

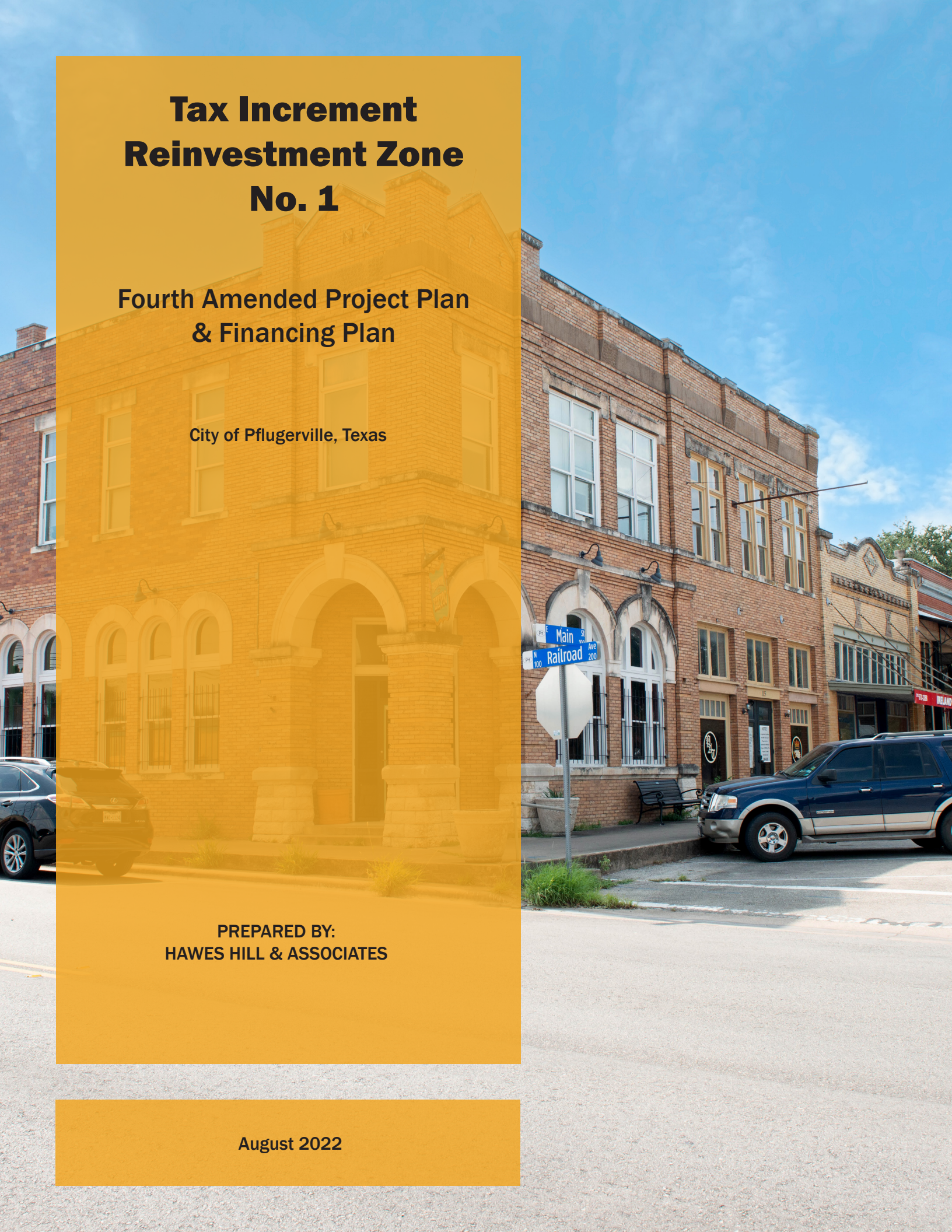
# Tax Increment Reinvestment Zone No. 1

## Fourth Amended Project Plan & Financing Plan

City of Pflugerville, Texas

PREPARED BY:  
HAWES HILL & ASSOCIATES

August 2022





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# TIRZ Concept

A tax increment reinvestment zone (TIRZ) is a financing tool enabled by the Texas Legislature with the adoption of Chapter 311 of the Texas Tax Code. A TIRZ is a tool that can be used to pay for public improvements to encourage development and/or redevelopment of an area and attract private investment.

Cities may create a TIRZ where conditions exist that substantially impair an area's sound growth and where development or redevelopment is not likely to occur but for public infrastructure enhancements financed by a TIRZ.

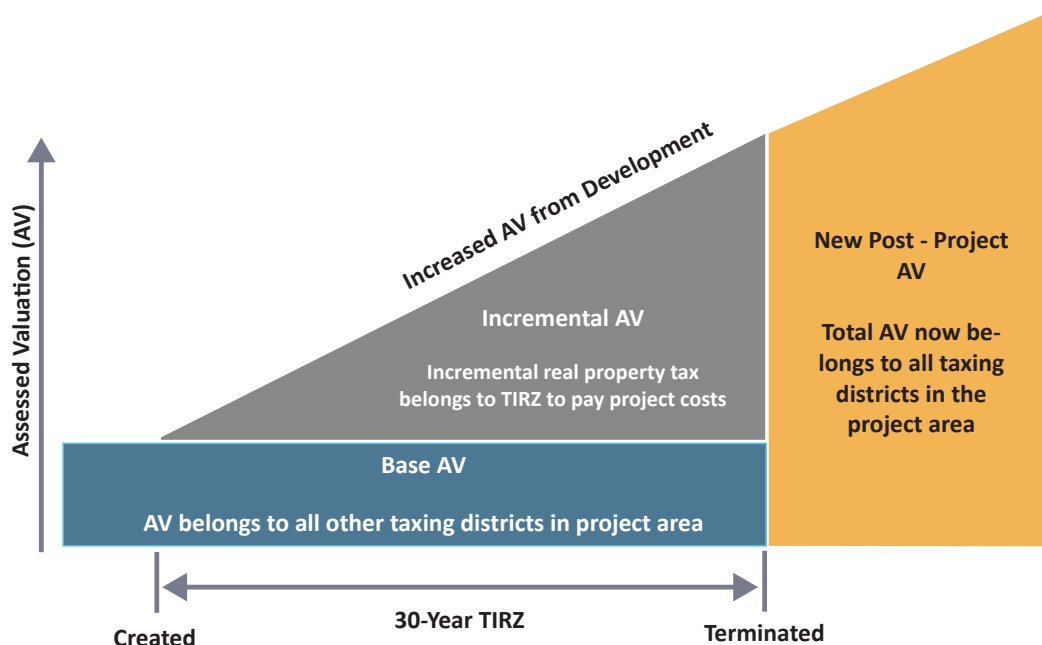
Upon creation of the Zone, the total appraised value of real property located within its boundaries is established for the year in which it was created. This is known as the base value. As development occurs in the Zone due to the provision of new infrastructure, the value of real property increases.

This additional value above the base is known as the increment. It is set aside to finance infrastructure improvements within the Zone. Once all projects are completed, or after a defined period of time, the TIRZ is dissolved.

During the life of the Zone, the city and other participating taxing jurisdictions collect tax revenue on the base value of the Zone. When the Zone is dissolved, the city and other participating taxing jurisdictions receive the benefit of the full increment value created by new development.

## About This Document

This document constitutes the Fourth Amended Project Plan and Financing Plan for the City of Pflugerville TIRZ Number One. The document details the specific projects proposed for the TIRZ, as well as the methods and means to finance them.



# Introduction

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## Purpose

This document constitutes the Fourth Amended Project Plan and Reinvestment Zone Financing Plan for Tax Increment Reinvestment Zone Number One Pflugerville, Texas as required by Chapter 311, Texas Tax Code. This document details the specific projects proposed to address existing conditions in the area as well as the method and means to finance them.

Reinvestment Zones are created by cities to support development/redevelopment of areas in the community that are predominantly underdeveloped or areas that impair the growth of the municipality as a result of inadequate sidewalk or street layout, faulty lot layout, and deterioration of site or other improvements. The purpose of the tax increment reinvestment zone (the “Zone”) is to finance the construction of public facilities and infrastructure necessary to catalyze residential and commercial development and redevelopment, thereby increasing property values and revenues within the Zone boundaries. Expenditures associated with the design and construction of public facilities and infrastructure, as well as other specific project-related costs, will be funded by tax increment revenues derived from increases in property values following new development/redevelopment.

Zone activities may include, but are not limited to, public infrastructure improvements, land acquisition, public spaces and facilities, streetscape/corridor improvements, trails and pedestrian amenities, and support for initiatives and projects that further the economic goals and priorities of the City.

## History

Reinvestment Zone One, City of Pflugerville, Texas (“Zone”), was created by the City Council of the City of Pflugerville, Texas (“City”) on December 14, 2010, by Ordinance No. 1063-10-12-14. The Zone was originally created to spur development of Falcon Pointe, a master-planned community located in the eastern portion of the City, in the vicinity of State Highway 130 and Pflugerville Parkway. The Original Zone encompassed approximately 394 acres and includes single-family, multi-family, commercial/retail uses and recreational uses. Since the Zone’s creation, the majority of projects associated with this development have been completed, including portions of Colorado Sand Drive, the Regional Pond, Lift Station and Lonestar Boulevard.

On December 11, 2018, City Council approved the Second Amendment to the Project Plan and Finance Plan, which expanded the Zone boundaries to include approximately 67 acres of land to be developed as The Pecan District, located in the western portion of the City at the intersection of W. Pecan Street and S. Heatherwilde Boulevard. The plan amendment also extended the life of the Zone for the expanded area to the Year 2058.

## Fourth Amended Project Plan and Finance Plan

The Zone Board and the City propose the Fourth Amendment to the Project Plan and Reinvestment Zone Finance Plan. The Fourth Amendment proposes to expand the Zone boundaries by an additional 2,095 acres to include properties along the SH 45 and Downtown/Pecan Street Corridors and extend the life of the Original Zone to 2052. The life extension applies to the Original Zone (Falcon Pointe) and expanded zone boundary, as proposed in this Fourth Amendment. The Fourth Amendment does not impact the Pecan District which was annexed into the Zone as part of the Second Amendment in 2018.

The purpose of the boundary expansion is to support new development and reinvestment along the Downtown/Pecan Street and SH-45 Corridors through the use of a combination of tools and initiatives, including a Reinvestment Zone.

The Downtown/Pecan Street Corridor includes the commercial portions of Downtown, which is the historic center of the community, as well as surrounding vacant properties or properties that could potentially redevelop over time. While infrastructure is available in the Downtown core, it will continue to become outdated and/or inadequate to support new and/or desired types of development. Additionally, mobility and safety improvements, including those related to the pedestrian and roadway systems, will be needed to enhance the viability of redevelopment and create the base public amenities necessary to support the Downtown area as a financially sustainable and market competitive destination. The eastern portion of the proposed Zone includes primarily vacant agricultural properties, currently with limited infrastructure and roadway connectivity to support new development. The proposed SH 45 Corridor portion of the Zone boundary is also predominately open and undeveloped and will not likely develop with higher intensity uses in the near future without infrastructure improvements, including water, wastewater and roads.

# Goals

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The following goals outline priorities and projects for the expanded area of the Zone and are based on needs identified in the Feasibility Report and other City plans and studies. The goals are intended to identify public projects that would support the community's vision and further its economic development goals.

## Infrastructure

**Support development along the SH 45 and Pecan Street Corridors through coordination of public infrastructure improvements including roadways, water, sewer and drainage.**

The majority of the Zone, over 80%, currently consists of undeveloped land that is either designated as vacant or used for agriculture purposes. Development of this land for other uses will require infrastructure, including new roadways, water, sewer, and drainage improvements. Infrastructure improvements will enhance the viability of an area for new investment and development of properties, including those in the ETJ. While the Downtown area is developed, aging infrastructure may need to be updated to support newer and higher density uses. Infrastructure improvements supported by the TIRZ may include roadways, water, sewer, stormwater management improvements, site remediation/preparation, parking and safety improvements.

## Streetscapes & Corridors

**Enhance streetscapes to reflect the intended character and uses of the surrounding area, while addressing multi-modal options of travel.**

Creating a sense of place and destination, in particularly in the downtown area, will require roadway and streetscape improvements to support the desired pattern of development and multi-modal travel options. Enhanced streetscapes will not only add to the visual appeal and attractiveness of the area but will also support access and connectivity to surrounding uses, further bolstering the area as a destination. Streetscape, intersection and other improvements will support further development of the Downtown area into a mixed-use, vibrant, walkable destination. Likewise, improvements to medians, intersections and streetscapes along the SH 45 Corridor or along the Pecan Street Corridor (outside of Downtown) can support the surrounding suburban character and connectivity between developments and uses through trails and other pedestrian amenities. Improvements may include, but are not limited to, roadway improvements, enhanced intersections, ADA accessibility improvements, sidewalks, crosswalks, pedestrian signals, alley improvements, burying of utility lines, parking improvements, landscaping, pedestrian amenities, lighting, facade improvements, signage/wayfinding and public art.

## Parks, Trails & Recreation

**Create public spaces and recreation opportunities that add to the quality of life and economic vitality of the area.**

Parks and recreation facilities, including urban plazas and public spaces, add to the economic

# Goals

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vitality of an area, foster unique economic opportunities, and support placemaking, which are becoming increasingly important to the economic success of a community. Plazas or smaller public spaces may be incorporated into the Downtown area, enhancing the area as a destination, while parks and recreation facilities may be needed north of SH 45 as new residential development occurs. Trails and other bicycle and pedestrian facilities provide not only recreational opportunities but also connect key destinations in the community. The TIRZ could fund improvements and connections to adjacent trails enhancing the City's network. Opportunities for TIRZ funded projects could include improvements to existing facilities, development of new parks, green spaces, plazas, linear trails, public spaces, and joint use of detention facilities.

## Public and Cultural Facilities

**Develop public, cultural and recreational facilities that serve as destinations and support the growing community.**

Support development of public facilities and spaces throughout the Zone through acquisition, construction and redevelopment of facilities and related infrastructure improvements. The City is considering a public/private partnership on the Downtown East Tract (previously known as the Pfluger Tract) to include a municipal complex and recreational facility. The development would complement the Downtown efforts and enhance the area as a destination. The public/private partnership could serve as a catalytic project, attracting business and new development to the area. The TIRZ could support the development of this site (and other public sites in the future) through land acquisition, construction of public facilities/spaces, infrastructure improvements, mobility and safety connections, open/public space improvements, civic/public art, historic preservation, and parking.

## Economic Development

**Incentivize projects that promote redevelopment of the community and enhance economic development opportunities consistent with the City's goals and priorities.**

In order to stimulate and accelerate redevelopment within the TIRZ, the TIRZ desires to establish an economic development program that would directly incentivize private enterprises that 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. 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. Payments made under this program shall be pursuant to economic development agreements entered into on behalf of the Zone and are considered Project Costs. No grant or loan shall be authorized by the Zone without the prior consent of the City.

# Location

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## SH 45 Corridor

The proposed boundary expansion for the SH 45 Corridor centers on properties located north and south of SH 45 between SH 130 and the Travis-Williamson county line. A small portion is located to the east of SH 130 at the intersection of Rowe Lane.

Properties within the Zone are primarily classified as vacant and agriculture with a few rural residential lots and some commercial in the eastern portion of the Zone. South of SH 45, where infrastructure is currently available, office, industrial and multi-family residential developments are starting to occur. The area north of SH 45 currently lacks adequate infrastructure to support future development, including water, wastewater, and roadway infrastructure, and thus remains vacant or an agricultural use. The City plans on extending water and wastewater service to the area within the next five years. However, how and when this area develops in the future will be dependent on the availability and timing of additional infrastructure improvements, including roadways.

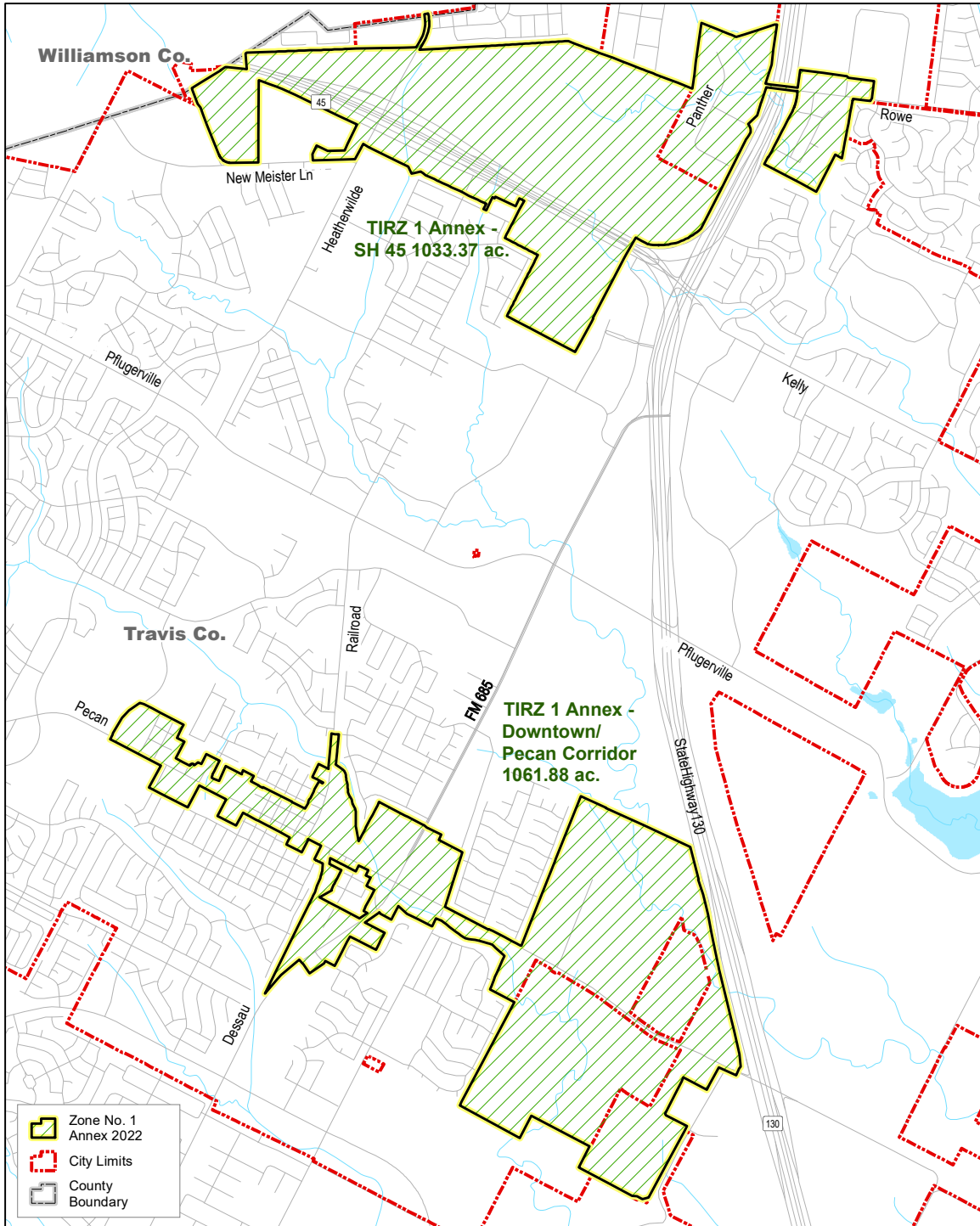
## Downtown/Pecan Street Corridor

The proposed boundary expansion for the Downtown/Pecan Street Corridor extends along Pecan Street from Swensen Farms Boulevard on the west to SH 130 on the east. The proposed Zone includes Downtown and then extends east to include the Amazon facility and vacant properties adjacent to SH 130.

The western portion of the proposed Zone includes the commercial portions of Downtown, which is the historic center of the community, as well as surrounding vacant properties or properties that could potentially redevelop over time. While infrastructure is available, over time, it will continue to become outdated and/or inadequate to support new and/or desired types of development. Mobility improvements, including roadway, trail, and pedestrian improvements, are needed to enhance connectivity, accessibility, movement, and safety in the area. Additionally, streets and streetscapes are older and in need of upgrades and enhancements, making the area more viable as a Downtown destination. The eastern portion of the proposed Zone includes primarily vacant/agricultural properties, currently with limited infrastructure and roadway connectivity.



# Location



# Authorized Project Costs

The project costs for the Fourth Amendment are detailed in Table 1. Projects include infrastructure improvements, including detention/drainage, water and sewer, streetscape enhancements and connectivity, parks, trails and recreation improvements, public and cultural facilities and economic development. The project categories reflect the types of projects supported by the TIRZ; however, actual projects that will be undertaken by the TIRZ will be based on factors including community development/redevelopment priorities, leveraging of funds and available increment.

Non-Project costs are those infrastructure costs that will not be funded or reimbursed by the TIRZ but will be funded by other parties, such as the City, County, the Texas Department of Transportation or private sources, including developers. Funding identified in Table 1 will be leveraged with other sources to secure Non-Project funding when appropriate and available.

Table 1 - Project Costs

Projects	Costs
Infrastructure	\$30,000,000
Streetscapes and Corridors	\$5,000,000
Parks, Trails & Recreation	\$15,000,000
Public & Cultural Facilities	\$80,000,000
Economic Development	\$500,000
Planning, Admin, Legal	\$1,000,000
Total	\$131,500,000

# Project Plan

This document constitutes the Fourth Amended Project Plan for Tax Increment Reinvestment Zone No. 1, City of Pflugerville, as required by Chapter 311 of the Texas Tax Code. The purpose of the Zone is to finance improvements that support new development and redevelopment of properties within the Zone.



Existing and Proposed Uses of Land

.....

Texas Tax Code  
- 311.011 (B)(1)



Proposed Changes of Zoning Ordinances, Master Plan of Municipality, Building Codes, and Other Municipal Ordinances

.....

Texas Tax Code  
- 311.011 (B)(2)



Estimated Non-Project Costs

.....

Texas Tax Code  
- 311.011 (B)(3)



Method of Relocating Persons to Be Displaced, if Any, as a Result of Implementing the Plan

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Texas Tax Code  
- 311.011 (B)(4)

## Existing and Proposed Uses of Land

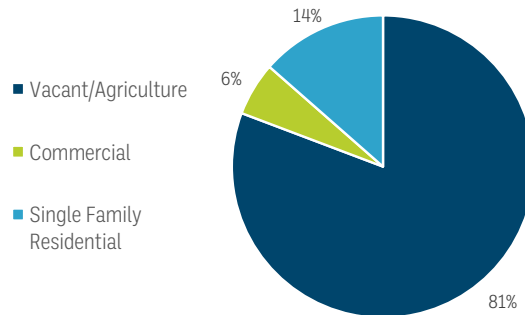
### (TEXAS TAX CODE- 311.011(B)(1))

Existing Land Use - Along the SH 45 Corridor, properties are primarily classified as vacant and agriculture with a few rural residential lots and some commercial in the eastern portion of the Zone. South of SH 45, where infrastructure is currently available, office, industrial and multi-family residential developments are starting to occur. The Downtown/Pecan Street Corridor includes commercial/retail uses to the west in the Downtown core and consists of the Amazon facility, and primarily undeveloped tracts along the corridor in the eastern portion of the Zone. Maps 2 thru 4 show existing conditions within the Zone.

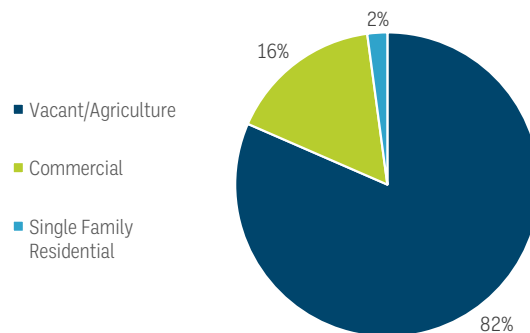
Surrounding Land Use - Land surrounding the Zone includes vacant, single family residential, public/institutional, commercial and industrial uses. The aerial view in Map 4 shows surrounding land uses.

Proposed Uses - Proposed uses in the Zone are anticipated to include residential, commercial/retail, industrial and public uses, including parks and recreation facilities, with decreasing vacant land over time. Map 6 shows proposed uses as defined in the City's Comprehensive Plan.

**SH 45 Corridor - Existing Property Classification**



**Downtown/Pecan Street - Existing Property Classification**





## **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 Costs**

(TEXAS TAX CODE - 311.011(B)(3))

Non-Project costs are those infrastructure costs that will not be funded or reimbursed by the TIRZ but will be funded by other parties. Funding identified in Table 1 will be leveraged with other sources to secure non-project funding when appropriate and available.

## **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 or relocated as a result of this Plan.

# Finance Plan

This document constitutes the Fourth Amended Finance Plan for Tax Increment Reinvestment Zone No. 1, City of Pflugerville as required by Chapter 311 of the Texas Tax Code. The purpose of the Zone is to finance public improvements to support new development and redevelopment along the Pecan Street and SH 45 Corridors. Improvements include, but are not limited to, roadways, infrastructure improvements including water, sewer and drainage, pedestrian amenities, trails, streetscape enhancements, public facilities, and parks and open space improvements.

Funding of projects will occur through available tax increment funds, leveraged with local, state and federal dollars and/or through reimbursement of eligible project costs advanced by private entities/developers.

	Estimated Project Costs	.....	Texas Tax Code - 311.011(C)(1)
	Proposed Kind, Number, and Location of all Proposed Public Works or Public Improvements to Be Financed by the Zone	.....	Texas Tax Code - 311.011(C)(2)
	Economic Feasibility Study	.....	Texas Tax Code - 311.011(C)(3)
	Estimated Amount of Bond Indebtedness; Estimated Time When Related Costs or Monetary Obligations Are Incurred	.....	Texas Tax Code - 311.011(C)(4), - 311.011(C)(5)
	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)
	Current Total Appraised Value of Taxable Real Property	.....	Texas Tax Code - 311.011(C)(7)
	Estimated Captured Appraised Value of Zone During Each Year of Existence	.....	Texas Tax Code - 311.011(C)(8)
	Zone Duration	.....	Texas Tax Code - 311.011(C)(9)

## **ESTIMATED PROJECT COSTS**

**(TEXAS TAX CODE - 311.011(C)(1))**

Table 1 details proposed public improvements to be funded utilizing resources from the Zone. As set forth in the Plan, the dollar amounts are approximate and may be amended from time to time by the Board, with the approval of City Council. Any financing costs are a function of project financing needs and will vary with market conditions. Proposed public projects would be located throughout the Zone and along corridors, as shown on Map 1.

## **PROPOSED KIND, NUMBER, AND LOCATION OF ALL PROPOSED PUBLIC WORKS OR PUBLIC IMPROVEMENTS TO BE FINANCED BY THE ZONE**

**(TEXAS TAX CODE - 311.011(C)(2))**

These details are described throughout the Plan and include roadway, drainage, water, sewer, streetscape, trails, public facilities, including City Hall, and parks and recreation facilities improvements. Proposed improvements are identified in Table 1, and all improvements will be located along public rights-of-way and properties within the Zone boundary, as shown on Map 1.

## **ECONOMIC FEASIBILITY STUDY**

**(TEXAS TAX CODE - 311.011(C)(3))**

A feasibility study for the proposed Zone was prepared for the City in January 2022. The study evaluated the feasibility of creating a tax increment reinvestment zone to support new development and redevelopment in the Downtown/Pecan Street Corridor area and along the SH 45 Corridor, west of SH 130.

This study evaluated existing conditions and needs within the Zone to determine whether a reinvestment zone would be an appropriate tool in funding public infrastructure and projects that would result in new development and investment in the community.

Key findings from the feasibility study include:

- The SH 45 Corridor primarily consists of vacant/undeveloped land and currently lacks the necessary infrastructure to support development including the proposed land uses identified in the City's Comprehensive Plan.
- While infrastructure is available in the Downtown area, over time, it will continue to become outdated and inadequate to support new and/or desired types of development. Improvements are needed to enhance connectivity, accessibility, movement, and safety in the area. Additionally, streets and streetscapes are in need of enhancements making the area more walkable and viable as a Downtown destination.

- The eastern portion of the proposed Zone includes primarily undeveloped properties, currently with limited infrastructure and roadway connectivity to support new development.
- Increased growth pressures are expected to persist in the region as a result of overall market conditions in the Austin MSA.
- Pflugerville provides an attractive option to capture a portion of the region's growth, including residential, industrial, commercial, and retail uses, due to its location, strong socioeconomics, access and availability of land. However, attracting future development within the Zone boundaries will be dependent on the availability of public infrastructure.
- A TIRZ would allow for the implementation of capital improvements in advance of the City being able to fund them through the use of developer reimbursement agreements.
- A TIRZ and developer reimbursement agreement allows for higher quality development that aligns with the community's vision and may also allow for voluntary annexation of properties into the City.
- The extent and quality of development in the proposed Zone are dependent on the timing and implementation of public infrastructure and other projects, including water, sewer, drainage and roadway improvements.
- A financing tool like a TIRZ can facilitate and expedite new development and investment in both the Downtown/Pecan Street and SH 45 Corridors.

### **Projected Growth**

Infrastructure improvements supported by the TIRZ as well as by other agencies, including the City, County and State, along with private investment, will enhance the area within the Zone and increase property values. Values are expected to grow from \$667 million in 2022 to over \$2.8 billion by the year 2052. Increase in values and investment will also result in increased sales tax and job growth within the community.

The planned infrastructure improvements depicted in Table 1 (page 8) will contribute significantly to the area's ability to support redevelopment efforts and attract new development to the area.

Exhibit 1 constitutes incremental revenue estimates for this Plan. The future anticipated revenue of the Zone is expected to be sufficient to pay for all project costs, including those associated with any Development Agreements entered into by the Zone, as well as those costs associated with administering the TIRZ. Development within the proposed Zone boundaries could not be feasible within the foreseeable future without the assistance of a tool like the TIRZ. The Zone and the City determine that this Plan is feasible.



## **ESTIMATED AMOUNT OF BOND INDEBTEDNESS; ESTIMATED TIME WHEN RELATED COSTS OR MONETARY OBLIGATIONS INCURRED**

(TEXAS TAX CODE - 311.011(C)(4), - 311.011(C)(5)):

Issuance of notes and bonds by the Zone may occur as tax increment revenues allow. The value and timing of the issuance of notes or bonds will correlate to debt capacity as derived from the projects and revenue schedules included in Table 1 and Exhibit 2, as well as actual market conditions for the issue and sale of such notes and bonds.

The time when related costs or monetary obligations are to be incurred is a function of the availability of TIRZ revenues, as shown in Exhibit 2.

## **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 agreements with developers and other entities for grant funding and partnerships. Leveraging of funds with other entities and grants will be instrumental in realizing projects sooner, participating in larger cost projects and in adding value to projects.

Projects will be implemented through the use of the following strategies:

- Developers could advance funds for qualified projects and be reimbursed through the TIRZ, as revenues are realized through additional increment generated by the development.
- Pay-as-you-go-Projects are implemented on a pay-as-you-go basis, whereby projects are only implemented once enough revenues have been generated to fund design and construction of a project. Tax increment funds may be leveraged with other available funds in implementing projects.
- Issuing debt against the revenue stream of the TIRZ allows projects to be implemented sooner.

Tax increment associated with this Plan Amendment will consist of contributions from the City, at a rate of 100 percent in the Original Zone boundary (Falcon Pointe), until the year 2040 and then will drop to a rate of 70% in the year 2041 for the remaining life of the Zone. Participation within the 2022 expanded zone boundary will be at a rate of 70%. For the Pecan District, contributions from the City, will be at a rate of 100 percent until the Year 2056.

## CURRENT TOTAL APPRAISED VALUE OF TAXABLE REAL PROPERTY

(TEXAS TAX CODE - 311.011(C)(7))

The 2022 value of taxable real property in the expanded Zone is estimated at \$237 million. The 2022 value of taxable property in the entire Zone is shown below:

<b>TIRZ 1</b>	<b>2022 Taxable Value (Estimated)</b>
Original Zone (Falcon Pointe)	\$430,935,370
2018 Annexation (Pecan District)	\$44,883,186
2022 Annexation (SH 45 + Downtown/ Pecan Street Corridors)	\$236,513,976
<b>Total</b>	<b>\$712,332,532</b>

## ESTIMATED CAPTURED APPRAISED VALUE OF ZONE DURING EACH YEAR OF EXISTENCE

(TEXAS TAX CODE - 311.011(C)(8))

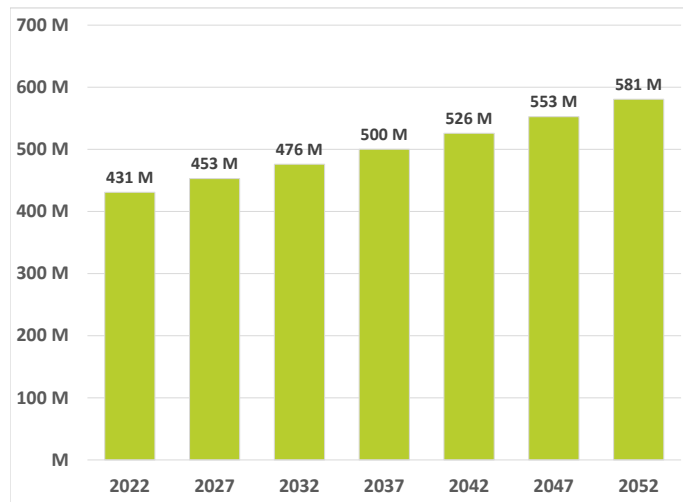
The estimated captured appraised value of the Zone during each remaining year of its existence is contained in Exhibit 2. By 2052, it is estimated the taxable value within the Zone will increase to over \$2.8 billion.

## ZONE DURATION

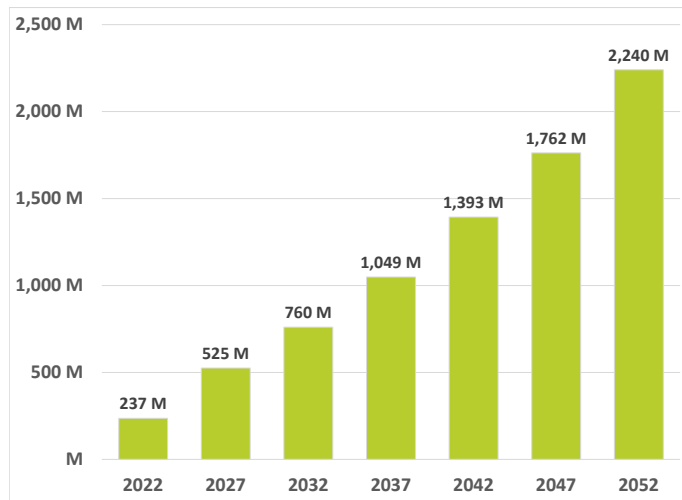
(TEXAS TAX CODE - 311.011(C)(9))

With the extension of the life of the Zone as proposed in this Fourth Amendment, the Zone will terminate on December 31, 2052. Final TIRZ payments will be received in 2053. The Zone may terminate at an earlier time designated by subsequent ordinance, or at such time, subsequent to the issuance of proposed revenue bonds, notes or other obligations, if any, that all project costs, bonds, and interest on bonds have been paid in full.

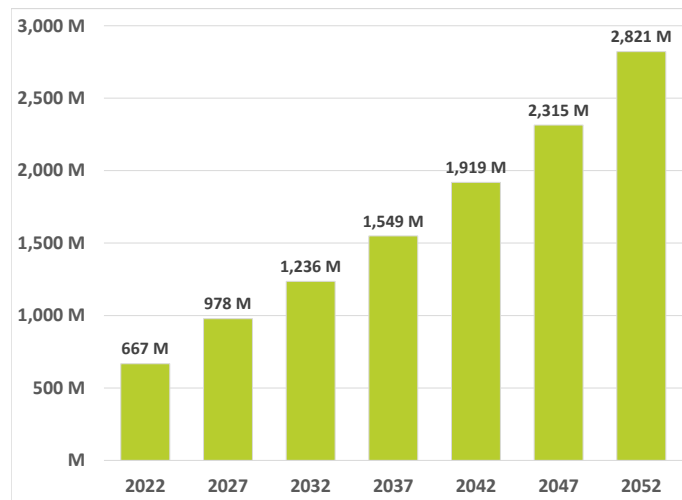
**Estimated Taxable Value  
Original Zone (Falcon Pointe)**



**Estimated Taxable Value  
2022 Annex**



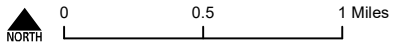
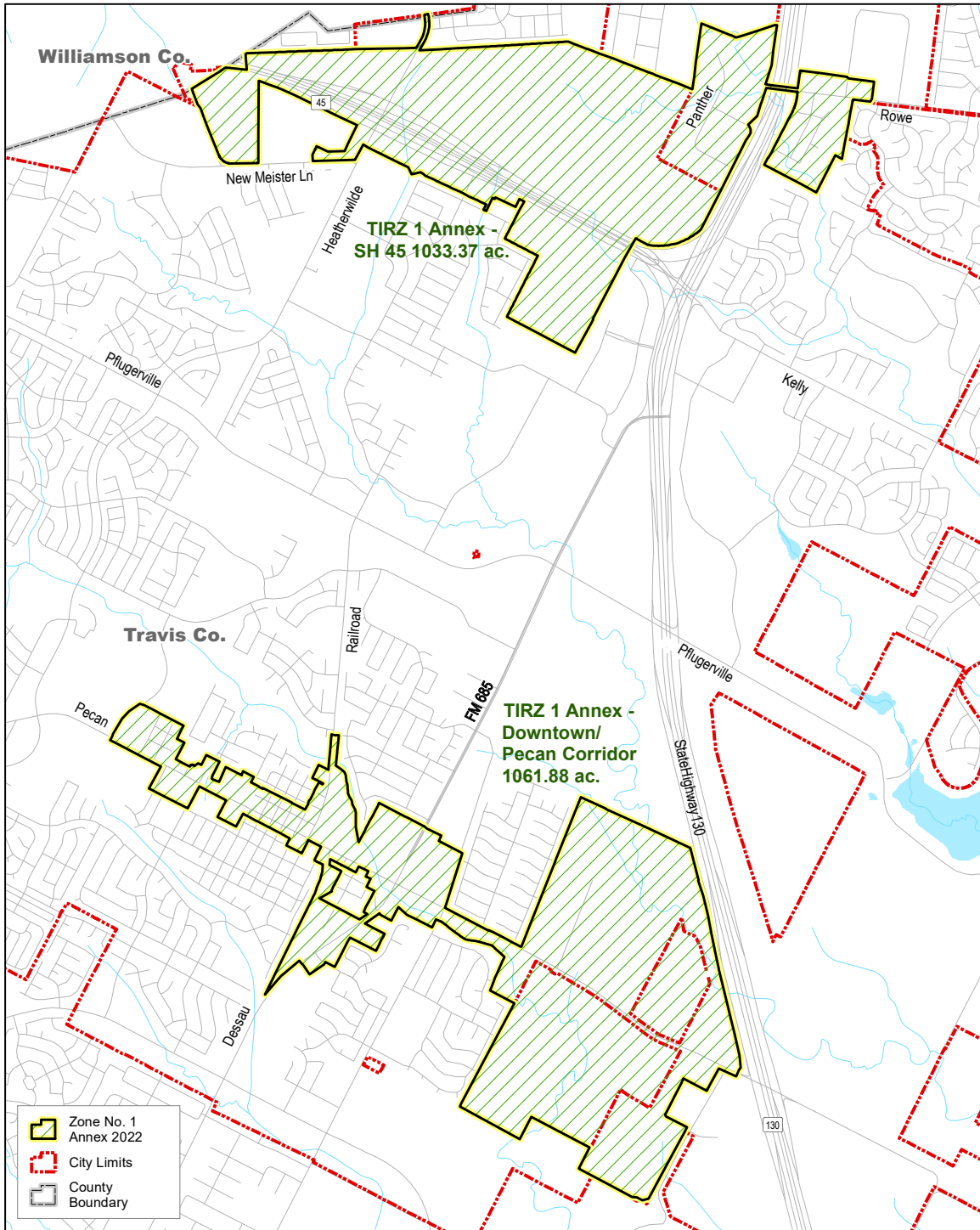
**Estimated Taxable Value  
Original Zone (Falcon Pointe + 2022 Annex)**



# **Exhibit 1**

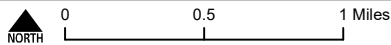
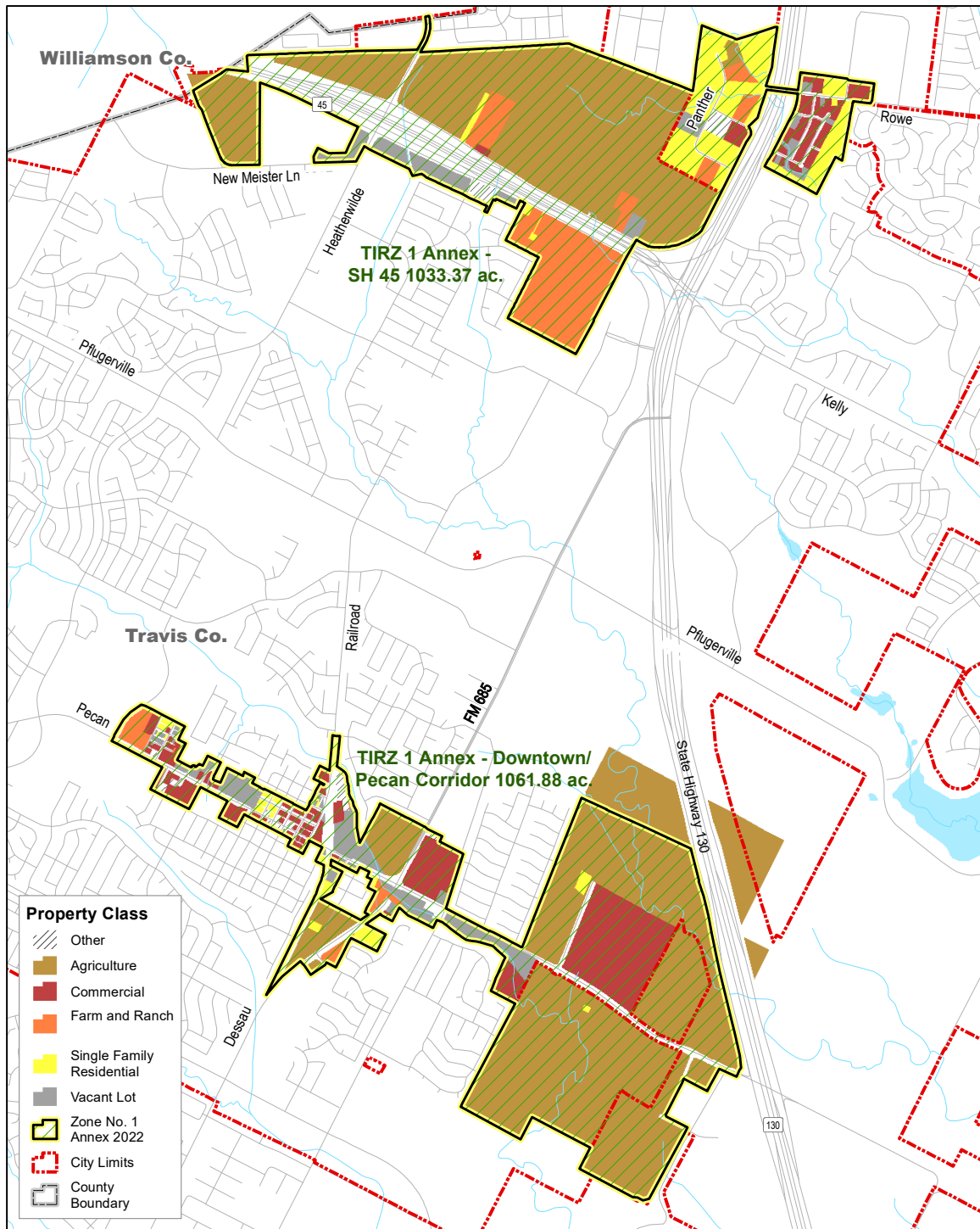


Map 1- 2022 Boundary Expansion



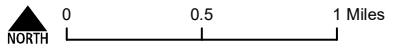
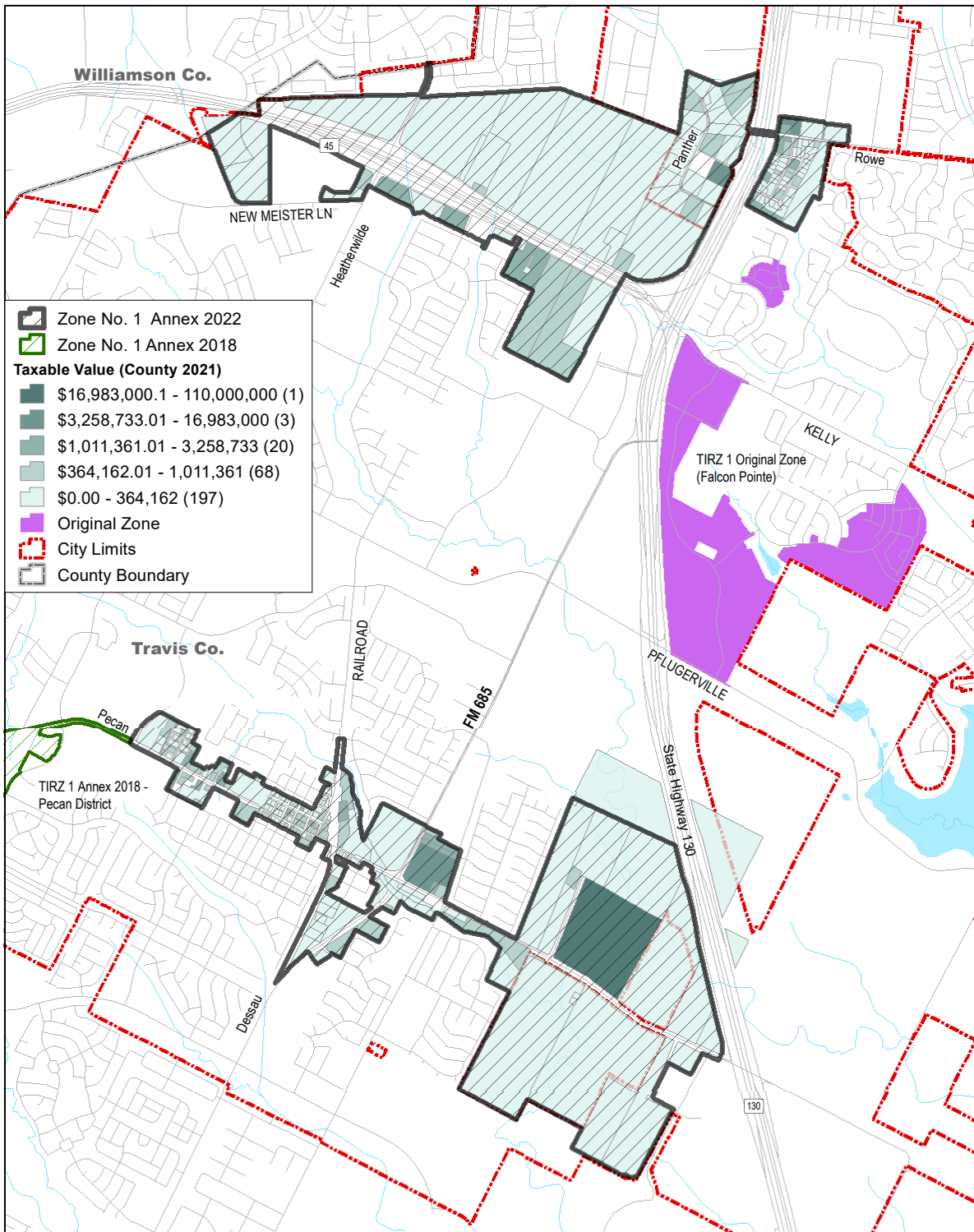
Service Layer Credits: | Data Sources: City of Pflugerville, USDA NAIP, HHA LLP, TNRI, TXDOT, CAPCOG, TCAD. Date: 8/12/2022

Map 2 - Property Classification



Service Layer Credits: | Data Sources: City of Pflugerville, USDA NAIP, HHA LLP, TNRIS, TXDOT, CAPCOG, TCAD. Date: 8/12/2022

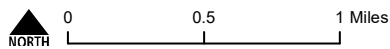
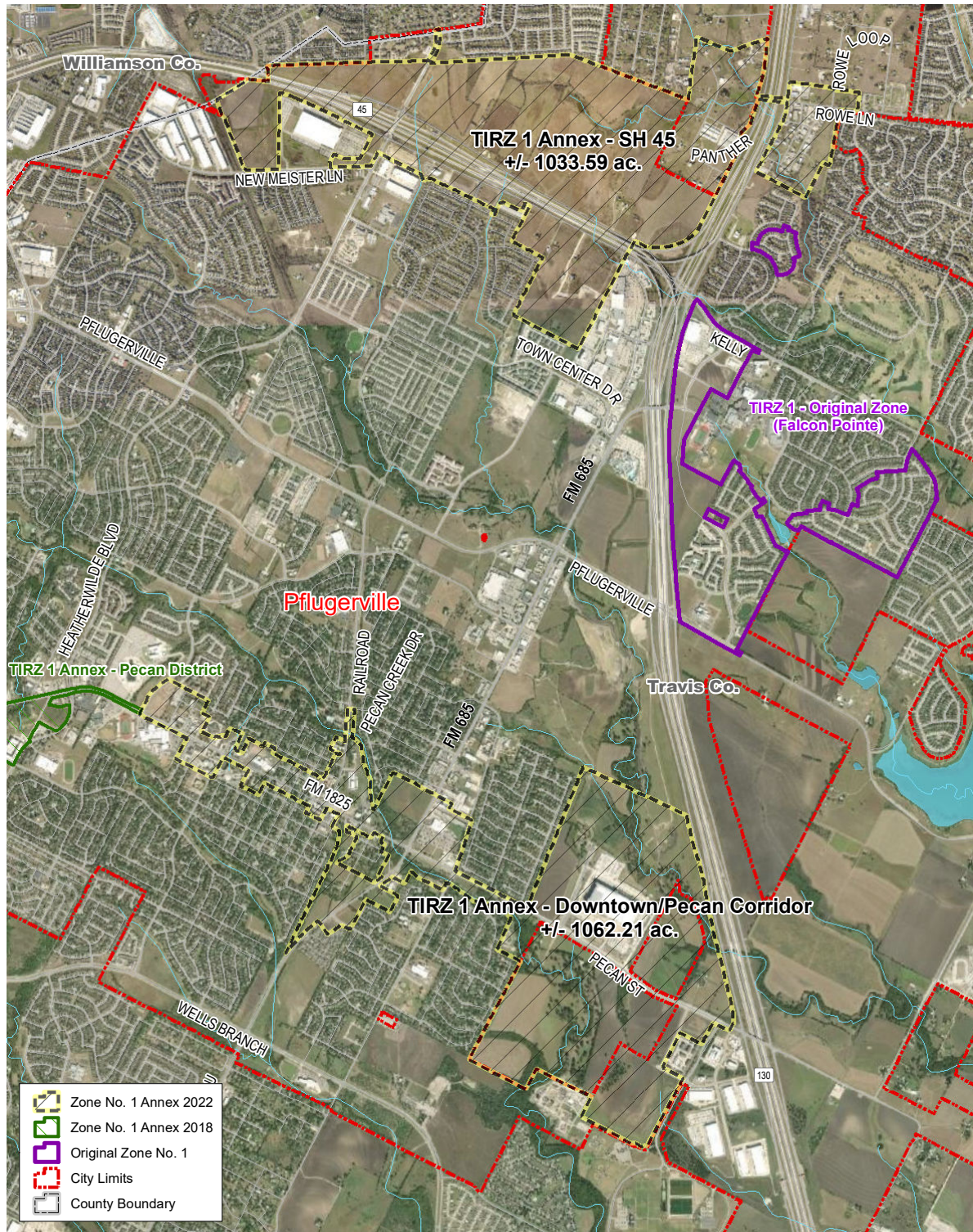
Map 3 - Taxable Value



Service Layer Credits: | Data Sources: City of Pflugerville, USDA NAIP, HHA LLP, TNRS, TXDOT, CAPCOG, TCAD. Date: 8/22/2022



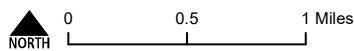
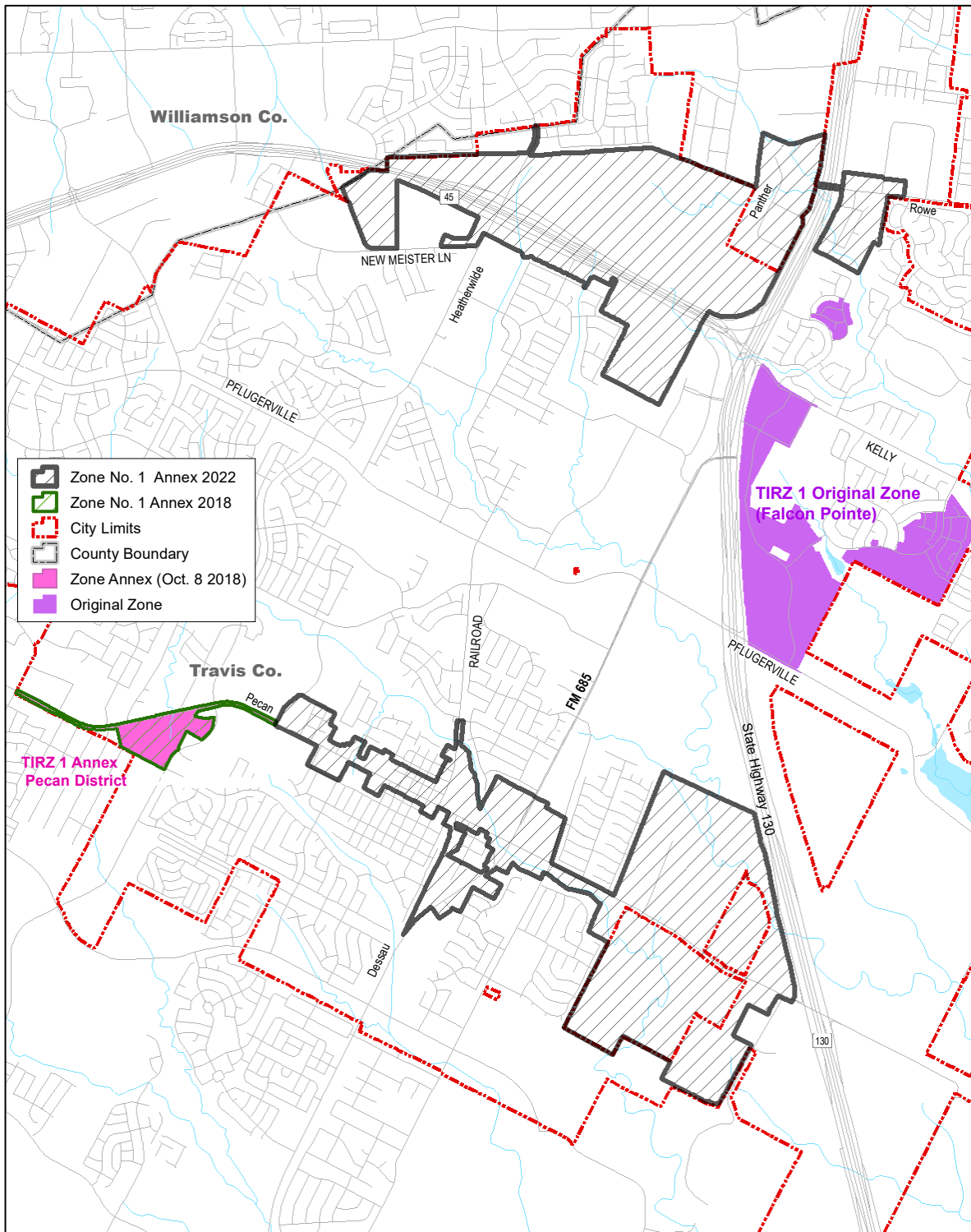
Map 4 - Proposed Boundary, Aerial View



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community | Data Sources: City of Pflugerville, Williamson County, Travis County, Tarrant County, and Tarrant County

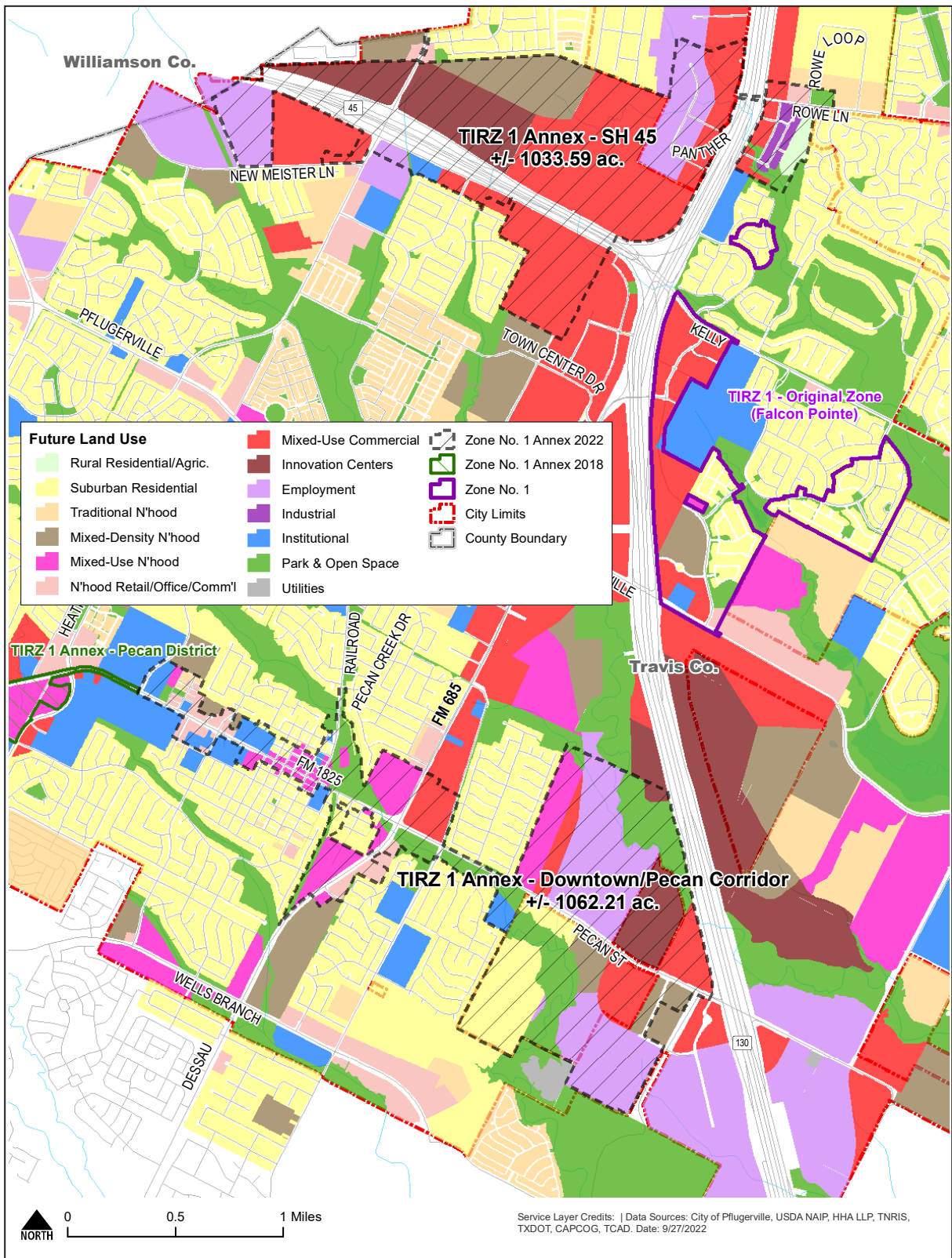


Map 5 - Existing and Proposed Boundary



Service Layer Credits: | Data Sources: City of Pflugerville, USDA NAIP, HHA LLP, TNRIS, TXDOT, CAPCOG, TCAD. Date: 8/22/2022

Map 6 -Proposed Uses, Comprehensive Plan



# Exhibit 2

Exhibit 2a - Value & Revenue - SH 45 Corridor

Projected Assessed Valuation				Projected Revenue					
Year	Base Year Valuation	City Projected Valuation	Projected Valuation City (Increment)	Tax Year	Coll Year	Total Revenues	Cumulative	TIRZ Revenues (70%)	Cumulative
2021	\$ 42,852,120	\$ 42,852,120	\$ -	2021	2022	\$ -	\$ -	\$ -	\$ -
2022	\$ 44,137,684	\$ 44,137,684	\$ -	2022	2023	\$ -	\$ -	\$ -	\$ -
2023	\$ 44,137,684	\$ 183,490,634	\$ 139,352,951	2023	2024	\$ 664,120	\$ 664,120	\$ 464,884	\$ 464,884
2024	\$ 44,137,684	\$ 188,995,353	\$ 144,857,670	2024	2025	\$ 690,354	\$ 1,354,474	\$ 483,248	\$ 948,132
2025	\$ 44,137,684	\$ 197,605,654	\$ 153,467,970	2025	2026	\$ 731,388	\$ 2,085,862	\$ 511,972	\$ 1,460,104
2026	\$ 44,137,684	\$ 210,893,063	\$ 166,755,379	2026	2027	\$ 794,713	\$ 2,880,575	\$ 556,299	\$ 2,016,403
2027	\$ 44,137,684	\$ 220,160,295	\$ 176,022,611	2027	2028	\$ 838,878	\$ 3,719,453	\$ 587,215	\$ 2,603,617
2028	\$ 44,137,684	\$ 232,645,983	\$ 188,508,300	2028	2029	\$ 898,382	\$ 4,617,835	\$ 628,867	\$ 3,232,484
2029	\$ 44,137,684	\$ 239,625,363	\$ 195,487,679	2029	2030	\$ 931,643	\$ 5,549,478	\$ 652,150	\$ 3,884,635
2030	\$ 44,137,684	\$ 258,575,883	\$ 214,438,199	2030	2031	\$ 1,021,957	\$ 6,571,435	\$ 715,370	\$ 4,600,004
2031	\$ 44,137,684	\$ 278,094,919	\$ 233,957,235	2031	2032	\$ 1,114,979	\$ 7,686,414	\$ 780,486	\$ 5,380,490
2032	\$ 44,137,684	\$ 298,199,526	\$ 254,061,842	2032	2033	\$ 1,210,793	\$ 8,897,207	\$ 847,555	\$ 6,228,045
2033	\$ 44,137,684	\$ 318,907,271	\$ 274,769,587	2033	2034	\$ 1,309,480	\$ 10,206,687	\$ 916,636	\$ 7,144,681
2034	\$ 44,137,684	\$ 328,474,489	\$ 284,336,805	2034	2035	\$ 1,355,075	\$ 11,561,763	\$ 948,553	\$ 8,093,234
2035	\$ 44,137,684	\$ 338,328,723	\$ 294,191,040	2035	2036	\$ 1,402,038	\$ 12,963,801	\$ 981,427	\$ 9,074,660
2036	\$ 44,137,684	\$ 383,763,863	\$ 339,626,179	2036	2037	\$ 1,618,570	\$ 14,582,371	\$ 1,132,999	\$ 10,207,659
2037	\$ 44,137,684	\$ 430,562,057	\$ 386,424,373	2037	2038	\$ 1,841,598	\$ 16,423,969	\$ 1,289,119	\$ 11,496,778
2038	\$ 44,137,684	\$ 484,645,076	\$ 440,507,392	2038	2039	\$ 2,099,344	\$ 18,523,312	\$ 1,469,541	\$ 12,966,319
2039	\$ 44,137,684	\$ 540,350,586	\$ 496,212,902	2039	2040	\$ 2,364,822	\$ 20,888,134	\$ 1,655,375	\$ 14,621,694
2040	\$ 44,137,684	\$ 597,727,261	\$ 553,589,577	2040	2041	\$ 2,638,264	\$ 23,526,398	\$ 1,846,785	\$ 16,468,479
2041	\$ 44,137,684	\$ 656,825,236	\$ 612,687,553	2041	2042	\$ 2,919,910	\$ 26,446,308	\$ 2,043,937	\$ 18,512,415
2042	\$ 44,137,684	\$ 676,529,993	\$ 632,392,310	2042	2043	\$ 3,013,817	\$ 29,460,125	\$ 2,109,672	\$ 20,622,088
2043	\$ 44,137,684	\$ 696,825,893	\$ 652,688,210	2043	2044	\$ 3,110,542	\$ 32,570,667	\$ 2,177,380	\$ 22,799,467
2044	\$ 44,137,684	\$ 747,135,068	\$ 702,997,385	2044	2045	\$ 3,350,303	\$ 35,920,970	\$ 2,345,212	\$ 25,144,679
2045	\$ 44,137,684	\$ 804,834,398	\$ 760,696,715	2045	2046	\$ 3,625,283	\$ 39,546,253	\$ 2,537,698	\$ 27,682,377
2046	\$ 44,137,684	\$ 864,264,708	\$ 820,127,024	2046	2047	\$ 3,908,512	\$ 43,454,765	\$ 2,735,959	\$ 30,418,336
2047	\$ 44,137,684	\$ 931,358,807	\$ 887,221,123	2047	2048	\$ 4,228,265	\$ 47,683,030	\$ 2,959,786	\$ 33,378,121
2048	\$ 44,137,684	\$ 1,000,465,729	\$ 956,328,045	2048	2049	\$ 4,557,611	\$ 52,240,641	\$ 3,190,328	\$ 36,568,449
2049	\$ 44,137,684	\$ 1,065,764,978	\$ 1,021,627,295	2049	2050	\$ 4,868,810	\$ 57,109,451	\$ 3,408,167	\$ 39,976,616
2050	\$ 44,137,684	\$ 1,135,963,645	\$ 1,091,825,962	2050	2051	\$ 5,203,359	\$ 62,312,810	\$ 3,642,351	\$ 43,618,967
2051	\$ 44,137,684	\$ 1,205,327,833	\$ 1,161,190,149	2051	2052	\$ 5,533,930	\$ 67,846,740	\$ 3,873,751	\$ 47,492,718
2052	\$ 44,137,684	\$ 1,276,772,946	\$ 1,232,635,262	2052	2053	\$ 5,874,419	\$ 73,721,159	\$ 4,112,093	\$ 51,604,811
						<b>\$ 73,721,159</b>	<b>\$ 73,721,159</b>	<b>\$ 51,604,811</b>	<b>\$ 51,604,811</b>

Exhibit 2b - Value & Revenue - Downtown/Pecan Street Corridor

Projected Assessed Valuation					Projected Revenue				
Year	Base Year Valuation	City Projected Valuation	Projected Valuation City (Increment)	Tax Year	Coll Year	Total Revenues	Cumulative	TIRZ Revenues (70%)	Cumulative
2021	\$ 186,773,099	\$ 186,773,099	\$ -	2021	2022	\$ -	\$ -	\$ -	\$ -
2022	\$ 192,376,292	\$ 192,376,292	\$ -	2022	2023	\$ -	\$ -	\$ -	\$ -
2023	\$ 192,376,292	\$ 225,147,581	\$ 32,771,289	2023	2024	\$ 156,179	\$ 156,179	\$ 109,326	\$ 109,326
2024	\$ 192,376,292	\$ 231,902,008	\$ 39,525,716	2024	2025	\$ 188,369	\$ 344,549	\$ 131,859	\$ 241,184
2025	\$ 192,376,292	\$ 277,259,068	\$ 84,882,776	2025	2026	\$ 404,529	\$ 749,078	\$ 283,170	\$ 524,355
2026	\$ 192,376,292	\$ 296,076,840	\$ 103,700,548	2026	2027	\$ 494,210	\$ 1,243,288	\$ 345,947	\$ 870,301
2027	\$ 192,376,292	\$ 304,959,146	\$ 112,582,854	2027	2028	\$ 536,541	\$ 1,779,828	\$ 375,578	\$ 1,245,880
2028	\$ 192,376,292	\$ 332,482,920	\$ 140,106,628	2028	2029	\$ 667,712	\$ 2,447,540	\$ 467,398	\$ 1,713,278
2029	\$ 192,376,292	\$ 358,957,408	\$ 166,581,116	2029	2030	\$ 793,882	\$ 3,241,422	\$ 555,718	\$ 2,268,996
2030	\$ 192,376,292	\$ 408,126,130	\$ 215,749,838	2030	2031	\$ 1,028,208	\$ 4,269,630	\$ 719,745	\$ 2,988,741
2031	\$ 192,376,292	\$ 429,119,914	\$ 236,743,622	2031	2032	\$ 1,128,259	\$ 5,397,889	\$ 789,781	\$ 3,778,522
2032	\$ 192,376,292	\$ 461,993,511	\$ 269,617,219	2032	2033	\$ 1,284,926	\$ 6,682,814	\$ 899,448	\$ 4,677,970
2033	\$ 192,376,292	\$ 475,853,317	\$ 283,477,025	2033	2034	\$ 1,350,978	\$ 8,033,792	\$ 945,684	\$ 5,623,654
2034	\$ 192,376,292	\$ 490,128,916	\$ 297,752,624	2034	2035	\$ 1,419,012	\$ 9,452,804	\$ 993,308	\$ 6,616,963
2035	\$ 192,376,292	\$ 534,832,783	\$ 342,456,492	2035	2036	\$ 1,632,059	\$ 11,084,862	\$ 1,142,441	\$ 7,759,404
2036	\$ 192,376,292	\$ 580,877,767	\$ 388,501,475	2036	2037	\$ 1,851,497	\$ 12,936,359	\$ 1,296,048	\$ 9,055,451
2037	\$ 192,376,292	\$ 618,304,100	\$ 425,927,808	2037	2038	\$ 2,029,861	\$ 14,966,220	\$ 1,420,903	\$ 10,476,354
2038	\$ 192,376,292	\$ 636,853,223	\$ 444,476,931	2038	2039	\$ 2,118,261	\$ 17,084,482	\$ 1,482,783	\$ 11,959,137
2039	\$ 192,376,292	\$ 655,958,820	\$ 463,582,528	2039	2040	\$ 2,209,314	\$ 19,293,796	\$ 1,546,520	\$ 13,505,657
2040	\$ 192,376,292	\$ 675,637,584	\$ 483,261,292	2040	2041	\$ 2,303,098	\$ 21,596,893	\$ 1,612,168	\$ 15,117,825
2041	\$ 192,376,292	\$ 695,906,712	\$ 503,530,420	2041	2042	\$ 2,399,695	\$ 23,996,588	\$ 1,679,787	\$ 16,797,612
2042	\$ 192,376,292	\$ 716,783,913	\$ 524,407,621	2042	2043	\$ 2,499,190	\$ 26,495,779	\$ 1,749,433	\$ 18,547,045
2043	\$ 192,376,292	\$ 738,287,431	\$ 545,911,139	2043	2044	\$ 2,601,671	\$ 29,097,449	\$ 1,821,169	\$ 20,368,215
2044	\$ 192,376,292	\$ 760,436,053	\$ 568,059,761	2044	2045	\$ 2,707,225	\$ 31,804,674	\$ 1,895,058	\$ 22,263,272
2045	\$ 192,376,292	\$ 783,249,135	\$ 590,872,843	2045	2046	\$ 2,815,946	\$ 34,620,621	\$ 1,971,162	\$ 24,234,435
2046	\$ 192,376,292	\$ 806,746,609	\$ 614,370,317	2046	2047	\$ 2,927,929	\$ 37,548,550	\$ 2,049,550	\$ 26,283,985
2047	\$ 192,376,292	\$ 830,949,007	\$ 638,572,715	2047	2048	\$ 3,043,272	\$ 40,591,822	\$ 2,130,290	\$ 28,414,275
2048	\$ 192,376,292	\$ 855,877,478	\$ 663,501,186	2048	2049	\$ 3,162,074	\$ 43,753,896	\$ 2,213,452	\$ 30,627,727
2049	\$ 192,376,292	\$ 881,553,802	\$ 689,177,510	2049	2050	\$ 3,284,441	\$ 47,038,337	\$ 2,299,109	\$ 32,926,836
2050	\$ 192,376,292	\$ 908,000,416	\$ 715,624,124	2050	2051	\$ 3,410,479	\$ 50,448,815	\$ 2,387,335	\$ 35,314,171
2051	\$ 192,376,292	\$ 935,240,428	\$ 742,864,137	2051	2052	\$ 3,540,297	\$ 53,989,112	\$ 2,478,208	\$ 37,792,379
2052	\$ 192,376,292	\$ 963,297,641	\$ 770,921,349	2052	2053	\$ 3,674,011	\$ 57,663,123	\$ 2,571,807	\$ 40,364,186
						<b>\$ 57,663,123</b>		<b>\$ 40,364,186</b>	

Exhibit 2c - Value & Revenue - Original Zone, Falcon Pointe

Projected Assessed Valuation				Projected Revenue								
Year	Base Year Valuation	City Projected Valuation	Captured Value (Increment)	Tax Year	Coll Year	City Participation Rate	TRZ Revenues	Cumulative Revenues	Debt Service	Service Payments	Admin Fee (5%)	Net Revenues
2021	\$ 5,934,138	\$ 430,935,370	\$ 425,001,232	2021	2022	100%	\$ -	\$ -	\$ 600,000	\$ 250,700	\$ 101,272	\$ 1,073,473
2022	\$ 5,934,138	\$ 435,244,724	\$ 429,310,586	2022	2023	100%	\$ 2,025,445	\$ 2,025,445	\$ 600,000	\$ 250,700	\$ 102,299	\$ 1,092,983
2023	\$ 5,934,138	\$ 439,597,171	\$ 433,666,003	2023	2024	100%	\$ 2,045,983	\$ 4,071,428	\$ 600,000	\$ 250,700	\$ 103,334	\$ 1,112,689
2024	\$ 5,934,138	\$ 443,993,143	\$ 438,059,035	2024	2025	100%	\$ 2,066,725	\$ 6,138,153	\$ 600,000	\$ 250,700	\$ 104,386	\$ 1,132,592
2025	\$ 5,934,138	\$ 448,433,074	\$ 442,498,936	2025	2026	100%	\$ 2,108,835	\$ 8,225,829	\$ 600,000	\$ 250,700	\$ 105,442	\$ 1,152,693
2026	\$ 5,934,138	\$ 452,917,405	\$ 446,983,267	2026	2027	100%	\$ 2,130,206	\$ 10,335,663	\$ 600,000	\$ 250,700	\$ 106,510	\$ 1,172,996
2027	\$ 5,934,138	\$ 457,446,579	\$ 451,512,441	2027	2028	100%	\$ 2,151,791	\$ 12,464,869	\$ 600,000	\$ 250,700	\$ 107,590	\$ 1,193,501
2028	\$ 5,934,138	\$ 462,021,045	\$ 456,086,907	2028	2029	100%	\$ 2,173,592	\$ 14,616,660	\$ 600,000	\$ 250,700	\$ 108,680	\$ 1,214,212
2029	\$ 5,934,138	\$ 466,641,255	\$ 460,707,117	2029	2030	100%	\$ 2,195,610	\$ 16,790,252	\$ 600,000	\$ 250,700	\$ 109,781	\$ 1,235,130
2030	\$ 5,934,138	\$ 471,307,668	\$ 465,373,530	2030	2031	100%	\$ 2,217,849	\$ 18,985,862	\$ 600,000	\$ 250,700	\$ 110,892	\$ 1,256,257
2031	\$ 5,934,138	\$ 476,020,744	\$ 470,086,606	2031	2032	100%	\$ 2,240,311	\$ 21,203,712	\$ 600,000	\$ 250,700	\$ 112,016	\$ 1,277,595
2032	\$ 5,934,138	\$ 480,780,952	\$ 474,846,814	2032	2033	100%	\$ 2,262,996	\$ 23,444,022	\$ 600,000	\$ 250,700	\$ 113,150	\$ 1,299,147
2033	\$ 5,934,138	\$ 485,588,761	\$ 479,654,623	2033	2034	100%	\$ 2,285,909	\$ 25,707,019	\$ 600,000	\$ 250,700	\$ 114,295	\$ 1,320,914
2034	\$ 5,934,138	\$ 490,444,649	\$ 484,510,511	2034	2035	100%	\$ 2,309,051	\$ 27,992,928	\$ 600,000	\$ 250,700	\$ 115,453	\$ 1,342,899
2035	\$ 5,934,138	\$ 495,349,095	\$ 489,414,957	2035	2036	100%	\$ 2,332,424	\$ 30,301,979	\$ 600,000	\$ 250,700	\$ 116,621	\$ 1,365,103
2036	\$ 5,934,138	\$ 500,302,586	\$ 494,368,448	2036	2037	100%	\$ 2,356,031	\$ 32,634,403	\$ 600,000	\$ 250,700	\$ 117,802	\$ 1,387,530
2037	\$ 5,934,138	\$ 505,305,612	\$ 499,371,474	2037	2038	100%	\$ 2,379,875	\$ 34,990,435	\$ 600,000	\$ 250,700	\$ 118,994	\$ 1,410,181
2038	\$ 5,934,138	\$ 510,358,668	\$ 504,424,530	2038	2039	100%	\$ 2,403,956	\$ 37,370,309	\$ 600,000	\$ 250,700	\$ 120,198	\$ 1,433,058
2039	\$ 5,934,138	\$ 515,462,255	\$ 509,528,117	2039	2040	100%	\$ 2,428,279	\$ 39,774,266	\$ 600,000	\$ 250,700	\$ 121,414	\$ 1,456,165
2040	\$ 5,934,138	\$ 520,616,878	\$ 514,682,740	2040	2041	100%	\$ 1,716,991	\$ 42,202,544	\$ 600,000	\$ 250,700	\$ 85,850	\$ 780,441
2041	\$ 5,934,138	\$ 525,823,046	\$ 519,888,908	2041	2042	70%	\$ 1,734,359	\$ 45,653,894	\$ -	\$ 250,700	\$ 86,718	\$ 1,396,941
2042	\$ 5,934,138	\$ 531,081,277	\$ 525,147,139	2042	2043	70%	\$ 1,751,900	\$ 47,405,794	\$ -	\$ 250,700	\$ 87,595	\$ 1,413,605
2043	\$ 5,934,138	\$ 536,392,090	\$ 530,457,952	2043	2044	70%	\$ 1,769,617	\$ 49,175,411	\$ -	\$ 250,700	\$ 88,481	\$ 1,430,436
2044	\$ 5,934,138	\$ 541,756,010	\$ 535,821,872	2044	2045	70%	\$ 1,787,511	\$ 50,962,923	\$ -	\$ 250,700	\$ 89,376	\$ 1,447,436
2045	\$ 5,934,138	\$ 547,173,571	\$ 541,239,433	2045	2046	70%	\$ 1,805,584	\$ 52,768,507	\$ -	\$ 250,700	\$ 90,279	\$ 1,464,605
2046	\$ 5,934,138	\$ 552,645,306	\$ 546,711,168	2046	2047	70%	\$ 1,823,838	\$ 54,592,346	\$ -	\$ 250,700	\$ 91,192	\$ 1,481,946
2047	\$ 5,934,138	\$ 558,171,759	\$ 552,237,621	2047	2048	70%	\$ 1,842,275	\$ 56,443,620	\$ -	\$ 250,700	\$ 92,114	\$ 1,499,461
2048	\$ 5,934,138	\$ 563,753,477	\$ 557,819,339	2048	2049	70%	\$ 1,860,895	\$ 58,295,516	\$ -	\$ 250,700	\$ 93,045	\$ 1,517,151
2049	\$ 5,934,138	\$ 569,391,012	\$ 563,456,874	2049	2050	70%	\$ 1,879,702	\$ 60,117,518	\$ -	\$ 250,700	\$ 93,985	\$ 1,535,017
2050	\$ 5,934,138	\$ 575,084,922	\$ 569,150,784	2050	2051	70%	\$ 1,898,697	\$ 62,073,915	\$ -	\$ 250,700	\$ 94,935	\$ 1,553,062
2051	\$ 5,934,138	\$ 580,835,771	\$ 574,901,633	2051	2052	70%	\$ 1,917,882	\$ 63,991,797	\$ -	\$ 250,700	\$ 95,894	\$ 1,571,288
2052	\$ 5,934,138	\$ -	\$ -	2052	2053	70%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ 63,991,797	\$ 12,000,000	\$ 7,771,700	\$ 3,199,590	\$ 41,020,507

Notes/Assumptions:  
Participation Rates:



Exhibit 2d - Value & Revenue - Total (Original Zone, Falcon Pointe + SH 45 Corridor & Downtown/Pecan Corridor)

Projected Assessed Valuation					Projected Revenue				
Year	Base Year Valuation	City Projected Valuation	Projected Valuation City (Increment)	Tax Year	Coll Year	Total Revenues	Cumulative	TIRZ Revenues	Cumulative
2021			\$ -						
2022	\$ 242,448,114	\$ 667,449,346	\$ 425,001,232	2022	2023	\$ 2,025,445	\$ 2,025,445	\$ 1,073,473	\$ 1,073,473
2023	\$ 242,448,114	\$ 843,882,939	\$ 601,434,825	2023	2024	\$ 2,866,282	\$ 4,891,727	\$ 1,667,193	\$ 2,740,666
2024	\$ 242,448,114	\$ 860,494,532	\$ 618,046,419	2024	2025	\$ 2,945,449	\$ 7,837,176	\$ 1,727,795	\$ 4,468,461
2025	\$ 242,448,114	\$ 918,857,865	\$ 676,409,751	2025	2026	\$ 3,223,593	\$ 11,060,769	\$ 1,927,734	\$ 6,396,195
2026	\$ 242,448,114	\$ 955,402,978	\$ 712,954,864	2026	2027	\$ 3,397,758	\$ 14,458,526	\$ 2,054,939	\$ 8,451,134
2027	\$ 242,448,114	\$ 978,036,845	\$ 735,588,732	2027	2028	\$ 3,505,625	\$ 17,964,151	\$ 2,135,789	\$ 10,586,923
2028	\$ 242,448,114	\$ 1,022,575,482	\$ 780,127,369	2028	2029	\$ 3,717,884	\$ 21,682,035	\$ 2,289,767	\$ 12,876,690
2029	\$ 242,448,114	\$ 1,060,603,815	\$ 818,155,701	2029	2030	\$ 3,899,117	\$ 25,581,153	\$ 2,422,080	\$ 15,298,770
2030	\$ 242,448,114	\$ 1,133,343,268	\$ 890,895,154	2030	2031	\$ 4,245,775	\$ 29,826,927	\$ 2,670,245	\$ 17,969,015
2031	\$ 242,448,114	\$ 1,178,522,500	\$ 936,074,386	2031	2032	\$ 4,461,087	\$ 34,288,014	\$ 2,826,523	\$ 20,795,538
2032	\$ 242,448,114	\$ 1,236,213,781	\$ 993,765,667	2032	2033	\$ 4,736,029	\$ 39,024,043	\$ 3,024,598	\$ 23,820,136
2033	\$ 242,448,114	\$ 1,275,541,539	\$ 1,033,093,425	2033	2034	\$ 4,923,455	\$ 43,947,498	\$ 3,161,467	\$ 26,981,603
2034	\$ 242,448,114	\$ 1,304,192,166	\$ 1,061,744,052	2034	2035	\$ 5,059,996	\$ 49,007,494	\$ 3,262,775	\$ 30,244,378
2035	\$ 242,448,114	\$ 1,363,606,156	\$ 1,121,158,042	2035	2036	\$ 5,343,148	\$ 54,350,642	\$ 3,466,766	\$ 33,711,144
2036	\$ 242,448,114	\$ 1,459,990,725	\$ 1,217,542,612	2036	2037	\$ 5,802,492	\$ 60,153,133	\$ 3,794,150	\$ 37,505,294
2037	\$ 242,448,114	\$ 1,549,168,743	\$ 1,306,720,630	2037	2038	\$ 6,227,491	\$ 66,380,624	\$ 4,097,551	\$ 41,602,846
2038	\$ 242,448,114	\$ 1,626,803,911	\$ 1,384,355,798	2038	2039	\$ 6,597,480	\$ 72,978,104	\$ 4,362,505	\$ 45,965,350
2039	\$ 242,448,114	\$ 1,706,668,074	\$ 1,464,219,960	2039	2040	\$ 6,978,092	\$ 79,956,195	\$ 4,634,953	\$ 50,600,303
2040	\$ 242,448,114	\$ 1,788,827,100	\$ 1,546,378,987	2040	2041	\$ 7,369,640	\$ 87,325,836	\$ 4,915,118	\$ 55,515,421
2041	\$ 242,448,114	\$ 1,873,348,826	\$ 1,630,900,712	2041	2042	\$ 7,036,596	\$ 94,362,431	\$ 4,504,165	\$ 60,019,586
2042	\$ 242,448,114	\$ 1,919,136,953	\$ 1,676,688,839	2042	2043	\$ 7,247,366	\$ 101,609,798	\$ 5,256,046	\$ 65,275,632
2043	\$ 242,448,114	\$ 1,966,194,601	\$ 1,723,746,487	2043	2044	\$ 7,464,113	\$ 109,073,911	\$ 5,412,154	\$ 70,687,786
2044	\$ 242,448,114	\$ 2,043,963,211	\$ 1,801,515,098	2044	2045	\$ 7,827,145	\$ 116,901,056	\$ 5,670,706	\$ 76,358,492
2045	\$ 242,448,114	\$ 2,129,839,544	\$ 1,887,391,430	2045	2046	\$ 8,228,741	\$ 125,129,796	\$ 5,956,296	\$ 82,314,788
2046	\$ 242,448,114	\$ 2,218,184,888	\$ 1,975,736,774	2046	2047	\$ 8,642,026	\$ 133,771,822	\$ 6,250,114	\$ 88,564,902
2047	\$ 242,448,114	\$ 2,314,953,121	\$ 2,072,505,007	2047	2048	\$ 9,095,375	\$ 142,867,197	\$ 6,572,022	\$ 95,136,925
2048	\$ 242,448,114	\$ 2,414,514,966	\$ 2,172,066,852	2048	2049	\$ 9,561,960	\$ 152,429,157	\$ 6,903,240	\$ 102,040,165
2049	\$ 242,448,114	\$ 2,511,072,257	\$ 2,268,624,144	2049	2050	\$ 10,014,146	\$ 162,443,303	\$ 7,224,426	\$ 109,264,591
2050	\$ 242,448,114	\$ 2,613,355,073	\$ 2,370,906,960	2050	2051	\$ 10,493,539	\$ 172,936,843	\$ 7,564,703	\$ 116,829,294
2051	\$ 242,448,114	\$ 2,715,653,183	\$ 2,473,205,069	2051	2052	\$ 10,972,925	\$ 183,909,768	\$ 7,905,022	\$ 124,734,316
2052	\$ 242,448,114	\$ 2,820,906,358	\$ 2,578,458,244	2052	2053	\$ 11,466,312	\$ 195,376,080	\$ 8,255,189	\$ 132,989,505
						<b>\$ 195,376,080</b>		<b>\$ 132,989,505</b>	