

**TAX INCREMENT REINVESTMENT ZONE NUMBER TWENTY THREE  
CITY OF HOUSTON**

**HARRISBURG ZONE**

Project Plan and Reinvestment Zone Financing Plan

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REINVESTMENT ZONE NUMBER TWENTY THREE, CITY OF HOUSTON, TEXAS  
HARRISBURG ZONE –Project Plan and Reinvestment Zone  
Financing Plan

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## **Introduction:**

**Houston's East End:** The East End is a district located on the eastern side of Houston's central business district and stretches from the eastern side of downtown to the Port of Houston. The area includes the site of Harrisburg, an early Texas trading post and the seat of government for the Republic of Texas in 1836. Historically, the area was primary destination for German, Italians and Mexican American immigrants. The Second Ward and Magnolia Park, two of Houston's oldest neighborhoods, are located in the East End. During the 1990's the area experienced a dramatic increase in Hispanic population, primarily south of Buffalo Bayou, within the Denver Harbor, Clinton Park, Second Ward, Eastwood, Harrisburg, Pecan Park, Park Place, Meadowbrook, Magnolia and Lawndale neighborhoods.

Today the area contains the highest concentration of petrochemical industries in the City. Also located in the East End are a significant number of industrial brownfield sites and several inactive landfills. Land use patterns could be characterized by areas consisting of large tracts of underdeveloped parcels, abandoned dock lands, industrial properties, railroads, and various commercial uses located throughout and amid single family residential areas.

Currently the East End is entering in to an unprecedented time in its history. Perhaps the largest single investment, public or private is currently being made in the East End. METRO has broken ground on the Harrisburg light rail alignment. The light rail line will run from the Magnolia Transit Center into downtown Houston and link the East End into the City's light rail transit system. In the future, East End residents will be able to use the light rail to gain access other activity centers within greater the Houston region, conversely residents from other districts of the City will be able to travel to the East End and visit eateries, attend cultural events and tour its historic neighborhoods.

## **Reinvestment Zone Number Twenty Three, Harrisburg Zone:**

Reinvestment Zone Number Twenty Three, City of Houston, Texas, also known as the Harrisburg Tax Increment Reinvestment Zone (TIRZ) is a proposed public finance tool intended to encourage investment and stimulate commercial and residential development in the East End. Essential to making the rail successful will be having the pedestrian infrastructure in place for the riders as they are traveling to or from the rail. To achieve this in the East End significant investments in infrastructure are required. Tax increment financing provides a means to leverage the potential growth in the area to fund this investment. This was recognized by the Texas Legislature when it made the inclusion of land on which a transit rail system is being constructed a single, stand-alone condition for the creation of a tax increment reinvestment zone (ref. Texas Tax Code 311.005(a-1)). As will be addressed further in this Proposed East End Tax Increment Zone Project and Financing Plan, the proposed tax increment zone does include the Harrisburg Light Rail Line. Other conditions within the proposed TIRZ include additional necessary conditions required for the creation of a reinvestment zone (ref. Texas Tax Code 311.005(1)). These include, but are not limited to 311.005(1)(A) a substantial number of substandard, slum, deteriorated, or deteriorated structures; 311.005(1)(B) the predominance of defective or inadequate sidewalk or street layout; 311.005(1)(C) faulty lot layout in relation to size, adequacy, accessibility, or usefulness; 311.005(1)(D) unsanitary or unsafe conditions; 311.005(1)(E) the deterioration of site or other improvements; and 311.005(1)(H) conditions that endanger life or property by fire or other cause.

The following photographs are taken within the proposed boundaries of the TIRZ and document existing conditions (See Figures 1 thru 6).



Figure 1 (Left): Dilapidated structure, vicinity of Sampson and Harrisburg;  
Figure 2 (Right): Missing sidewalk at Harrisburg (future light rail alignment).



Figure 3 (Left): Vacant lot along Harrisburg adjacent to future light rail alignment.  
Figure 4 (Right): No sidewalks at Texas and Lockwood.



Figure 5 (Left): Illegal Dumping on North Velasco.  
Figure 6 (Right): Undeveloped parcel on North Velasco with Downtown skyline in background.

The Project and Reinvestment Zone Financing Plan will create an investment tool for new construction and the redevelopment of the area. The proposed TIRZ will help finance approximately \$128 million of improvements and services needed to support the repositioning and revitalization of the East End. Those improvements include:

- Design and construction of public utilities including water, wastewater and storm water systems;
- Design and construction of major and minor roadways and streets including improvements/enhancements;
- Cultural and Public Facility Improvements;
- Parks and Recreational Facilities;
- and Economic Development.

During its 30-year life, the TIRZ expenditures will be funded by tax increment funds, assuming a City tax rate of \$0.63875 per \$100 valuation and a participation rate of 100% for the first ten years of the Zone, 90 % for the subsequent ten years of the Zone, and a maximum of 80% for the remaining ten years of the 30 year term of the Zone. If the City later determines to issue bonds for the TIRZ, additional City Council approval will be necessary. New projected development opportunities will focus on, strengthening the character of residential and commercial properties, improve and diversify the housing product type offered in the area and increase the stability and desirability of the East End's neighborhoods.

**Project Plan:**

At approximately 1,600 acres, the proposed TIRZ is comprised of four principal areas:

- The Harrisburg Light Rail Corridor;
- A significant portion of the Second Ward centered around the Jensen/Navigation/Canal intersection stretching to the North York and North Sampson Couplet;
- Undeveloped/underdeveloped land immediately adjacent to the Buffalo Bayou; and
- Commercial/warehouse properties stretching from the Hughes Tool site east to the Gus Wortham Golf Course.

As shown in the Existing Land Use Map, uses with the proposed boundaries of the Zone are predominately commercial (31%), parks and open space (21%), vacant land (15%), and industrial (9%). Over the 30-year life of the TIRZ, it is anticipated that a significant amount of underdeveloped and vacant land will be developed into commercial or residential (single-family and multi-family) uses. Anticipated land uses are proposed to consist of parks and open space (28%), commercial (25%), mixed use development (15%), and public/institutional (10%).

The improvements proposed as the goals of the Harrisburg TIRZ are as follows:

**Goal 1: Infrastructure Improvements**

Public streets and public utility systems are required to create an environment that will stimulate private investment in retail, residential, multi-family and commercial developments. Construction of key streets and utility systems will be undertaken to enhance the level of service in the area, improve functionality, replace aged facilities, and increase aesthetics. Potential projects include public utility and roadway improvements along the METRO Harrisburg transit alignment and intersection reconfiguration and improvements on Navigation and Jenson. All roadway improvements will be integrated with the street reconstruction programs of the City of Houston, TxDOT, METRO and others as needed, and where possible include elements not included by those programs. Attention will be placed on the leveraging of TIRZ monies through the funding of elements not addressed by the CIP programs of sister agencies.

**Goal 2: Utilize the present street grid as a framework to create pedestrian-friendly safe environments through the reconstruction of streets and sidewalks, with ample lighting and streetscape amenities.**

Streetscape enhancements are required to create an environment that will help stimulate investment in retail, residential, and commercial developments. Enhanced streetscapes components will include: sidewalks, lighting, signage, street trees, landscaping, benches and other pedestrian amenities. The reconstruction of key streets and major thoroughfares will enhance the level of service in the area. The construction of sidewalk systems including ADA complaint ramps and other treatments will improve pedestrian safety, enhance the visual environment and provide connectivity and reinforce the existing community framework of small urban neighborhoods.

Goal 3: Complementing the revitalization activities proposed to occur along the METRO Harrisburg Mass Transit Alignment.

METRO funding of public transit systems along the Harrisburg alignment can be complemented by TIRZ activities including the funding of streetscapes, right-of-way acquisition, and related transit improvements. The METRO Harrisburg alignment includes proposed stations on York, Lockwood, Altic, Cesar Chavez, and Magnolia. Stations at these locations could spur redevelopment while benefiting existing businesses. According to the METRO Solutions Final Environmental Impact Statement, placement of new stations would likely result in “*redevelopment of vacant parcels and intensification of land uses.*” The placement of METRO transit stations in the East End will be of particular importance, economically speaking, both from the consumer and the merchant’s perspectives. At present, the development schedule for the Harrisburg line calls for a planned construction start date of October 2014.

Goal 4: Economic Development

With substantial amounts of vacant land within the TIRZ, in order to stimulate and accelerate redevelopment within the TIRZ, the TIRZ would seek to fund economic development programs that would directly incentivize private enterprise that affect the TIRZ and serve as a catalyst for other business developments. Examples of how the program would be used include funding for business development and retention, business loss mitigation, economic development grants to catalyze investments, such as Agreements under Chapter 380 of the Texas Local Government Code, and matching grants to provide leverage for other economic development funds, such as state enterprise projects, state economic development bank funds and new market tax credit allocations. In cases such as those described in this section, an appropriate economic development program would be proposed by the City and/or the TIRZ and approved by both the TIRZ and City Council.

Goal 5: The reinforcement of pedestrian-attractive retail developments and mix-density uses with other compatible uses and activities along the Harrisburg, Canal, Wayside, Lockwood, Navigation, and the York/Sampson Corridors.

The retention and expansion of retail and commercial developments along Harrisburg, Canal, Wayside, Lockwood, Navigation, and the York/Sampson is of key importance to the successful redevelopment of the area. The provision of base level retail functionality is essential to the continued expansion of residential projects in the area. In particular, it is envisioned to develop Harrisburg into a key arterial/town center, through the implementation of a program resulting in an enhanced pedestrian environment with an emphasis on parking, lighting, street trees, landscaping, wide sidewalks, public art and adequate pedestrian amenities.

Goal 6: Parks and Related Amenities.

The creation of pedestrian-friendly safe environments, public open green space, access and egress improvements, dedication of public benefit easements, pedestrian bridges and other enhancements.

Proposed redevelopment and upgrades to public green space with the boundaries of the Harrisburg TIRZ, parks, and other appropriate recreational facilities include acquisition of new parkland along Buffalo Bayou, improvements and upgrades to Guadalupe Park and the development of pocket parks in neighborhoods adjacent to the Canal and Harrisburg corridors.

Goal 7: Cultural, Public Facilities, Affordable Housing and Historic Preservation

Increasing cultural and public facilities as well as cultural arts centers such as the Talento Bilingue de Houston and museums, historic preservation efforts and affordable housing for East End residents and its workforce is an important public policy goal. TIRZ funds may be leveraged with private, public, and non-profit developers to integrate affordable housing initiatives into ongoing and proposed redevelopment projects within the TIRZ. Also anticipated are the acquisition and rehabilitation of historic structures through the preservation and restoration of historic structures in the area through acquisition/resale and/or rehabilitation of roofs and other structural elements. These projects collectively with improved infrastructure and new fire, police, library, public health facilities, and cultural/community centers will lead to improved security and enhance the quality of life for existing and new residents and businesses.

**Project Plan and Reinvestment Zone Financing Plan for the Zone.**

**A. Project Plan**

Existing and Proposed Uses of Land (Texas Tax Code §311.011(b)(1)): Map 1 reflects the existing land and proposed land uses within the boundaries of the TIRZ. The existing and proposed land uses include single-family residential, multi-family residential, commercial, office, industrial, public and institutional, transportation and utility, park and open spaces, undeveloped and agricultural production land uses.

Proposed Changes of Zoning Ordinances, Master Plan of Municipality, Building Codes, and other Municipal Ordinances (Texas Tax Code §311.011(b)(2)): All construction will be performed in conformance with the City's existing rules and regulations. There are no proposed changes to any City ordinance, master plan, or building code.

Estimated Non-Project Cost Items (Texas Tax Code §311.011(b)(3)): The non-project costs reflect in part costs that the Greater East End Management District is making both capital and operation and maintenance investments in the Zone. The District has an annual budget of approximately \$1.7 million and has received grants totaling over \$5 million to implement the East End Livable Centers Project. In addition, the District has committed an estimated \$2.25 million for the design and construction of pedestrian safety and mobility improvements to Harrisburg Boulevard. An estimated \$400 million will be spent by the Metropolitan Transit Authority on the Harrisburg/East End Light Rail Alignment. At a distance of approximately 3 miles, the new alignment will include 5 Transit Stations.

Method of Relocating Persons to be Displaced, if any, as a Result of Implementing the Plan (Texas Tax Code §311.011(b)(4)): It is not anticipated that any residents will be displaced by any of the projects to be undertaken in the Zone.

**B. Reinvestment Zone Financing Plan**

Estimated Project Costs (Texas Tax Code §311.011(c)(1)): Exhibit 1 (attached) is a detailed listing of the proposed public improvement and administrative project costs. The dollar amounts are approximate

and may be amended from time to time by City Council. The financing cost are a function of project financing needs and will vary with market conditions, and thus may vary significantly from what is shown in on the Exhibit 1.

Proposed Kind, Number, and Location of all Proposed Public Works or Public Improvements to be Financed in the Zone (Texas Tax Code §311.011(c)(2)): These details are provided throughout the Plan.

Economic Feasibility (Texas Tax Code §311.011(c)(3)): Numerous economic feasibility studies have been completed for the area that includes the proposed TIRZ. These include the following:

- *Houston Neighborhood Market Drill Down*, Social Compact for the City of Houston et al, February 2002.
- *East Houston Sector Study*, City of Houston Planning and Development Department, April 2005;
- *Strategic Vision Project*, Greater East End Management District, September 2006;
- *Greater East End Guide to Developer and Business Incentives and Assistance*, Greater East End Management District, February 2007;

Collectively, these reports document the economic potential within the boundaries of the proposed TIRZ. Exhibit 2 and Exhibit 3 constitute revenue estimates for the Zone. The Project Plan estimate total project cost of \$128,908,488. The Zone and the City find and determine that the Plan is economically feasible.

Estimated Amount of Bond Indebtedness; Time When Related Costs or Monetary Obligations Incurred (Texas Tax Code §311.011(c)(4), §311.011(c)(5)): Notes or bonds may be issued by the proposed TIRZ. Future note and bond issues will occur as tax increment revenues allow. The value and timing of these future notes or bonds issues will correlate to debt capacity as derived from the revenue and project schedules attached herein, and by actual market conditions for the issue and sale of such notes and bonds. The TIRZ will explore other financing methods, as well, including developer agreement, financing and collaboration with other entities for grant funding and partnerships.

Methods and Sources of Financing Project Costs and Percentage of Increment from Taxing Units Anticipated to Contribute Tax Increment to the Zone (Texas Tax Code §311.011(c)(6)): Methods and sources of financing include the issuance of notes and bonds, as well as collaboration with developers and other entities for grant funding and partnerships. TY 2011 is the proposed base year for the Zone, TY 2040 is the scheduled termination date. As outlined in Exhibit 2 and Exhibit 3, the proposed base year will be TY 2011 and the scheduled terminate date will be TY 2040, using an estimated collection rate of 95%, and a City of Houston contribution of 100% of the TY 2011 tax rate of \$0.63875/\$100 of assessed valuation for the first ten years of the Zone , 90% for the subsequent ten years of the Zone, and a maximum of 80% for the remaining ten years of the 30 year term of the Zone, approximately \$72 million of increment is estimated to be generated by the TIRZ for use in funding Project Costs. The projected \$72 million in increment is deemed to be a conservative figure. Should other jurisdictions wish to participate, this Plan will allow such participation now or at a later date. In accordance with the provisions of Texas Tax Code Chapter 311, if a jurisdiction wishes to participate in the Zone, its participation will be evidenced by an Interlocal Agreement with the City and the Zone stating the share of property taxes that will be deposited in the tax increment fund on an annual basis.

Current Total Appraised Value of Taxable Real Property (Texas Tax Code §311.011(c)(7)): The current total appraised value of taxable real property in the Zone is \$369,721,736.

Estimated Captured Appraised Value of Zone During Each Year of Existence (Texas Tax Code §311.011(c)(8)): The estimated captured appraised value of the Zone during each year of its 30-year duration is set forth in Exhibit 2.

Zone Duration (Texas Tax Code §311.011(c)(9)): The TIRZ analysis reflects a 30 year duration and will terminate on December 31, 2040, or on an earlier date as adopted by a subsequent City Council Ordinance, or when all project costs, tax increment bonds, and bond interest have been paid, and all contractual obligations completed.

## MAPS AND EXHIBITS

## Exhibit 1 – Estimated Project Costs

**Project Cost Amendments:** The following table includes the approved project cost.

<b><u>Infrastructure Improvements:</u></b>	<b>Estimated Costs</b>
<b>Public Utility Improvements</b>	
Public Utilities	\$ 8,000,000
<b>Total Public Utility Improvements</b>	<b>\$ 8,000,000</b>
<b>Roadway and Sidewalk Improvements</b>	
Roadway, Streets, Sidewalks, Lighting, ROW Acquisition	\$ 55,500,000
Light Rail Underpass Infrastructure Improvements	\$ 2,500,000
<b>Total Roadway and Sidewalk Improvements</b>	<b>\$ 58,000,000</b>
<b>Total Infrastructure Improvements</b>	<b>\$ 66,000,000</b>
<b><u>Other Project Costs:</u></b>	
<b>Cultural and Public Facilities Costs</b>	
Cultural and Public Facilities	\$ 20,000,000
<b>Total Cultural and Public Facilities</b>	<b>\$ 20,000,000</b>
<b>Parks and Recreational Facilities</b>	
Parks and Recreational Facilities	\$ 15,300,000
<b>Total Parks and Land Acquisition</b>	<b>\$ 15,300,000</b>
<b>Economic Development</b>	
Economic Development	\$ 10,000,000
<b>Total Land Acquisition</b>	<b>\$ 10,000,000</b>
<b>Affordable Housing</b>	
Affordable Housing	\$ 150,000
<b>Total Affordable Housing Costs</b>	<b>\$ 150,000</b>
<b>TIRZ Creation</b>	
TIRZ Creation	\$ 150,000
<b>Total TIRZ Creation</b>	<b>\$ 150,000</b>
<b>TIRZ Management</b>	
TIRZ Administration and Management	\$ 1,500,000
<b>Total TIRZ Management</b>	<b>\$ 1,500,000</b>
<b>Financing Costs</b>	
Financing Costs	\$ 12,000,000
<b>Total Financing Costs</b>	<b>\$ 12,000,000</b>
<b>City Administration</b>	
City Administration Costs	\$ 3,808,488
<b>Total Financing Costs</b>	<b>\$ 3,808,488</b>
<b>Total Other Project Costs</b>	<b>\$ 62,908,488</b>
<b>PROJECT PLAN TOTAL</b>	<b>\$ 128,908,488</b>

Map 1 - Proposed and Existing Land Uses

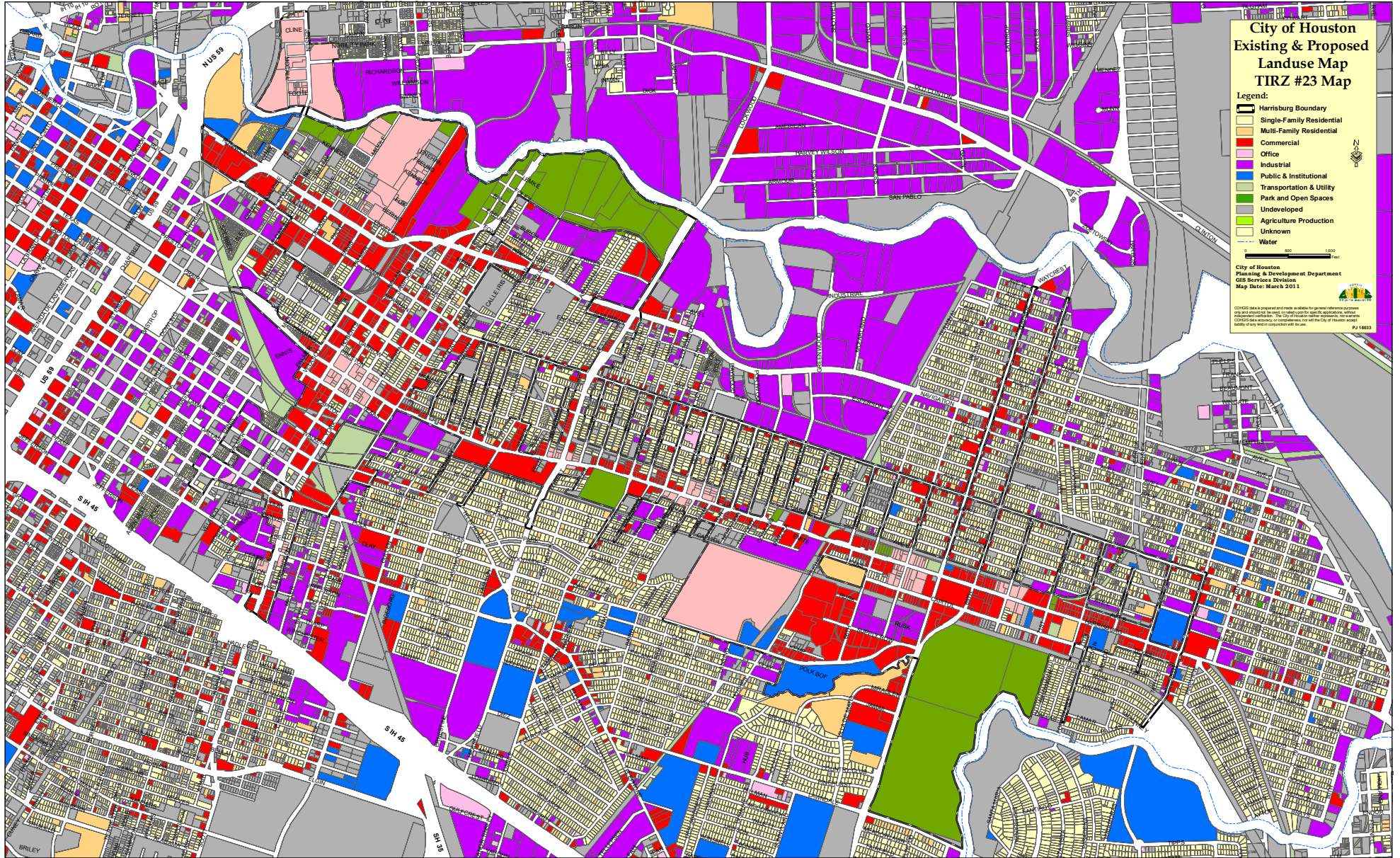


Exhibit 2 – Net Revenue Schedule

Tax Year (1)	Increment Revenue		Net Revenue (Increment Revenue less Transfers)
	City	Transfers	
2011	\$ -	\$ -	\$ -
2012	\$ 112,176	\$ 5,609	\$ 106,567
2013	\$ 290,642	\$ 14,532	\$ 276,110
2014	\$ 538,712	\$ 26,936	\$ 511,777
2015	\$ 799,186	\$ 39,959	\$ 759,227
2016	\$ 1,072,684	\$ 53,634	\$ 1,019,050
2017	\$ 1,359,857	\$ 67,993	\$ 1,291,864
2018	\$ 1,661,388	\$ 83,069	\$ 1,578,318
2019	\$ 1,977,996	\$ 98,900	\$ 1,879,096
2020	\$ 2,310,434	\$ 115,522	\$ 2,194,912
2021	\$ 2,284,318	\$ 114,216	\$ 2,170,102
2022	\$ 2,499,492	\$ 124,975	\$ 2,374,518
2023	\$ 2,725,425	\$ 136,271	\$ 2,589,154
2024	\$ 2,962,655	\$ 148,133	\$ 2,814,522
2025	\$ 3,211,746	\$ 160,587	\$ 3,051,159
2026	\$ 3,473,291	\$ 173,665	\$ 3,299,627
2027	\$ 3,747,914	\$ 187,396	\$ 3,560,519
2028	\$ 4,036,268	\$ 201,813	\$ 3,834,455
2029	\$ 4,339,040	\$ 216,952	\$ 4,122,088
2030	\$ 4,656,950	\$ 232,848	\$ 4,424,103
2031	\$ 4,436,228	\$ 221,811	\$ 4,214,416
2032	\$ 4,747,780	\$ 237,389	\$ 4,510,391
2033	\$ 5,074,910	\$ 253,745	\$ 4,821,164
2034	\$ 5,418,396	\$ 270,920	\$ 5,147,476
2035	\$ 5,779,056	\$ 288,953	\$ 5,490,103
2036	\$ 6,157,750	\$ 307,887	\$ 5,849,862
2037	\$ 6,555,378	\$ 327,769	\$ 6,227,609
2038	\$ 6,972,888	\$ 348,644	\$ 6,624,243
2039	\$ 7,411,273	\$ 370,564	\$ 7,040,709
2040	\$ 7,871,577	\$ 393,579	\$ 7,477,998
	\$ 104,485,409	\$ 5,224,270	\$ 99,261,139

Notes:

- (1) Redevelopment Authority is scheduled to terminate in Tax Year 2040
- (2) Base Year is Tax Year 2011
- (3) Projected Value for Tax Years 2011 to 2020 increases at an annual average of 5.00% and for Tax Years 2021 to 2040 at an annual average of 5.00%
- (4) Collection Rate for Tax Years 2011 to 2040 at 95%
- (5) Contribution Rate for Tax Years 2011 to 2040 is 75%
- (6) Transfers is 5% of Increment Revenue

Exhibit 3 – Transfer Schedule

Tax Year(1)	Base Value (2)	Projected Value (3)	Captured Appraised Value	Collection Rate (4)	Tax Rate	Gross Increment Revenue	Contribution Rate (5)	Increment Revenue	Transfers (6)	Net Revenue (Increment Revenue less Admin Fees)
2011	\$ 369,721,736	\$ 369,721,736	\$ -	95.00%	0.63875	\$ -	100.00%	\$ -	\$ -	\$ -
2012	\$ 369,721,736	\$ 388,207,823	\$ 18,486,087	95.00%	0.63875	\$ 112,176	100.00%	\$ 112,176	\$ 5,609	\$ 106,567
2013	\$ 369,721,736	\$ 417,618,214	\$ 47,896,478	95.00%	0.63875	\$ 290,642	100.00%	\$ 290,642	\$ 14,532	\$ 276,110
2014	\$ 369,721,736	\$ 458,499,125	\$ 88,777,389	95.00%	0.63875	\$ 538,712	100.00%	\$ 538,712	\$ 26,936	\$ 511,777
2015	\$ 369,721,736	\$ 501,424,081	\$ 131,702,345	95.00%	0.63875	\$ 799,186	100.00%	\$ 799,186	\$ 39,959	\$ 759,227
2016	\$ 369,721,736	\$ 546,495,285	\$ 176,773,549	95.00%	0.63875	\$ 1,072,684	100.00%	\$ 1,072,684	\$ 53,634	\$ 1,019,050
2017	\$ 369,721,736	\$ 593,820,049	\$ 224,098,313	95.00%	0.63875	\$ 1,359,857	100.00%	\$ 1,359,857	\$ 67,993	\$ 1,291,864
2018	\$ 369,721,736	\$ 643,511,052	\$ 273,789,316	95.00%	0.63875	\$ 1,661,388	100.00%	\$ 1,661,388	\$ 83,069	\$ 1,578,318
2019	\$ 369,721,736	\$ 695,686,604	\$ 325,964,868	95.00%	0.63875	\$ 1,977,996	100.00%	\$ 1,977,996	\$ 98,900	\$ 1,879,096
2020	\$ 369,721,736	\$ 750,470,934	\$ 380,749,198	95.00%	0.63875	\$ 2,310,434	100.00%	\$ 2,310,434	\$ 115,522	\$ 2,194,912
2021	\$ 369,721,736	\$ 787,994,481	\$ 418,272,745	95.00%	0.63875	\$ 2,538,131	90.00%	\$ 2,284,318	\$ 114,216	\$ 2,170,102
2022	\$ 369,721,736	\$ 827,394,205	\$ 457,672,469	95.00%	0.63875	\$ 2,777,214	90.00%	\$ 2,499,492	\$ 124,975	\$ 2,374,518
2023	\$ 369,721,736	\$ 868,763,915	\$ 499,042,179	95.00%	0.63875	\$ 3,028,250	90.00%	\$ 2,725,425	\$ 136,271	\$ 2,589,154
2024	\$ 369,721,736	\$ 912,202,111	\$ 542,480,375	95.00%	0.63875	\$ 3,291,839	90.00%	\$ 2,962,655	\$ 148,133	\$ 2,814,522
2025	\$ 369,721,736	\$ 957,812,217	\$ 588,090,481	95.00%	0.63875	\$ 3,568,607	90.00%	\$ 3,211,746	\$ 160,587	\$ 3,051,159
2026	\$ 369,721,736	\$ 1,005,702,828	\$ 635,981,092	95.00%	0.63875	\$ 3,859,213	90.00%	\$ 3,473,291	\$ 173,665	\$ 3,299,627
2027	\$ 369,721,736	\$ 1,055,987,969	\$ 686,266,233	95.00%	0.63875	\$ 4,164,349	90.00%	\$ 3,747,914	\$ 187,396	\$ 3,560,519
2028	\$ 369,721,736	\$ 1,108,787,367	\$ 739,065,631	95.00%	0.63875	\$ 4,484,743	90.00%	\$ 4,036,268	\$ 201,813	\$ 3,834,455
2029	\$ 369,721,736	\$ 1,164,226,736	\$ 794,505,000	95.00%	0.63875	\$ 4,821,156	90.00%	\$ 4,339,040	\$ 216,952	\$ 4,122,088
2030	\$ 369,721,736	\$ 1,222,438,073	\$ 852,716,337	95.00%	0.63875	\$ 5,174,389	90.00%	\$ 4,656,950	\$ 232,848	\$ 4,424,103
2031	\$ 369,721,736	\$ 1,283,559,976	\$ 913,838,240	95.00%	0.63875	\$ 5,545,285	80.00%	\$ 4,436,228	\$ 221,811	\$ 4,214,416
2032	\$ 369,721,736	\$ 1,347,737,975	\$ 978,016,239	95.00%	0.63875	\$ 5,934,725	80.00%	\$ 4,747,780	\$ 237,389	\$ 4,510,391
2033	\$ 369,721,736	\$ 1,415,124,874	\$ 1,045,403,138	95.00%	0.63875	\$ 6,343,637	80.00%	\$ 5,074,910	\$ 253,745	\$ 4,821,164
2034	\$ 369,721,736	\$ 1,485,881,117	\$ 1,116,159,381	95.00%	0.63875	\$ 6,772,995	80.00%	\$ 5,418,396	\$ 270,920	\$ 5,147,476
2035	\$ 369,721,736	\$ 1,560,175,173	\$ 1,190,453,437	95.00%	0.63875	\$ 7,223,820	80.00%	\$ 5,779,056	\$ 288,953	\$ 5,490,103
2036	\$ 369,721,736	\$ 1,638,183,932	\$ 1,268,462,196	95.00%	0.63875	\$ 7,697,187	80.00%	\$ 6,157,750	\$ 307,887	\$ 5,849,862
2037	\$ 369,721,736	\$ 1,720,093,129	\$ 1,350,371,393	95.00%	0.63875	\$ 8,194,222	80.00%	\$ 6,555,378	\$ 327,769	\$ 6,227,609
2038	\$ 369,721,736	\$ 1,806,097,785	\$ 1,436,376,049	95.00%	0.63875	\$ 8,716,109	80.00%	\$ 6,972,888	\$ 348,644	\$ 6,624,243
2039	\$ 369,721,736	\$ 1,896,402,674	\$ 1,526,680,938	95.00%	0.63875	\$ 9,264,091	80.00%	\$ 7,411,273	\$ 370,564	\$ 7,040,709
2040	\$ 369,721,736	\$ 1,991,222,808	\$ 1,621,501,072	95.00%	0.63875	\$ 9,839,471	80.00%	\$ 7,871,577	\$ 393,579	\$ 7,477,998
								\$ 104,485,409	\$ 5,224,270	\$ 99,261,139

Notes:

- (1) Redevelopment Authority is scheduled to terminate in Tax Year 2040
- (2) Base Year is Tax Year 2011
- (3) Projected Value for Tax Years 2011 to 2020 increases at an annual average of 8.19%  
and for Tax Years 2021 to 2040 at an annual average of 5.00%
- (4) Collection Rate for Tax Years 2011 to 2040 at 95%
- (5) Contribution Rate for Tax Years 2011 to 2040 is 75%
- (6) Transfers is 5% of Increment Revenue