending practices and recommend reforms within road agencies.
3. Retain the user-fee principle. Those who drive more should pay more.
4. Identify and recommend ways to direct more money from current revenues to roads. This means reassigning state spending from lower-priority programs to the roads until they are adequately funded. It isn't as if people aren't taxed enough, and it isn't as if government lacks sufficient revenue to have decent infrastructure. The problem is that government has prioritized relatively low-value things above some of its core priorities like infrastructure. For example, no amount of spending on Pure Michigan ads or MEDC business subsidies will undo the public relations damage (not to mention the more important public health damage) caused by poisoning Flint's water supply with lead. Fulfillment of core government functions shouldn't result in new taxes; it should result in reprioritizing existing spending. Corporate welfare is a great place to start the reprioritization.
5. Refrain from advocating for bigger government overall. Imposing new road taxes should be a last resort as long as lower-priority spending remains untouched.

Three additional principles:

6. Define infrastructure as narrowly and precisely as possible. To do so sustains trust with the public, keeps infrastructure dollars focused, reduces politicization and encourages competition. Broadband internet and other services already provided by the private sector shouldn't be included. Goods within the definition should fit the criteria for true public use, not merely public benefit. Government infrastructure should be limited to things that the private sector cannot supply.
7. Revenue raised for infrastructure should be spent on infrastructure. This is so obvious it hardly needs stating. It's not only foremost a matter of integrity, it's politically smart. Part of the reason Proposal 1 of 2015 (promoted primarily as a road funding measure) got drubbed in an historic rout was that voters perceived that a huge chunk of the \$2 billion tax increase wasn't going to fund roads.
8. To the extent infrastructure taxes cannot be based on the user-fee principle, they should be consumption-based. Once every dollar spent on lower-priority programs has been shifted to infrastructure, if a shortfall remains, consumption taxes are generally preferred over income taxes for reasons of economic efficiency.

In 2015, lawmakers increased funding for roads with a combination of tax increases and a redirection of projected revenue. Limiting the size of the tax increases was a step in the right direction. Plenty more of our \$50 billion state budget could be profitably dedicated to roads and other key elements of a modern economy without having to ask taxpayers to dig deeper to support core functions of government.

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