

EXHIBIT A

AMENDMENT TO THE
DEVELOPMENT AND TAX INCREMENT FINANCING PLAN
OF THE
CITY OF GLADSTONE DOWNTOWN DEVELOPMENT AUTHORITY

Adopted by the Downtown Development Authority on July 21, 2020

Recommended by the Development Area Citizens Council on September 1, 2020

Approved by the City Commission of the City of Gladstone on September 14, 2020

INTRODUCTION

The City of Gladstone Downtown Development Authority (the “Authority”) was previously created by the City Commission of the City of Gladstone (the “Gladstone”) pursuant to the Downtown Development Authority Act, Act 197, Public Acts of Michigan, 1975. The Authority and the City Commission approved and adopted the original *Development and Tax Increment Financing Plan* (the “Original Plan”), dated December 1992. The Original Plan was subsequently amended in 2009 with the primary purpose of extending the life of the Original Plan, updating development plans and projects, and updating provisions regarding the tax increment financing process (as amended, the “Amended Plan”).

The Amended Plan contained a list of projects to be undertaken by the Authority in cooperation with the City. This 2020 Amendment allows for the financing and completion of projects described in the Amended Plan and to provide for new projects and activities for the purpose of preventing property value deterioration and encouraging further investment within the district in accordance with the Recodified Tax Increment Financing Act, Act 57, Public Acts of Michigan, 2018 (the “Act”). In order to accomplish these projects, this 2020 Amendment extends the life of the Amended Plan to the Authority's fiscal year end March 31, 2041.

The Development Area remains the same as indicated in Appendix A.

2020 Amendments Supplement the Original Plan

This 2020 Amendment is an update and addition to the Amended Plan and must be read in concert with the Amended Plan. This 2020 Amendment refers to certain portions of the Amended Plan but does not repeal or abrogate any provision of the Amended Plan unless expressly stated herein. (The Amended Plan as further amended by this 2020 Amendment is referred to herein as the “2020 Amended Plan.”)

AMENDMENT TO DEVELOPMENT PLAN

The Development Plan of the Amended Plan is hereby amended as follows.

Boundaries of Development Area

This 2020 Amended Plan makes no changes to the Development Area. The Development Area is shown on Appendix A.

The Location, Extent, Character and Estimated Cost of Improvements and Estimated Time for Completion

In light of the changing and growing needs of the community and the need to finance and complete several projects outlined in the Amended Plan in order to fulfill the purpose of the Original Plan and the Act, this 2020 Amended Plan sets forth the full list of the Authority's improvement program. The program continues to focus on projects that will enhance and revitalize the downtown business district, prevent deterioration of the downtown business district, and encourage private development and investment in the district. The Authority intends to undertake the following improvement projects:

1. Replace power pole electric outlets

- a. Outlets on the power poles on Delta Avenue need to be replaced. These outlets supply power to the wreaths at Christmas and will have other uses during the year.
 - b. Total cost - \$5,000
 - c. Timing – 5 years
2. Install Electric vehicle Charging Stations Downtown
 - a. Electric Vehicles are becoming more popular and charging stations should be installed downtown.
 - b. Cost - \$120,000
 - c. Timing – 3 years
 3. Conversion of 1600 Lake Shore Drive to underground utilities
 - a. This project will improve the aesthetics of the south entrance into Gladstone.
 - b. Cost - \$60,000
 - c. Timing 6 years
 4. Upgrade Delta Avenue Lighting
 - a. Install taller poles for improved lighting and better appearance. They will also allow more options for community events like the Old Fashioned Christmas. Utilize energy efficient LED bulbs.
 - b. Cost \$160,000
 - c. Timing 4 years
 5. Move Delta Avenue Utilities Underground
 - a. Move utilities underground in the alleys north and south of Delta Avenue to improve appearance and to encourage growth and rear entrance development.
 - b. Cost - \$600,000
 - c. Timing 8 years
 6. Replace Wisconsin Avenue Sewers from 8th to 11th Street
 - a. Replace the sewer main and laterals to property line
 - b. Cost - \$450,000
 - c. Timing – 5-10 year
 7. Install a new 6” HDPE force main from underpass lift station to 9th Street and 3rd Avenue North.
 - a. This ties into force main on 9th Street. This corrects proper flow from aging current force main.
 - b. Cost - \$168,000
 - c. Timing – 2020
 8. Replace Montana Avenue Sewer from 8th to 11th Street
 - a. Replace the existing 80 years old sewer main which is in poor condition and has been identified in the 2019 Inflow / Infiltration report.
 - b. Cost - \$500,000
 - c. Timing – 5 to 10 years
 9. Replace Minneapolis Sewer from 8th to 11th Street
 - a. Replace lift station, sewer main and laterals to property lines. This has been identified in the 2019 Inflow / Infiltration report.
 - b. Cost - \$700,000
 - c. Timing 5 to 10 years
 10. Replace Minnesota Avenue Sewer from 8th to 11th Street

- a. Replace the sewer main and laterals to property lines. This has been identified in the 2019 Inflow / Infiltration report.
 - b. Cost - \$450,000
 - c. Timing - 5 to 10 years
11. Replace Michigan Avenue Sewer from 8th to 11th Street
 - a. Replace the sewer main and laterals to property lines. This has been identified in the 2019 Inflow / Infiltration report.
 - b. Cost - \$450,000
 - c. Timing – 5 to 10 years
 12. Replace Superior Avenue Sewer from 10th to 11th Street
 - a. Replace the sewer main and laterals to property lines. This has been identified in the 2019 Inflow / Infiltration report.
 - b. Cost - \$150,000
 - c. Timing - 5 to 10 years
 13. Install 8” DIP Water main on 3rd Avenue North
 - a. Approximately 400’ to complete new main from N 13th and N 17th
 - b. Cost - \$70,000
 - c. Timing – 5 years
 14. North 14th Street Water Main Replacement
 - a. Replace remaining 300’ of old 4” CIP WM with 8” DIP
 - b. Cost - \$70,000
 - c. Timing – 10 years
 15. Water Treatment Plant Upgrades
 - a. Refurbishment of 50 year old Water Treatment Plant building including all process equipment
 - b. Cost - \$3.0 million
 - c. Timing – 5 years
 16. Water Main Replacement Block 49
 - a. Replace existing 4” CIP WM with 8” DIP WM. This is a continuation of the 9th Street Project.
 - b. Cost - \$70,000
 - c. Timing 3 Years
 17. Construct New Water Plant Intake and Crib
 - a. Construct new intake for water treatment plant and crib. Install new intake piping and crib from existing shorewell to lake near current intake position.
 - b. Cost - \$1.6 Million
 - c. Timing – 2 to 5 years
 18. New Water Main to Blackwell Avenue
 - a. Extend new water main from commercial area between Lowrie and the west end of Minneapolis
 - b. Cost - \$200,000
 - c. Timing – 10 years
 19. Hydrant Replacement Upgrades
 - a. Replace Hydrants #51 and #61 on the corners of 12th and Railway and 13th and Railway with new pumper hydrant nozzles.
 - b. Cost - \$10,000

- c. Timing – 2 to 3 years
- 20. Improve Solids Handling at Water Plant
 - a. Make improvements to existing backwash ponds and construct new solids drying beds.
 - b. Cost - \$500,000
 - c. Timing – 10 years
- 21. Four Inch Water Main Replacement 10th Street
 - a. Replace existing 4” WM with 8” WM along west edge of 10th Street from Minnesota / Wisconsin Alley south to Wisconsin Michigan alley.
 - b. Cost - \$50,000
 - c. Timing - 10 years
- 22. Replace 4” CIP Water Main Behind City Hall With 8” DIP
 - a. Existing 4” WM provides inadequate Fire Protection. This stretch is the last 300 to 400 linear feet of 4” CIP Water Main left to replace on the north side of Delta Avenue after 9th Street Project
 - b. Cost - \$70,000
 - c. Timing – 5 to 10 years
- 23. Extend Water Main to Kipling
 - a. Extend new 12’ water main North of Lakeview Assisted Living to northern DDA Boundary.
 - b. Cost - \$1.0 million
 - c. Timing - 10 to 20 years
- 24. Four inch Water Main Replacement Delta / Minnesota alley 12th Street to US 2 & 41
 - a. Replace existing 4” CIP WM with new 8” DIP WM along with hydrant valves and service laterals connected to this main
 - b. Cost - \$210,000
 - c. Timing – 5 years
- 25. Build New Public Works Facility
 - a. On east end of town – DDA may assist with public parking lot and public bathrooms and tie in to North Shore / Bike Path
 - b. Cost - \$1,500,000
 - c. Timing – 1 to 2 years
- 26. Reconstruction of Rains Drive and North 8th Street in Buckeye Addition Industrial Park
 - a. Cost - \$500,000
 - b. Timing – 7 to 15 years
- 27. Railway Avenue Reconstruction from 9th Street to Delta Avenue
 - a. Cost - \$500,000
 - b. Timing – 10 to 15 years
- 28. North Lakeshore Drive Reconstruction from Rains Drive to City Limits
 - a. Cost - \$1,500,000
 - b. Timing – 15 to 20 years
- 29. South Hill Reconstruction
 - a. US 2 & 41 to 500’ North – Add Bike/Walking Path With Crosswalk
 - b. Cost - \$75,000
 - c. Timing – 2 to 4 years

- 30. South Lakeshore Drive Reconstruction
 - a. Minneapolis Avenue to 13th Street
 - b. Cost - \$500,000
 - c. Timing – 5 to 15 years
- 31. Rebuilding of Various DDA District Streets
 - a. Coordination with DDA and other departments as needed.
 - b. Cost – Project dependent
 - c. Timing – 5 to 20 years
- 32. Harbor Docks Improvement
 - a. Utilize Waterways grants and DDA support to improve and update the harbor docks.
 - b. Cost - \$300,000
 - c. Timing – 5 years
- 33. Highway Over/Under Pass
 - a. Create over / under pass on US 2 & 41 to get pedestrians safely across major highway and to connect the bluff and downtown
 - b. Cost - \$1,500,000
 - c. Timing – 10 years
- 34. Harbor Club and Restaurant – Construct A Combined Yacht Club/Restaurant/Harbor Master Office
 - a. Use Waterways and DDA funding to construct a multipurpose facility for better operations and increase downtown traffic.
 - b. Cost - \$900,000
 - c. Timing – 10 years
- 35. Waterfront Non-Motorized Trail in Van Cleve Park Connecting the Beach House to the Fishing Pier
 - a. Cost - \$250,000
 - b. Timing – 5 years
- 36. Bring ice rink back to Jones School
 - a. This project will bring people back to the downtown area and improved the economic viability of downtown shops and restaurants.
 - b. Cost - \$250,000
 - c. Timing – 5 years
- 37. City Hall Elevator
 - a. Install elevator at City Hall to encourage downtown commercial use for the second story
 - b. Cost - \$250,000
 - c. Timing – 4 years
- 38. Horse Hitching Posts
 - a. Install horse hitching posts downtown to encourage use by a growing Amish population
 - b. Cost - \$5,000
 - c. Timing – 3 years
- 39. DDA Personnel
 - a. Establish Positions to Serve at the Pleasure of the DDA Board Consistent with Section 205 of P.A. 57
 - b. Cost – Not to exceed 15% of DDA Capture
 - c. Timing – Yearly

40. Downtown Beautification

- a. Provide services consistent with Section 207 of Public Act 57 for downtown public facilities.
- b. Cost – Not to exceed 5% of total DDA Capture
- c. Timing – Yearly

41. Restoration, Preservation and Renovation of Downtown Buildings

- a. As outlined in Public Act 57 Section 207, assist in planning and implementation of downtown buildings necessary to achieve the intent of Section 207 including improvements to outside public areas of the downtown district.
- b. Cost - \$1.0 Million
- c. Timing – Over 20 years

42. Construct Parking in Areas Identified as High Traffic Areas for Businesses along Delta Avenue.

- a. Use Parking Study information to plan for proper parking in the DDA District.
- b. Cost - \$300,000
- c. Timing – 2 to 10 years

43. Administration Support

- a. In order to achieve the intent of Section 207 of Public Act 57, use appropriate City Staff personnel to support DDA activities
- b. Cost – Not to exceed 5% of DDA revenues
- c. Timing – Yearly

44. Encourage Murals & Artwork in Downtown

- a. Encourage repair and beautification of downtown buildings through art.
- b. Cost - \$800,000
- c. Timing – Budget annually

45. Historic Building Signage

- a. Use well place signage to highlight buildings of historic significance resulting in added activity downtown.
- b. Cost - \$200,000
- c. Timing – 2-20 years

46. Relocate Railroad Along US 2 & 41 as Prime Development Opportunity

- a. Cost \$20 million
- b. Timing – 20 years

47. Encourage and Support Business with Industrial Activities to Locate to the Industrial Parks.

- a. Cost - \$1.0 million
- b. Timing – 3 to 7 years

48. Streetscape/Beautification

- a. New sidewalks, lighting, signage and trees will improve downtown's image, public appeal and safety
- b. Cost - \$1,500,000
- c. Timing – on going

49. Signage System

- a. An overall community signage system needs to be planned and developed to provide attractive and functional direction for visitors.
- b. Cost - \$25,000

- c. Timing - ongoing

50. Delta Avenue Turn Lane

- a. To enhance downtown entry from US 2 & 41 install a turn lane.
- b. Cost - \$250,000
- c. Timing – On going

51. Waterfront Linkage

- a. Street, sidewalk, lighting and landscape improvements are proposed for 9th Street, in order to provide a visual and functional linkage with Gladstone's waterfront.
- b. Cost - \$150,000
- c. Timing – 3 to 10 years

52. Marina Expansion

- a. Extend the break wall at the City Marina to provide room for expansion
- b. Cost - \$500,000
- c. Timing – Ongoing

53. Waterfront Park Improvements – Proposed Van Cleve Park Improvements Include Parking Near the Kids Kingdom Playground

- a. Cost - \$200,000
- b. Timing – Ongoing

54. Campground Expansion

- a. Growth in the sport fishing industry in Gladstone has created a demand for more RV campsites. The existing camping facility should be expanded to accommodate this growth.
- b. Cost - \$50,000
- c. Timing – Ongoing

55. Waterfront Trail

- a. A non-motorized trail should be developed to provide a continuous pathway around the City on the waterfront.
- b. Cost - \$150,000
- c. Timing – Ongoing

56. Industrial Site Development

- a. The existing coal dock facility should be improved to enhance this location for marine oriented industrial development.
- b. Cost - \$250,000
- c. Timing - Ongoing

57. North End Sewer Extension

- a. A sewer extension along the lakeshore towards Kipling is needed to solve existing wastewater problems and to allow growth in this resort oriented area.
- b. Cost - \$150,000
- c. Timing – Ongoing

58. US Highway 41

- a. Gladstone's location on US Highway 2 & 41 gives the City excellent access and exposure. Development opportunities are very limited along the highway because of developable land. Instead, the community needs to encourage wise development of the available sites and use the highway corridor to create interest in the City.

- b. Cost - \$100,000
 - c. Timing – Ongoing
59. Industrial Park Lift Station Force Main Replacement
- a. Current force main dumps into gravity sewer at east end of 5th Street and North Court. With new force main, water would be diverted from underpass lift station and sent to a gravity sewer on 6th Street.
 - b. Cost - \$400,000
 - c. Timing – 5 years
60. Minneapolis Street Extension
- a. An extension of Minneapolis Street to US 2 & 41 will improve access to Gladstone and allow development of an adjacent vacant parcel of land for commercial use.
 - b. Cost - \$50,000
 - c. Timing – Ongoing
61. Town Entrance / Focal Points
- a. Defining entrances to the City and focal points increases awareness of and pride in the City. Entrances are suggested for the north and south side of the City on US 2 & 41. Focal points should be established at the junctions of US 2/41 and Lake Shore Drive, Delta Avenue and Forth Avenue North (M-35). Landscaping and special signage are proposed for entrances and focal points.
 - b. Cost - \$50,000
 - c. Timing – Ongoing
62. Rest Stop and Information Center
- a. An information Center with public restrooms could serve several purposes. It could provide travelers with rest facilities and information on the City and area attractions. It could also provide an attractive barrier between the rail yards and the highway. The logical location for the information center is at the existing steam railroad locomotive display.
 - b. Cost - \$250,000
 - c. Timing – Ongoing
63. Redevelopment Activities
- a. As opportunities present themselves, the DDA may actively pursue the development of key properties. Acquisition, site cost write-downs, site work rehabilitation, leasing arrangements, etc. as allowed by P.A. 57 of 2018 and are appropriate DDA activities.
 - b. Cost - \$1.0 million
 - c. Timing – 2 to 20 years
64. Way Finding Signs
- a. Directional and location signs will be installed along Delta Avenue and Lakeshore Drive in the Downtown Development district
 - b. Cost - \$4,500
 - c. Timing – Ongoing
65. Harbor Improvements and Expansion
- a. The long range plan is to enlarge the harbor and improve the park areas identified to encourage economic growth in the harbor area.
 - b. Cost - \$2.0 Million

- c. Timing – Ongoing
66. Support Activities Downtown that Encourage Increased Foot Traffic and More Economic Vitality in the District.
- a. Cost - \$35,000
 - b. Timing - Yearly
67. Waterfront Development Site
- a. A large, vacant, site exists along the waterfront on the northeast side of the downtown area. This area is referred to as the North Shore. The City owns a portion of this property. In the event a developer wants to develop it, the City plans to be in a position to install infrastructure and assist in planning. Plans include a mixed-use commercial and residential development. The beach area will be protected and maintained for public access and use and could include a new path and trail system. This would greatly enhance the economic growth in Gladstone.
 - b. Cost - \$2.5 Million
 - c. Timing – 2-5 Years
68. Beautification of the Highway Corridor
- a. US 2 & 41 and Highway M-35 runs through the center of the City, dividing the City into two areas. The area will be enhanced with improved signage and landscaping. This project would include the entire length of the highway from the North of the City limits to the south City limits. Along with making the highway more attractive, signage would direct traveler into the downtown area and increase economic development.
 - b. Cost - \$250,000
 - c. Timing 3-15 years
69. Ninth Street Enhancement
- a. A new streetscape will be completed for the entire length of the street. This is one of the main streets on the DDA district with many businesses located on it.
 - b. Cost - \$4.8 Million Bond
 - c. Timing - 2020
70. Development of the Nature Preserve
- a. On the north side of the City a large marsh area exists. This area is defined in the Mater Plan to be developed into an educational facility that will be used by local schools. The plan is to install walking trails and boardwalks throughout the marsh connecting the city wide trail system in the DDA District. This will halt deterioration in that area and promote economic development in the DDA District.
 - b. Cost - \$100,000
 - c. Timing – Ongoing
71. North 15th Street
- a. North 15th Street will be totally reconstructed
 - b. Cost - \$180,000
 - c. Timing – Ongoing
72. Extension of Water Lines
- a. Extend the City Water lines on North 15th Street.
 - b. Cost - \$2,275,000
 - c. Timing – Ongoing

73. GIS Mapping

- a. A Geographic Information System (GIS) will provide better monitoring capabilities of Downtown infrastructure.
- b. Cost - \$75,000
- c. Timing - Ongoing

74. Storm Water Runoff System

- a. At the present time the storm water runoff in the downtown goes directly into a lagoon near the harbor. Catch basins will be reinstalled to capture some of the debris and contaminants before they are deposited into the lagoon and eventually get into the Great Lakes.
- b. Cost - \$466,500
- c. Timing - Ongoing

75. Street Clock

- a. A Street Clock would be installed at the corner of Ninth Street and Delta. This would enhance the appearance of one of the main intersections in the Downtown District.
- b. Cost - Cost - \$28,000
- c. Timing – Ongoing

76. Relocate Soo Line 730 Locomotive to a park site in the DDA District

- a. The historic locomotive could be a major draw for visitors to the downtown area.
- b. Cost - \$650,000
- c. Timing – 3 to 5 years

Note: Some of the projects include cost estimates for total project cost. The Authority commitment for any of these projects will be dependent on the benefit directly associated with the Authority.

AMENDMENT TO TAX INCREMENT FINANCING PLAN

Except as listed below, no revisions are being made to the Tax Increment Financing Plan of the Amended Plan by this 2020 Plan Amendment.

Duration of the 2020 Amended Plan

This 2020 Amended Plan will terminate upon the Authority's fiscal year end on March 31, 2041.

Estimate of the Impact of the Tax Increment Financing Plan on Taxing Jurisdictions

See Appendix B for an updated estimate of the impact of the Tax Increment Financing Plan on taxing units.

Maximum Bonded Indebtedness

The maximum bonded indebtedness to be incurred under this 2020 Amended Plan to finance the projects set forth herein shall not exceed \$5,000,000. Said projects may be financed from tax increment revenues received by the DDA, grant funding, donations, other legally available funds, on a pay-as-you-go basis, or from the proceeds of various types of bonds issued in one or more series by or on behalf of the Authority.

LEGAL DESCRIPTION OF ORIGINAL 1992 DEVELOPMENT AREA:

Starting at the corner section common to 20, 21, 28 and 29 thence East along the South line of Section 21 368.6 feet to the West line of Wisconsin Central Railroad property, thence North along Wisconsin Central Railroad Company's West line to the North right of way of Third Avenue. Thence East along the North right of way extended to East right of way of U.S. 2 & 41, thence North along the East right of way of U.S. 2 & 41 to the North corporate line of the City of Gladstone, thence East along said corporate line to the shore of Little Bay de Noc, thence Southerly along the shore of Little Bay de Noc to Saunders Point thence Westerly along the shore of Little Bay de Noc to the East property line of 4-13 and West property line of the Gladstone Sewage Treatment Plant property, thence Northerly along this property line extended across Minneapolis Avenue to the North right of way of Minneapolis Avenue, thence Easterly along the North right of way of Minneapolis Avenue to the East property line of Lot 123 of Bay Park Addition No. 1, thence Northerly along said property line to the Northeast corner of said lot thence Westerly along the North property line of Lot 123 to the Southeast corner of Lot 26 of Bay Park Addition, thence Northerly along the East property line of lots 26 through 22 to a point common to Lots 22 and 65, thence East along the South property line of Lots 65 through 67, thence, Northerly along the East property line of Lot 67 to the South right of way of Michigan Avenue, thence Westerly along the South right of way of Michigan Avenue to the intersection of the West right of way line extended of 2nd Street, thence Northerly along the West right of way of 2nd street as extended to the North right of way line of Wisconsin Avenue, then continuing along the West right of way of 2nd Street to the South right of way of Delta Avenue, thence Westerly along the South right of way of Delta Avenue to the East right of way of 7th Street, thence South along the East right of way of 7th Street to the South right of way of Minnesota Avenue, thence West along the South right of way of Minnesota Avenue to the West right of way of 10th Street, thence Northerly along the West right of way of 10th Street to the South right of way of the alley between Minnesota and Delta in Block 59 of the First Addition to the City of Gladstone, thence West along the South right of way of said alley to the East right of way of U.S. 2 & 41, thence Southwesterly along the East right of way of U.S. 2 & 41 to the North right of way of Dakota Avenue, thence Easterly along the North right of way of Dakota Avenue extended to the East right of way of 18th Street, thence South along the East right of way of 18th Street to the southerly right of way of Marble Avenue, thence West and South along this right of way of Marble Avenue to the North right of way of South Lake Shore Drive, thence Easterly along the North right of way of South Lake Shore Drive to the South right of way of Minneapolis Avenue, thence East along the South right of way of Minneapolis Avenue to the East property line of the City park property (GL-4), thence Southerly along said property line to the shore of Little Bay de Noc thence following along the shore of Little Bay de Noc to the intersection of the West right of way of South Hill Road extended to Little Bay de Noc, thence Westerly along the West right of way of South Hill Road to the Southeast right of way of Blackwell Avenue, thence Northerly along the Southeast right of way of Blackwell Avenue to the Northerly right of way of Avenue C, thence Southeasterly along the Northerly right of way of Avenue C to the West property line of the Wisconsin Central Railroad right of way, thence Northerly along this right of way to the section line common to Sections 28 & 29, thence North to the point of beginning. Exempting Furnace Addition, Buckeye Addition, Cliffs Drive Parcels 2-1 through 2-11 of Section 16 Township 40 North, Range 22 West and Block 76, 77, 78 and Lots 1 through 12 and 19 through 28 of Block 79, First Addition to the City of Gladstone, and Lots 1, 2, 7, 8 and 9 of Block 9, South Gladstone Addition.

LEGAL DESCRIPTION OF 2009 AMENDMENT OF DEVELOPMENT AREA

Blocks 38-42, 49-53 Original Plat, Blocks 54-58 and part of Block 59 1st Addition, Blocks 1-4 Brodene's First Addition, Blocks 4-5 Buckeye Addition, Blocks 2-11 Central Avenue Addition. Blocks 2-3 South Shore Addition, part of Blocks 24-25, 31 Furnace Addition. Blocks 1-5 and 7-10 Goodman Addition, Blocks 1-15 Marble Addition, Blocks 5, 6, 7, 11-17 South Gladstone Addition Section 16 from East of 15th Street to US 2 &

APPENDIX B
ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON
TAXING JURISDICTIONS

CHART 1 of 2

DDA Plan Amendment
 Projected Captured Taxable Value
 1992 Original District

Year	City	College Operating	College Debt	County	Road Patrol	Community Action	911 Dispatch	DATA	Recycling	Jail Bond	Total
2019	200,491	29,892	42,846	65,180	11,606	7,737	5,803	7,737	3,869	10,738	385,899
2020	204,501	30,490	43,703	66,484	11,838	7,892	5,919	7,892	3,946	10,953	393,617
2021	208,591	31,100	44,577	67,813	12,075	8,050	6,037	8,050	4,025	11,172	401,489
2022	212,763	31,722	45,469	69,170	12,316	8,211	6,158	8,211	4,106	11,395	409,519
2023	217,018	32,356	46,378	70,553	12,563	8,375	6,281	8,375	4,188	11,623	417,709
2024	221,358	33,003	47,305	71,964	12,814	8,542	6,407	8,542	4,272	11,856	426,064
2025	225,785	33,663	48,252	73,403	13,070	8,713	6,535	8,713	4,357	12,093	434,585
2026	230,301	34,337	49,217	74,871	13,332	8,887	6,666	8,887	4,444	12,335	443,277
2027	234,907	35,023	50,201	76,369	13,598	9,065	6,799	9,065	4,533	12,581	452,142
2028	239,605	35,724	51,205	77,896	13,870	9,246	6,935	9,246	4,624	12,833	461,185
2029	244,397	36,438	52,229	79,454	14,148	9,431	7,074	9,431	4,716	13,090	470,409
2030	249,285	37,167	53,274	81,043	14,431	9,620	7,215	9,620	4,811	13,351	479,817
2031	254,271	37,910	54,339	82,664	14,719	9,812	7,360	9,812	4,907	13,618	489,413
2032	259,356	38,668	55,426	84,317	15,014	10,009	7,507	10,009	5,005	13,891	499,202
2033	264,544	39,442	56,534	86,004	15,314	10,209	7,657	10,209	5,105	14,169	509,186
2034	269,834	40,231	57,665	87,724	15,620	10,413	7,810	10,413	5,207	14,452	519,369
2035	275,231	41,035	58,818	89,478	15,933	10,621	7,966	10,621	5,311	14,741	529,757
2036	280,736	41,856	59,995	91,268	16,251	10,834	8,126	10,834	5,418	15,036	540,352
2037	286,351	42,693	61,195	93,093	16,576	11,050	8,288	11,050	5,526	15,337	551,159
2038	292,078	43,547	62,419	94,955	16,908	11,271	8,454	11,271	5,636	15,643	562,182
2039	297,919	44,418	63,667	96,854	17,246	11,497	8,623	11,497	5,749	15,956	573,426
2040	303,877	45,306	64,940	98,791	17,591	11,727	8,795	11,727	5,864	16,275	584,894

CHART 2 of 2

DDA Plan Amendment
 Projected Captured Taxable Value
 2009 Original District

Year	City	College Operating	College Debt	County	Road Patrol	Community Action	911 Dispatch	DATA	Recycling	Jail Bond	Total
2019	8,222	1,226	531	2,673	478	319	239	319	159	444	14,610
2020	8,386	1,251	542	2,726	488	325	244	325	162	453	14,902
2021	8,554	1,276	552	2,781	497	332	249	332	165	462	15,200
2022	8,725	1,301	564	2,837	507	339	254	339	169	471	15,504
2023	8,900	1,327	575	2,893	517	345	259	345	172	481	15,814
2024	9,078	1,354	586	2,951	528	352	264	352	176	490	16,131
2025	9,259	1,381	598	3,010	538	359	269	359	179	500	16,453
2026	9,444	1,408	610	3,070	549	366	275	366	183	510	16,782
2027	9,633	1,436	622	3,132	560	374	280	374	186	520	17,118
2028	9,826	1,465	635	3,194	571	381	286	381	190	531	17,460
2029	10,023	1,494	647	3,258	583	389	291	389	194	541	17,810
2030	10,223	1,524	660	3,324	594	397	297	397	198	552	18,166
2031	10,427	1,555	673	3,390	606	405	303	405	202	563	18,529
2032	10,636	1,586	687	3,458	618	413	309	413	206	574	18,900
2033	10,849	1,618	701	3,527	631	421	315	421	210	586	19,278
2034	11,066	1,650	715	3,598	643	429	322	429	214	598	19,663
2035	11,287	1,683	729	3,669	656	438	328	438	218	610	20,056
2036	11,513	1,717	744	3,743	669	447	335	447	223	622	20,458
2037	11,743	1,751	758	3,818	683	456	341	456	227	634	20,867
2038	11,978	1,786	774	3,894	696	465	348	465	232	647	21,284
2039	12,217	1,822	789	3,972	710	474	355	474	236	660	21,710
2040	12,462	1,858	805	4,051	724	483	362	483	241	673	22,144

35380144.1\101462-00020