Evaluation of the Potential to Use Value Capture Techniques to Fund the Corridor Cities Transitway

Submitted to:

Maryland Department of Transportation Office of Planning and Capital Programming

Submitted by:

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In association with:

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Executive Summary

The vicinity of the Corridor Cities Transitway ("CCT" or the "Project") within the I-270 corridor in Montgomery County is expected to realize strong household, employment and property value growth in the next two decades. This paper outlines the potential for owners of real property assets and local jurisdictions in this area to participate in the financing of the proposed Corridor Cities Transitway.

The methods discussed in this paper were formulated to capture some of the value from the properties built along the CCT alignment as new development occurs and property values increase. This revenue stream would then be dedicated as a local share to help finance high quality transit between the Corridor Cities, including Clarksburg, Germantown, Gaithersburg and Rockville. The analysis was performed to estimate the level of participation required within the conceptual area of benefit to fund the remaining non-federally funded portion of the project's capital cost, assuming the State would contribute 1/3 of the non-federally funded capital cost. The assumption is made throughout the analysis that 50% of the Project's capital costs would be paid for with federal money from the New Starts program leaving 1/3 of the total project costs (2/3 of the non-federal share) to be funded through value capture. PB Consult has evaluated both Bus Rapid Transit ("BRT") and Light Rail Transit ("LRT") but has emphasized the less costly option, BRT, throughout the study.

To complete this analysis, PB Consult, with assistance from Bay Area Economics, has:

1. Defined a reasonable area of benefit and developed an understanding of the land uses and likely development and value projections for real estate within these boundaries.
2. Reviewed public policy initiatives that will directly and materially impact future land use patterns within the defined area of benefit.
3. Prepared forecasts of assessed property values within the area of benefit and from these derive forecasts of revenue streams from various value capture mechanisms.
4. Evaluated the feasibility of using various value capture mechanisms with respect to policy, legislative and administrative issues and revenue potential.
5. Analyzed the ability to capitalize the revenue streams made available through value capture to help pay for the project.
6. Evaluated the critical factors that will influence the potential capital transaction such as timing, credit enhancement and financial structures.

The Study Area

The conceptual area of benefit (Study Area) illustrated in Exhibit 1 on the following page, encompasses approximately 67 square miles along Interstate 270 between Rockville and Clarksburg. It is divided into two zones; an 'A' zone extending approximately ½ mile from the alignment and a 'B' zone extending approximately 2 miles from the alignment.

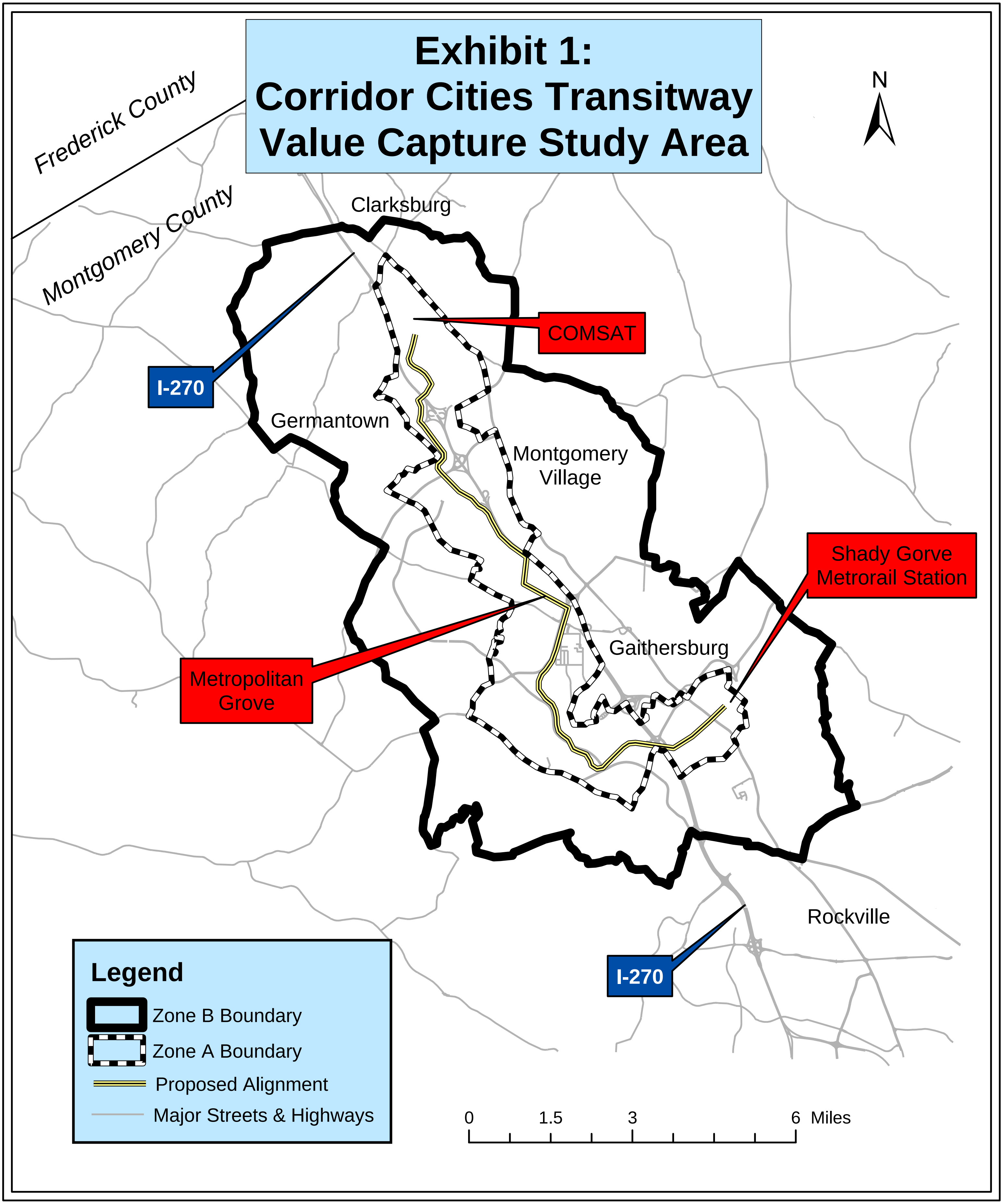


Exhibit 1:
Corridor Cities Transitway
Value Capture Study Area
N
Frederick County
Montgomery County
Clarksburg
COMSAT
I-270
Germantown
Montgomery
Village
Shady Gorve
Metrorail Station
Gaithersburg
Metropolitan
Grove
Rockville
I-270
Legend
Zone B Boundary
Zone A Boundary
Proposed Alignment
Major Streets & Highways
0
1.5
3
6 Miles

The Study Area is characterized by typical suburban land uses and densities including a mix of single, townhouse and multifamily housing, oriented around a more densely developed commercial/industrial area in the immediate I-270 corridor. Several sub-communities have formed around small commercial areas which are connected by two to four lane parkways, often passing through industrial and business parks that together serve as a regional employment center. The CCT will introduce high quality transit service linking the Corridor Cities within this area to each other and other regional employment and residential areas via Metrorail at Shady Grove.

The Study Area overlaps areas that have experienced above average growth because of proximity to the Shady Grove Metrorail station and the I-270 interchanges. The Study Area will likely grow faster than Montgomery County as a whole because of its proximity to these transportation assets. The CCT will support this growth but is not expected to materially alter residential or non-residential development that would have otherwise occurred without the CCT.

Project Costs

Exhibit 2 on the following page outlines the Project's costs and sources of funding. Two BRT scenarios are presented, one where the local share of the non-federal capital costs is 67% and one where it is 50%. Note that under the LRT scenario, no State contribution is expected to supplement the capital or O&M costs, therefore the County and property owners would be responsible for 100% of the non-federally supported costs. The total cost using BRT and LRT is $463 million and $741 million respectively. Costs stated on Exhibit 2 represent the full installation of the CCT from Shady Grove to COMSAT.

Federal New Starts Program: The CCT would qualify to compete for federal support from the Federal Transit Administration's (FTA) New Starts Program. For this analysis, it is assumed that the New Starts program would cover 50% of the CCT's capital costs. No federal money is assumed available for operations and maintenance costs. Without federal capital funding, the Project's costs will be difficult to support through value capture mechanisms as the level of participation required by the County and property owners would increase beyond reasonable levels.

Value Capture Mechanisms

Special Tax, Tax Increment Districts, Development Impact Fees and Recordation Fees are four tools used to capture value associated with residential and non-residential real estate growth. The revenues streams captured through these mechanisms are traditionally used for economic development purposes but can also be applied to projects (such as transportation improvements) that will preserve or enhance the infrastructure of an area.

Selection of the value capture technique should take into consideration the needs of the residents living in the area of benefit, the needs of the government that levies and collects

Exhibit 2: Project Capital and O&M Costs

Corridor Cities Transitway: Shady Grove to COMSAT												
Capital and O&M Cost / Funding Sources												
(000's)												
	Total Cost /1		**Federal Contribution**			**State Contribution**			**County and Property Owners' Contribution**			
			%	**$**		**%**	**$**		**%**	**$**		
66.7% of Non-Federal BRT Capital Cost Paid for with Value Capture												
Bus Rapid Transit												
O&M Subsidy /2	$	17,400	0%	$	-	**33%**	$	5,800	**67%**	**$**	**11,600**	
Capital Cost	$	462,500	**50%**	$	231,250	**17%**	$	77,083	**33%**	**$**	**154,167**	
50% of Non-Federal BRT Capital Cost Paid for with Value Capture												
Bus Rapid Transit												
O&M Subsidy /2	$	17,400	0%	$	-	**50%**	$	8,700	**50%**	**$**	**8,700**	
Capital Cost	$	462,500	**50%**	$	231,250	**25%**	$	115,625	**25%**	**$**	**115,625**	
100% of Non-Federal LRT Capital Cost Paid for with Value Capture /3												
Light Rail Transit												
O&M Subsidy /2	$	17,300	0%	$	-	**0%**	$	-	**100%**	**$**	**17,300**	
Capital Cost	$	741,000	**50%**	$	370,500	**0%**	$	-	**50%**	**$**	**370,500**	

/1 Total capital costs stated in year of expenditure dollars, escalated at 2.5% annually with construction occurring in 2005, 2006 and 2007. O&M stated for first year of full operation, 2008.
/2 Annual O&M cost less expected fare revenue. Estimates are preliminary. Fare equal to $0.75 per trip, escalated at 2.5% annually
/3 No State capital or O&M cost contribution is assumed for the Light Rail Transit scenario

property taxes and the current and likely future development of the area of benefit. In the case of the CCT, the following factors influenced PB Consult's analysis:

Study Area Growth: Based on the Metropolitan Washington Council of Governments ("MWCOG") Round 6.3 socioeconomic forecast, the Study Area contained 32% and 25% respectively of Montgomery County's employment and households in 2000. These percentages are expected to grow to 38% and 30% respectively by 2030.

The Study Area, containing 176,000 employees in 2000, is expected to add 3,000 employees per year over the 30-year forecast period, growing at a compounded annual rate of 1.4% per year and totaling 267,000 employees in 2030.

There were 80,000 households in the Study Area in 2000. Household growth in the Study Area of 1,500 units per year or 1.5% is expected through 2030 when 125,000 total households are expected to be located within the Study Area.

Study Area Value: The Study Area is expected to contain approximately $26.5 billion in assessed value in 2005 based on an average home assessment of $188,700 in Zone A and $209,400 in Zone B and average commercial square footage values of $137 and $128 in the A and B zones respectively. Exhibit 3 shows a breakdown of expected assessed value of real property in the A and B zones of the Study Area in 2005 and 2030. Based on assumed levels of property value appreciation (outlined below) and the MWCOG forecast, the total assessed value of real property within the Study Area is expected to grow to $143 billion in 2030.

Exhibit 3: Estimated Assessed Property Value of the Study Area, 2005 and 2030

		Zone A		Zone B		Total
2005						
Households	$	4,654,198,453	$	13,213,781,963	$	17,867,980,416
Commercial SF	$	3,539,219,790	$	4,034,744,653	$	7,573,964,443
Industrial SF	$	482,414,274	$	618,953,821	$	1,101,368,095
Total	**$**	**8,675,832,517**	**$**	**17,867,480,437**	**$**	**26,543,312,954**
2030		**Zone A**		**Zone B**		**Total**
Households	$	39,862,710,756	$	68,377,598,810	$	108,240,309,566
Commercial SF	$	18,221,723,174	$	12,696,532,825	$	30,918,255,999
Industrial SF	$	1,745,160,754	$	2,214,785,836	$	3,959,946,590
Total	**$**	**59,829,594,683**	**$**	**83,288,917,471**	**$**	**143,118,512,154**

Property value appreciation rates used in this analysis are consistent with long-term inflation rates. Household values are expected to grow at 3.5% annually while non-residential properties are expected to grow at 2.0% annually. Additionally, a value appreciation premium of 0.5% and 0.2% for households and non-residential properties respectively is applied to properties within Zone A of the Study Area as these will likely benefit more from their proximity to the high quality transportation options.

Findings: Holding assumptions of development and property value appreciation constant, all four value capture techniques mentioned above would be able to support debt issued for the local share (33% of the total cost) of the CCT, $154 million plus 67% of O&M costs.

- **Tax Increment Finance:** The percentage of the increment of property tax growth above the 2005 collection level that would be required to repay the local share of the Project debt would be 28%.

- **Special Assessment:** A special assessment of $0.065 applied to all real property within the area of benefit (an 8.7% increase above the current rate of $0.751 per $100 of assessed value) would support the local share of the Project's cost.

- **Recordation Fee:** Assuming annual residential and non-residential turnover rates of 7.0%, an additional recordation fee of $0.98 would be necessary to support the local share of the Project's costs.

- **Development Impact Fee:** To support the local share of the project costs, a fee program with rates averaging $10,000 for each residential unit and $7.80 for each non-residential square foot of new construction in the Study Area would be required.

Practical Considerations for each Value Capture Mechanism: In addition to technical feasibility, the fit of each value capture mechanism for this project and in this area was considered to evaluate the overall feasibility of each of the value capture mechanism listed above.

- **Tax Increment Finance:** This mechanism appears to have the best attributes because no additional tax would be levied and just over 25% of the incremental tax collections would need to be dedicated to the Project, allowing 75% of the tax collections above 2005 levels to flow to the County.

- **Special Assessment:** Though an 8.7% increase in property taxes may not be seen as unreasonable, legislation requires 80% of property owners and owners of 80% of the total property value to sign a petition in favor of the property tax increase. Additionally, current legislation targets "undeveloped" and "underdeveloped" areas for this program, which the Study Area does not qualify as.

- **Recordation Fee:** Raising the current recordation fee by $0.98 would likely be seen as excessive as it would represent a 142% increase above the current fee of $0.69 per $100 of assessed value.

- **Development Impact Fee:** Montgomery County already has a county-wide development impact fee program that was phased in between 2002 and 2004. It may be difficult to increase the development impact fees in the Corridor Cities Transitway area of benefit because builders in this area already pay fees in the mid range of the County fee schedule.

Blended Approach-DIF and TIF

As outlined above, the value capture approaches that prescribe direct participation from property owners in the form of special assessments, recordation fees and development impact fees, though technically possible, may be difficult to put in place considering political constraints and likely difficulties in garnering the support of the Study Area's property owners. A tax increment financing approach on its own would meet opposition from Montgomery County if 28% of the increment of future property tax collections above 2005 levels were required from the Study Area for debt service.

Exhibit 4 shows the revenue streams from each of the four types of value capture mechanisms using the same underlying development assumptions for household and employment growth and value appreciation. Notable from this exhibit and its graphic equivalent, Exhibit 5, is that vacant land in the Study Area becomes scarce in the latter half of the forecast period as new development generating DIF revenue decreases. For the DIF example, the debt maturity is reduced to 2019 as costs exceed revenues starting in 2020. Beginning in 2020, the DIF mechanism would only produce enough revenue to supplement the local share of O&M costs.

Exhibit 4: Value Capture Mechanism
Cash Flow Summary

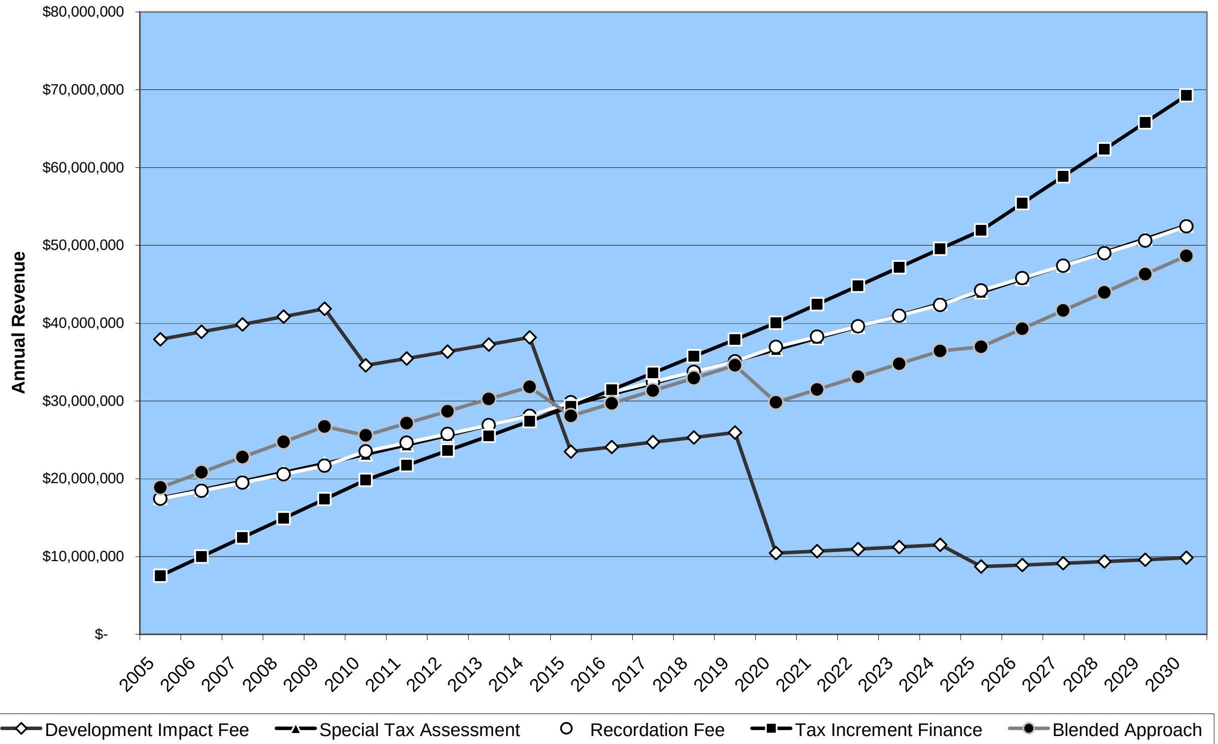
Summary of Revenue Streams from Value Capture Mechanisms
(General Socioeconomic Parameters Held Constant)

	Development Impact Fee	Special Tax Assessment	Special Transfer Tax	Tax Increment Finance	Blended Approach DIF & TIF
2005	$ 37,928,504	$ 17,517,551	$ 17,419,335	$ 7,531,597	$ 18,867,182
2006	$ 38,876,716	$ 18,578,735	$ 18,438,560	$ 9,993,899	$ 20,817,371
2007	$ 39,848,634	$ 19,671,615	$ 19,487,127	$ 12,456,201	$ 22,776,291
2008	$ 40,844,850	$ 20,796,191	$ 20,565,035	$ 14,918,503	$ 24,744,162
2009	$ 41,865,971	$ 21,952,462	$ 21,672,284	$ 17,380,805	$ 26,721,205
2010	$ 34,588,299	$ 23,140,428	$ 23,507,449	$ 19,843,107	$ 25,580,753
2011	$ 35,453,007	$ 24,353,096	$ 24,611,306	$ 21,731,067	$ 27,125,241
2012	$ 36,339,332	$ 25,594,911	$ 25,739,182	$ 23,619,026	$ 28,677,654
2013	$ 37,247,815	$ 26,865,873	$ 26,891,078	$ 25,506,986	$ 30,238,189
2014	$ 38,179,011	$ 28,165,982	$ 28,066,994	$ 27,394,946	$ 31,807,050
2015	$ 23,500,898	$ 29,495,238	$ 29,836,832	$ 29,282,906	$ 28,066,155
2016	$ 24,088,421	$ 30,872,003	$ 31,115,637	$ 31,432,277	$ 29,689,303
2017	$ 24,690,631	$ 32,273,798	$ 32,416,083	$ 33,581,648	$ 31,318,093
2018	$ 25,307,897	$ 33,700,623	$ 33,738,169	$ 35,731,019	$ 32,952,666
2019	$ 25,940,595	$ 35,152,477	$ 35,081,896	$ 37,880,390	$ 34,593,167
2020	$ 10,429,071	$ 36,629,362	$ 36,915,495	$ 40,029,761	$ 29,826,229
2021	$ 10,689,798	$ 38,079,190	$ 38,254,771	$ 42,411,902	$ 31,470,036
2022	$ 10,957,043	$ 39,539,691	$ 39,602,277	$ 44,794,043	$ 33,116,219
2023	$ 11,230,969	$ 41,010,863	$ 40,958,012	$ 47,176,184	$ 34,764,836
2024	$ 11,511,743	$ 42,492,707	$ 42,321,976	$ 49,558,325	$ 36,415,948
2025	$ 8,702,891	$ 43,985,223	$ 44,200,591	$ 51,940,466	$ 36,945,239
2026	$ 8,920,463	$ 45,681,485	$ 45,789,113	$ 55,407,173	$ 39,278,580
2027	$ 9,143,475	$ 47,387,243	$ 47,385,433	$ 58,873,881	$ 41,613,905
2028	$ 9,372,062	$ 49,102,495	$ 48,989,554	$ 62,340,588	$ 43,951,264
2029	$ 9,606,363	$ 50,827,244	$ 50,601,475	$ 65,807,295	$ 46,290,708
2030	$ 9,846,522	$ 52,561,487	$ 52,437,907	$ 69,274,002	$ 48,632,289
Total	**$ 615,110,982**	**$ 875,427,976**	**$ 876,043,570**	**$ 935,897,998**	**$ 836,279,735**

Case 6 in Appendix H shows that if approximately $4,000 per household (average rate between residential land use designations) and $2.25 per square foot of non-residential space (average between non-residential land use designations) were collected through a development impact fee program, the percentage of the tax increment after 2005 that the County would have to forego to support the other portion of the Project's debt would fall from 28% to 18%. This revenue stream is shown in the far right column of Exhibit 4 (the Blended Approach).

Exhibit 5:

Comparison of Value Capture Mechanism Revenue Streams



Introduction

The proposed alignment of the Corridor Cities Transitway ("CCT" or "the Project") falls within the Montgomery County-designated "I-270 Corridor Planning Area" in Central Montgomery County. This area is roughly bound by Rockville to the south; Clarksburg to the north; Rock Creek Park, Redland Road, MD124 and Woodfield Road to the east; and Seneca Creek State Park and MD128 to the west.

The first phase of the alignment begins at the Shady Grove Metrorail station running southwest. It passes over I-270 in the vicinity of the Shady Grove Road interchange and continues west until it reaches Great Seneca Highway. The alignment passes over Great Seneca Highway just north of where it intersects Key West Avenue, then parallels Great Seneca Highway on the west side until it crosses back to the east side of Great Seneca Highway in the vicinity of Muddy Branch Highway. It continues along the east side of Great Seneca until it reaches Quince Orchard Road where it turns north and follows Quince Orchard Road back in the direction of I-270. The alignment follows Quince Orchard Road until it reaches the CSX rail tracks in the vicinity of the I-270 Quince Orchard interchange. It turns west and follows the CSX rail alignment until it reaches the Metropolitan Grove train station.

The second phase of the alignment begins at the Metropolitan Grove train station where the first phase ended. The alignment turns north, extends to the west side of I-270 and parallels I-270 for approximately 2 miles until it reaches the Middlebrook Road / I-270 interchange. It crosses Middlebrook Road west of the I-270 interchange and continues northwest approximately one mile until it crosses Germantown Road. After crossing Germantown Road, the alignment follows Century Boulevard (paralleling I-270 to the west) for approximately 1.5 miles until it reaches Dorsey Mill Road. The alignment follows Dorsey Mill Road to the northeast and crosses I-270 approximately 1/3 of a mile north of the Father Hurley Boulevard / I-270 interchange. The alignment continues for 1/2 mile past I-270 to Observation Drive where it turns left (northwest) and continues in a north/northwest direction until it passes over Baltimore Road and terminates at COMSAT.

A representative area of benefit has been established around the alignment with two zones, based roughly on the proximity to the CCT alignment ("the Study Area"). An inner 'A' zone encloses an area approximately ½ mile from the alignment and an outer 'B' zone surrounds the 'A' zone and extends approximately two miles from the CCT alignment. These areas of benefit were developed to model separately the changes that could occur within walking distance of the alignment (within Zone A) and from further away. Using these distances for an approximation of the two benefit areas, the specific zone boundaries were adapted to Transportation Analysis Zone ("TAZ") boundaries to equate the areas of benefit with the Metropolitan Washington Council of Governments ("MWCOG") socioeconomic forecast. Zone A consists of approximately 36 TAZs covering 11,800 acres and approximately $8.7 billion in assessed value. Zone B consists of 50 TAZs covering 31,100 acres and approximately $17.8 billion in assessed value. Together the entire Study Area, both Zone A and B, consists of 86 TAZs covering 42,900 acres and $26.5 billion in assessed value ($ 2005). The Zone A and Zone B areas of benefit are illustrated in Exhibit 1 above.

The I-270 Corridor Planning Area has developed at an accelerating rate over the past 20 years with industrial parks lining I-270 and housing developments in the next 'tier,' about 0.5 to 2 miles away. The parkways in the Study Area are not currently so congested that transit oriented development will likely replace the low density real estate on the ground within the next 15 years, though some small sub-communities have grown around retail centers at major intersections. A few planned communities in the area, such as Kings Farm, have been developed in a more transit oriented fashion, generally with a village-type center, higher density residential condos and apartments close by and single family residential units further away.

The introduction of the CCT between these sub-communities has been identified as a solution to provide additional transportation choices in the area. The small scale, high quality transit system contemplated in this analysis would serve as a first step in orienting the residential community away from automobile dependency while changing the way the Study Area is viewed by the development community.

A secondary benefit of this transit system is the regional access it will provide to inhabitants of the Study Area in linking the residential sub-communities to the Metrorail system (at the Shady Grove station). While this is not expected to be a primary function of the CCT, some reduction in the number of commuter vehicles accessing the Shady Grove Metrorail station will be realized, as residents living within the Study Area will have the opportunity to access Metrorail via the CCT.

Light Rail Transit ("LRT"), Bus Rapid Transit ("BRT") and Premium Bus were all identified as possible mechanisms to provide the level of service envisioned necessary to move people about the Study Area in an efficient manner, though unless otherwise stated, the BRT mode is being modeled in this analysis. The preliminary financing plan Base Case uses the capital and operating costs in year 2003 dollars escalated to year of expenditure for the construction of a BRT system in two phases:

1. Shady Grove Metrorail Station to the Metropolitan Grove MARC station at a construction cost of approximately $263 million with an annual O&M costs of $17 million (2003 dollars).
2. Metropolitan Grove MARC station to COMSAT with a construction cost of approximately $176 million and annual O&M cost of $5.8 million (2003 dollars).

The PB Consult cash flow model also includes expected fare revenues which offset annual O&M costs. Fare revenues are expected to be approximately $7.4 million in 2003 dollars, and are escalated at 2.5% annually thereafter.

Types of Benefit Districts

To set the stage for a discussion of the most effective benefit district vehicle to capture the increased real estate values in the Study Area, an overview of three types of benefit districts (Development Impact Fee Districts, Special Tax Districts and Tax Increment Financing Districts) is presented first. Appendix I presents additional examples of these types of benefit districts.

Development Impact Fee

Generally, Development Impact Fee ("DIF") programs are established to provide a supplemental revenue source for financing infrastructure in undeveloped areas where heavy building will likely take place.

DIF programs are based on the general principle that new development that follows infrastructure facilities benefits from the construction of those facilities and should pay for them in proportion to projected demand attributable to the development, be it a road, utility, school or other facility.

An area of benefit ("AOB") around the proposed (or existing) infrastructure facility designates the areas receiving material benefit from the infrastructure. The AOB can consist of more than one zone, based on how close the properties are to the asset, with varying fees assessed based on the level of benefit received from the facility.

Generally, a DIF is paid when a building permit is pulled to construct new residential or non-residential structures within the AOB. Fee rates are set for each type of dwelling unit and for each type of non-residential structure by square feet of floor space. Certain development such as parking structures, properties exempt from property tax, and government-owned facilities are often exempt paying DIFs. Developers of qualified properties pay the DIF fee to an administrative body in charge of fee collection, usually a local jurisdiction.

Montgomery County, Maryland: Impact Tax for Transportation Improvements

Montgomery County currently has a development impact fee program, which was phased in between 2002 and 2004. The additional fee is levied on developers when building permits for new properties or permits for the expansion of existing properties are pulled. Certain exemptions exist including affordable housing units, biotechnology companies, and hospitals. The revenues from this program will be used to pay for road and transit improvements; roughly in the areas that the fees are collected.

Three areas of benefit have been established, one in Clarksburg, a 'Metro Station Areas' designation that applies to areas such as the Shady Grove and Rockville Metrorail station areas and a 'General District' that applies to the rest of the County. Exhibit 6 contains a schedule of fee rates for the various types of properties. Note that rates in the Metro Station Areas are much lower than other areas. This reflects the desire for the County to concentrate development in these areas by giving developers an incentive in the form of reduced DIFs.

Fees are per dwelling unit or non-residential square foot of space, payable when the building permit is pulled.

Exhibit 6: Development Impact Fee Schedule for Montgomery County

	Clarksburg	Metro Station Areas	General (rest of County)
Single Family Detached	$8,250	$2,750	$5,500
Single Family Attached	$6,750	$2,250	$4,500
Multi-Family Garden	$5,250	$1,750	$3,500
Multi-Family High Rise	$3,750	$1,250	$2,500
Multi-Family Senior	$1,500	$500	$1,000
Office	$6.00	$2.50	$5.00
Retail	$5.40	$2.25	$4.50
Industrial	$3.00	$1.25	$2.25
Bioscience	$0.00	$0.00	$0.00
Hospital	$0.00	$0.00	$0.00
Private School	$0.50	$0.20	$0.40
Place of Worship	$0.35	$0.15	$0.30
Other Non-Resdential	$3.00	$1.25	$2.50

Source: Montgomery County Department of Park and Planning, Approved by the Montgomery County Council October 28, 2003

Orange County, CA: DIF for Toll Roads

The Transportation Corridor System, an entity of the State of California, established a Development Impact Fee district in Orange County, CA to collect one-time fees paid by developers as new residential and non-residential buildings were erected. Two separate agencies making up the Transportation Corridor System, the Foothill/Eastern Transportation Corridor Agency (F/ETC) and the San Joaquin Hills Transportation Corridor Agency (SJHTC), have established AOBs around their toll road assets. Revenues from this program are collected and used by the each respective agency to help pay the costs of building and maintaining the toll roads.

The combined AOB is large, covering approximately two-thirds of Orange County. The AOB for each transportation corridor is made up of two zones; Zone A located closest to the transportation corridor and Zone B located farther away from the transportation corridor, with "A" zones paying 20 to 30 percent higher fees per residential unit and as much as 40% more per square foot of non-residential space.

Fees are collected by the local jurisdictions within the AOB and remitted to the proper agency on either a monthly or quarterly basis. Since inception in the mid 1980s, the SJHTC and F/ETC have collected over $95 million and $255 million respectively in DIFs, net of developer negotiated credits received for contributions of right-of-way, grading and improvements that are required for the development of the transportation corridors.

The combined outstanding debt of the Transportation Corridor Agencies is in excess of $4 billion with debt service paid primarily from toll collections.

Tax Increment Financing

Most often used to bolster economic redevelopment, Tax Increment Financing ("TIF") is a mechanism to help a government unit provide incentives to the private sector in the form of programs and infrastructure improvements to invest in an area where the property values (tax base) are not likely to grow (or may decline) if no public investment is made.

The mechanism of TIF provides bonding capacity to pay for infrastructure enhancements and economic development efforts by capturing the tax on the incremental change in property values within a defined TIF area of benefit. At the outset, the physical boundary of the TIF district is established and the total assessed value of the properties within the district are calculated (the base valuation). From that point forward, any taxes (or a set portion of the taxes) collected on property value in excess of the base valuation are used to pay for approved projects set forth when the TIF district was established. Generally the jurisdiction, be it a state, county or city will use this projected revenue stream to issue bonds and accelerate the approved projects.

Some or all of the incremental tax revenue can be dedicated to finance the projects outlined for the TIF district. The remaining tax collections flow directly to the municipality to be used for normal fiscal needs such as schools, police, fire, or recreational purposes. Municipal leaders are often hesitant to allow the entire increment of future tax collections to be allocated to TIF district projects because of the fiscal constraints that often arise as the area's needs increase without a proportional increase in property tax revenues.

An important distinction between TIF and other value capture vehicles discussed here is that the tax rate paid on the property does not increase and land owners do not pay additional fees or tax assessments. The allocation of future taxes paid on the property shifts to allow the TIF district to capture the value it is creating while the public entity's tax flow from properties within the AOB stays constant (or grows at a slower rate) throughout the life of the TIF district (or outstanding TIF-supported bonds).

Exhibit 7 outlines a hypothetical example of the flow of property tax funds from a house between 2002 and 2005 assuming a TIF district is put in place beginning in 2004 that allocates 30% of the increment of taxes paid on assessments above the 2003 level to TIF projects. Note that the annual property tax rate stays the same each year (0.95%) and that the assessed home value appreciates from $100,000 to $125,000 or 7.7% annually. Because 30% of the tax on property value growth after 2003 is allocated to the TIF district beginning in 2004, the tax collections by the county only grow from $950 to $1,131 or by 6% annually.

Exhibit 7: TIF Flow of Funds (Hypothetical Example)

	Portion of the Property Tax Allocated to the County	Portion of the Property Tax Allocated to the TIF Project
Single Family Home: **2002** Assessed Value: **$ 100,000** Annual Property Tax Rate: **0.95%** Property Tax Due in 2002: **$ 950**	**$950**	**$0** (no TIF in place)
Single Family Home: **2003** Assessed Value: **$ 105,000** Annual Property Tax Rate: **0.95%** Property Tax Due in 2003: **$ 998**	**$998**	**$0** TIF District established with 30% of incremental taxes above 2003 levels dedicated to TIF project starting in 2004
Single Family Home: **2004** Assessed Value: **$ 115,000** Annual Property Tax Rate: **0.95%** Property Tax Due in 2004: **$ 1,093**	$998 Plus (1,093-998) x 70% Equals **$1,065**	(1,093-998) x 30% Equals **$28**
Single Family Home: **2005** Assessed Value: **$ 125,000** Annual Property Tax Rate: **0.95%** Property Tax Due 2005: **$ 1,188**	$998 Plus (1188-998) x 70% Equals **$1,131**	(1,188-998) x 30% Equals **$57**

Chicago, IL: TIF for Economic Redevelopment

In response to a decline in federal redevelopment funding, the Illinois legislature adopted the Tax Increment Allocation Act in 1977 to provide municipalities with a tool to finance and stimulate urban redevelopment. The City of Chicago uses this tool to stimulate private investment by offering incentives to attract and retain businesses, improve its various community areas and maintain a well educated labor force.

Chicago uses TIF to achieve a wide range of urban redevelopment goals in addition to targeting specific areas on a coordinated basis and within a reasonable period of time. Some examples of uses of TIF funds in Chicago are:

- Infrastructure improvements (roads, utilities etc)
- Land acquisition, clearance and other site preparation activities
- Rehabilitation of older buildings
- Mitigation of environmental concerns

- o Job training and workforce development
- o Incentive programs to attract private development

As of 2003, 129 TIF districts representing 30% of the city's acreage have resulted from the program. Chicago's TIF districts have helped fund construction, rehabilitation and expansion totaling over 7 million square feet of space, over 80% of which has been new development, and over 1,100 new dwelling units. Total investment in these properties has exceeded $5.5 billion, of which 86% has come from private investors. It is estimated that TIF districts in Chicago have supported the retention of over 37,000 jobs, the creation of nearly 18,000 new jobs and the building of 5,200 dwelling units. Incremental property taxes resulting from Chicago's TIF districts have made over $750 million available for use by the City to fund redevelopment projects.

Cincinnati, OH: TIF for Transportation Improvements

In the mid 1990s, government and business leaders in Cincinnati developed a master plan for the redevelopment of Ohio's Southern Gateway, which included major regional transportation improvements and integration. The three main components of what would be called the Banks Transportation Improvements were the reconfiguration of Fort Washington Way Highway, the Riverfront Transit Center/Banks Intermodal Facility and related street grid modifications.

The total project cost, expected to exceed $300 million, is supported by several sources of funding, one of which is a TIF (Tax Increment Finance) district, the revenue from which will likely be used to repay project debt. Though some of the Banks Project involves redevelopment, the transportation improvement aspects of the Banks Project constitute a somewhat non-typical use of TIF proceeds, similar to their proposed use in supporting the construction of the CCT.

Special Tax District

Similar to the TIF vehicle, Special Tax Districts are established to aid in paying for the infrastructure necessary to support development or redevelopment of an area. The main difference between the two is the way the tax is assessed. While TIF districts collect taxes levied on property values above an established level (a shift in allocation of taxes from the government to a special project fund), Special Tax Districts increase the ad valorem tax rate charged on the property (or establishes an additional fee based assessment). This allows tax revenues from properties receiving benefits from the new infrastructure to become available for the purposes of the district without constraining the future tax revenue stream that established governmental bodies expect to receive from increased property values and additional development.

Montgomery County: Special Tax for Transportation Improvements

Road improvements in connection with the establishment of the Kingsview Village retail shopping center and adjoining residential properties located in Germantown, Maryland were financed through the $2.4 million issuance of tax-exempt bonds in 1999. Three years later, the West Germantown Development District was formed, which represented the second such taxing district created by Montgomery County since the enabling legislation to authorize the creation of such districts was implemented in 1994.

The West Germantown district is made up of approximately 671 acres of land stretching southwest of Clopper Road to Germantown Road. Specific infrastructure improvements consisted of new road construction, sidewalks, bike paths, street lighting, trees, a wastewater pumping station and two local public parks.

Residents of the homes located in the West Germantown Development District will see an additional $300 to $1,000 of special taxes added to their real property tax bills each year, with the special taxes being used by the County to pay debt service on the revenue bonds. The special taxes will continue until the bonds are repaid in full, which may not occur until 2027.

Special Tax Districts in Montgomery County

The Montgomery County Development District Act sets forth provisions for creation, financing, and debt issuance related to special taxing districts. Under this act, development districts must be located entirely in the County, but may include land in any municipality. The district should largely, if not entirely, consist of undeveloped or underdeveloped land and may be used to finance an infrastructure improvement located outside the district if the improvement is located in the County and related to the development or use of land in that development district. A multi-step process exists to create a development district in Montgomery County.

First Council Resolution

If a petition signed by at least 80 percent of the owners of real property and the owners of at least 80 percent in value of the real property, as shown by the latest assessment rolls, located in a proposed development district, is filed with the County Council, the Council must hold a public hearing. The petition must list the maximum number of housing units and the maximum nonresidential space that the signing property owners intend to build in the district.

Alternatively, the County Council, on request of the County Executive or on its own motion, may hold a public hearing after giving notice. The notice must specify the proposed boundaries of the proposed district, and list the maximum number of housing units and the maximum nonresidential space expected to be built in the district.

After holding a hearing, the Council, by resolution approved by the Executive, may declare its intent to establish a development district consisting of a specified geographic area. In the resolution the Council must explain why intensive development of and public investment in that area during the term of the district will benefit the public interest.

Planning Board Review

After the Council has adopted a resolution, one or more owners of land located in the proposed district may submit an application for provisional adequate public facilities approval, covering the entire proposed district, to the Planning Board. In the aggregate, the applications approved must commit the applicants to produce (through the funding of the proposed development district or otherwise) the infrastructure improvements needed to meet the applicants' adequate public facility requirements in the proposed district and any added requirements, which apply to an applicant under the Annual Growth Policy.

Executive Fiscal Report

After the Planning Board has acted, the County Executive, after consulting the Superintendent of Schools with respect to school facilities and the Washington Suburban Sanitary Commission with respect to water and sewer facilities, must submit a report estimating:

- The cost of each infrastructure improvement listed by the Planning Board; and
- The amount of revenue needed to cover the district's share of all infrastructure improvements funded, fully or partly, by a district and the estimated tax rate for each form of taxation available to the district that would produce the necessary revenue.

Second Council Resolution

The Council must hold a public hearing on the final resolution to create a development district after the Planning Board has acted on all applications filed for that district. After the public hearing, the Council by resolution approved by the County Executive may create a development district. An adopted resolution must define the development district by specifying its boundaries, list each infrastructure improvement that will be financed by the development district, the estimated completion date and cost of that improvement, and the share of that cost which the County or another government agency will pay.

Financing a Development District

An adopted resolution must also authorize the imposition of a special assessment, special tax, fee, or charge, or any combination, in the development district at a rate designed to provide adequate revenues to pay the principal of, interest on, and redemption premium, if any, on the bonds and to replenish the debt service reserve fund, or create any other necessary special funds.

The resolution creating a special fund must pledge to the special fund the proceeds of any special assessment, special tax, fee, or charge levied or the tax increment for the specified time period.

Issuing Debt

If the resolution described below so provides, the Executive must take all necessary actions to issue bonds. Bonds must be payable from the special fund and any other assets or revenues of the district pledged toward their payment. Each bond must mature not later than 30 years after issuance. If the adopted resolution provides for the issuance of bonds, the resolution must establish an adequate debt service reserve fund and may also authorize the Executive to:

- Establish sinking funds;

- o Pledge other assets in and revenues from the district towards the payment of the principal and interest; or
- o Arrange for insurance or any other financial guaranty of the bonds.

All proceeds received from any bonds issued must be applied solely towards costs of the infrastructure improvements listed in the resolution, costs of issuing bonds and payment of the principal and interest on loans, money advances, or indebtedness incurred by the County.

In order to issue bonds, the County Council must adopt a resolution that notably:

- o Describes the proposed infrastructure improvements and states that the County has complied with the stated procedures;
- o Covenants to levy special taxes, special assessments, or both, at a rate and amount sufficient in each year when any bonds are outstanding to:
    - o Provide for the payment of the principal of and interest on the bonds, and the redemption premium, if any, on the bonds;
    - o Replenish any debt service reserve fund established with respect to the bonds; and
    - o Enforce the collection of all special assessments and special taxes.
- o Declares that the projected special assessment, special tax, fee, charge, or tax increment revenue will be sufficient to retire the bonds, taking into account the value of land in the district. The construction of the infrastructure improvements financed by the bonds must create a public benefit, and special benefits, if applicable, to the properties assessed in the development district and serves a public purpose.

Tax Increment Financing in Maryland

Sections 14-201 through 14-214 of the Maryland Annotated Code, termed the "Tax Increment Financing Act," allows any county or municipality in the State, except Baltimore City, to use TIF as a tool to issue bonds for financing the development of industrial, commercial, of residential areas without amending its charter. The Act outlines how the bonds must be repaid and the specific uses the bond proceeds may be applied towards, including but not limited to:

- Acquisition of land
- Surveys and studies
- Relocation of businesses and residents
- Utility installation
- Road improvements
- Construction or rehabilitation of government buildings
- Reserves or capitalized interest
- Bond issuance costs

Before issuing bonds, the governing body of the issuer must, by resolution:

- Designate the boundary of benefit district, observing all applicable cross jurisdictional rules
- Receive from the supervisor of assessments a certification as to the amount of the original assessable base
- Pledge that until the bonds have been paid in full, property taxes on real property within the development district will be collected and divided according between the municipality, state and special fund.

A municipality that is not the issuing body may pledge, by written agreement, that its property taxes levied on the tax increment shall also be paid into the special fund. Such agreements between governing bodies of a county or municipality are enforceable on behalf of the bondholders.

Bonds issued for development of a special tax district or TIF are assumed to be exempt from federal taxes if (in compliance with Section 141 of the Internal Revenue Code) no more than 10% of proceeds are used for any private business, and no more than 10% of the bonds are secured by property used in a private business.

In addition to the above, the following list of issues should be addressed:

- **Jurisdictional Issues:** The CCT route and station sites are located in three municipalities: Montgomery County, the City of Rockville, and the City of Gaithersburg. Because all jurisdictions are within Montgomery County, no major collection or disbursement issues are foreseen for the CCT.

- **Reassessment:** Montgomery County is divided into three geographical sections ("groups") for the purposes of property value reassessment. One group is reassessed each year, (each group is reassessed every 3 years). Any increase in assessed value is phased in equally over the following three years. Decreases in value are realized in full in the next tax year after the year the assessment is made. The CCT area of benefit falls within all three groups.

- **District Administration:** An administrator for the district will be assigned in the bond indenture. The administrator agrees to perform some or all of the following tasks:

  - Determination and calculation of the annual assessments
  - Preparation of reports summarizing financial activity
  - Calculation of assessment prepayment amounts
  - Performance of bond redemption analysis
  - Preparation of reports for continuing disclosure to bondholders
  - Identification of primary tax payers and assessments paid by each and for each land use
  - Report on delinquency status and collection efforts
  - Report on the building permit and subdivision activity (sales, development progress)

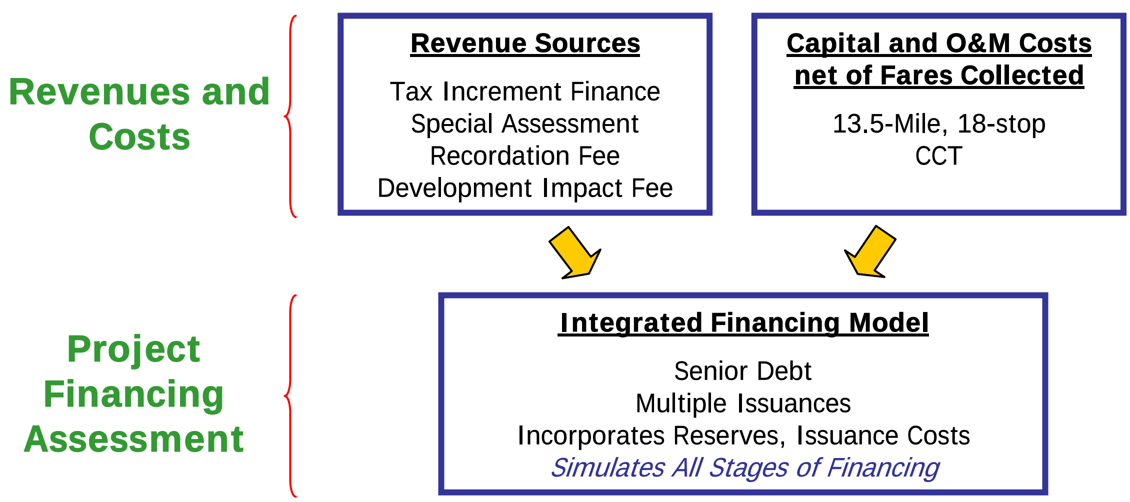
Analysis of Potential Revenue from Value Capture

Methodology

The following analysis uses MD Property View 2002 data for Montgomery County, coupled with the MWCOG socioeconomic forecast Round 6.3. PB Consult used the MD Property View 2002 data to establish a base year of average property values for households and commercial and industrial square footage by TAZ in 2002. Properties that were listed in MD Property View as exempt from paying property taxes were assumed to be exempt from paying special taxes or impact fees and removed from the data set.

The TAZ level average property value data was escalated to 2005 based on recent market property value growth rates and linked to the MWCOG forecasts of Households and Employment by TAZ. Together this formed the 2005 to 2030 forecast for residential and commercial real estate development that is the basis for forecasts of revenues from various value capture mechanisms. Exhibit 8 gives an overview of the financing methodology used to estimate the bonding capacity of revenues from the various types of benefit districts given assumptions explained in the following sections.

Exhibit 8: Finance Model Overview



Property Value Growth

MD Property View 2002 was used to estimate the average property value for households and commercial and industrial square footage in the Study Area. As described above, the Zone A area of benefit is located much closer to the I-270 corridor, the Shady Grove Metrorail station and related real estate that has been built at higher densities than in Zone B. Average assessed values of non-residential space in 2002 in Zone A were considerably higher than in Zone B while per unit residential values in Zone A were lower than Zone B, due to the higher proportion of multi-family units there. Exhibit 9 shows a comparison of the average assessed values in the Study Area by zone.

Exhibit 9: 2002 Average Home and Square Footage Assessed Values by Zone

	Dwelling Units	Square Footage Commercial	Industrial
Zone A	$ 167,775	$129	$97
Zone B	$ 188,881	$121	$88
Study Area	**$ 180,046**	**$124**	**$92**

Household and Employment Growth

Appendix A shows the MWCOG Round 6.3 forecast of households and employment in Montgomery County and the Study Area. The forecast uses actual data for year 2000 and forecasts households and employment in five-year increments (2005, 2010, 2015, 2020, 2025, and 2030). Appendix A page 1 shows the absolute numbers of households, page 2 shows the growth realized in each five-year increment and the entire 30 year forecast, and page 3 shows growth rates for each five-year increment and the entire 30 year forecast. Exhibit 10 summarizes Appendix A, showing that:

1. The proportion of the County's total employment and households located in the Study Area is expected to increase between 2000 and 2030
2. Zone A is expected to realize higher growth in both employment and households than Zone B over the 2000 to 2030 forecast period.

Exhibit 10: Summary of MWCOG Round 6.3 Forecast of Households and Employment in Montgomery County and the Study Area

	2000	2005	2010	2015	2020	2025	2030	CAGR /1
Employment								
Zone A	74,273	87,551	104,320	115,133	123,037	128,410	131,831	1.9%
Zone B	101,878	110,436	119,824	127,372	130,334	132,890	135,030	0.9%
Total Study Area	**176,151**	**197,987**	**224,144**	**242,505**	**253,371**	**261,300**	**266,861**	**1.4%**
Study Area as a % of County	32%	34%	36%	37%	37%	38%	38%	
MC Non-Study Area	366,346	384,471	403,328	414,933	424,050	431,082	435,508	0.6%
Montgomery County	**542,497**	**582,458**	**627,472**	**657,438**	**677,421**	**692,382**	**702,369**	**0.9%**
Households								
Zone A	19,617	23,956	28,970	33,804	37,460	38,749	40,129	2.4%
Zone B	60,424	67,900	75,365	80,368	83,946	84,908	85,198	1.2%
Total Study Area	**80,041**	**91,856**	**104,335**	**114,172**	**121,406**	**123,657**	**125,327**	**1.5%**
Study Area as a % of County	25%	27%	28%	29%	30%	30%	30%	
MC Non-Study Area	243,333	253,451	264,469	274,631	282,398	290,140	293,470	0.6%
Montgomery County	**323,374**	**345,307**	**368,804**	**388,803**	**403,804**	**413,797**	**418,797**	**0.9%**

/1 Compound Annual Growth Rate 2000-2030

The level of detail of Appendix A, page 3 shows that growth rates of employment and households in the Study Area and Montgomery County as a whole are expected to be materially higher in between 2000 and 2015 than between 2015 and 2030. In the final 15 years of the forecast period, the proportion of growth represented by infill and redevelopment at higher densities will increase as opposed to new development on vacant land. After 2020, developers will build more transit oriented, mixed use and higher density development in Zone A and to a lesser degree Zone B.

Average Square Feet per Employee

In order to convert the forecast of employment to assessed value for use in projecting revenues from the various types of benefit districts, an interim conversion from employment to square footage must be performed.

Property value data was provided from MD Property View in two main categories: Industrial and Commercial. While one of the MWCOG employment categories was 'Industrial' and matched the MD Property View category, PB Consult consolidated the other MWCOG employment categories (retail, office, institutional, and other) into one category (Commercial) and calculated a weighted average building area square foot per employee to convert all non-industrial employees in the MWCOG forecast to representative building square feet. Exhibit 11 shows how this conversion was performed.

The weighted average square footage per employee calculation for commercial employment in the Study Area in 2000 is 307 SF/EE (Square Feet per Employee). As Exhibit 11 shows, this weighted average is expected to decline between 2000 and 2030 by 5.5% due to the increasing proportion of office employees (and associated office property) within the Study Area and decreasing proportion of retail and other employees.

Not shown in Exhibit 11, PB Consult used 550 SF/EE to convert industrial employment to square feet of space.

Exhibit 11: Building Square Feet per Employee Conversion-Commercial Employment (all non-industrial employees)

Employment Forecast (Study Area)								
		2000	**2005**	**2010**	**2015**	**2020**	**2025**	**2030**
Retail		30,857	33,096	35,381	36,855	37,763	38,674	39,277
Office		97,055	113,109	133,701	148,513	157,079	162,805	166,938
Institution		-	-	-	-	-	-	-
Other		26,479	27,746	29,147	29,711	30,143	30,573	30,855
Total		**154,391**	**173,951**	**198,229**	**215,079**	**224,985**	**232,052**	**237,070**
Percentage of Total Employment								
Retail		20%	19%	18%	17%	17%	17%	17%
Office		63%	65%	67%	69%	70%	70%	70%
Institution		0%	0%	0%	0%	0%	0%	0%
Other		17%	16%	15%	14%	13%	13%	13%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Weighted Average Square Feet per Employee								
	Avg. SF/EE	**Prorated SF/EE**						
Retail	**400**	80	76	71	69	67	67	66
Office	**225**	141	146	152	155	157	158	158
Institution	**500**	0	0	0	0	0	0	0
Other	**500**	86	80	74	69	67	66	65
Total		**307**	**302**	**297**	**293**	**291**	**290**	**290**

Project Capital and O&M Costs

Preliminary estimations of the Project's capital cost from the I-270/US 15 Corridor Transportation Study were used to calculate the local share of the overall project cost targeted for support through a value capture mechanism. Three options for the transit system are presented in this document (Light Rail Transit, Bus Rapid Transit, and Premium Bus). Exhibit 12 shows the estimated capital and annual operating and maintenance costs (net of expected fare box collections) for each mode of transportation. A range of costs have been developed by the Project's planning team for each model and the midpoint of this range was used for the capital, O&M and fare box collection estimations.

Exhibit 12: Capital and O&M Costs of the Corridor Cities Transitway Options

($,000) (2003 dollars)	Capital Cost /1	Annual O&M	Annual O&M Net of Fare Box Collections
Bus Rapid Transit	$438,797	$23,035	$15,635
Light Rail	$704,577	$22,775	$15,175
Premium Bus	$199,602	$10,200	$3,900

Note: Costs shown for service from Shady Grove to COMSAT

New Starts Program

The Federal Transit Administration's ("FTA") discretionary New Starts program is the Federal government's primary financial resource for supporting locally planned, implemented, and operated transit "guideway" capital investments. The program's goals are to reduce congestion and improve air quality by helping to fund fixed guideway systems such as heavy and light rail and bus rapid transit systems. The Transportation Equity Act for the 21st Century ("TEA-21") authorized over 190 projects nationwide to compete for these discretionary Federal dollars. Many of these projects are currently in FTA's New Starts pipeline (that is, projects pursuing New Starts funding which are in the preliminary or final design stages of development).

The CCT could compete for New Starts funding and receive funds from the program to pay for a portion of the capital cost. Exhibit 13 shows a breakdown of capital costs to be funded by state and local sources based on the percentage of project costs covered by the New Starts program. Historically, projects have received between 35% and 80% of capital costs from this program. Assuming the CCT receives 50% of its capital cost from the New Starts Program, the total capital cost that state and local sources would be responsible for would be reduced from $463 million to $232 million with 1/3 covered by the state and the other 2/3 ($154 million) paid for by the County government and local property owners through one of the value capture methods discussed above.

Exhibit 13: Distribution of Capital Costs

Corridor Cities Transitway: Shady Grove to COMSAT										
Capital and O&M Cost / Funding Sources										
(000's)										
	Total Cost /1		**Federal Contribution**			**State Contribution**			**County and Property Owners' Contribution**	
			%	**$**		**%**	**$**		**%**	**$**
66.7% of Non-Federal BRT Capital Cost Paid for with Value Capture										
Bus Rapid Transit										
O&M Subsidy /2	$	17,400	0%	$	-	**33%**	$	5,800	**67%**	**$ 11,600**
Capital Cost	$	462,500	**50%**	$	231,250	**17%**	$	77,083	**33%**	**$ 154,167**
50% of Non-Federal BRT Capital Cost Paid for with Value Capture										
Bus Rapid Transit										
O&M Subsidy /2	$	17,400	0%	$	-	**50%**	$	8,700	**50%**	**$ 8,700**
Capital Cost	$	462,500	**50%**	$	231,250	**25%**	$	115,625	**25%**	**$ 115,625**
100% of Non-Federal LRT Capital Cost Paid for with Value Capture /3										
Light Rail Transit										
O&M Subsidy /2	$	17,300	0%	$	-	**0%**	$	-	**100%**	**$ 17,300**
Capital Cost	$	741,000	**50%**	$	370,500	**0%**	$	-	**50%**	**$ 370,500**

/1 Total capital costs stated in year of expenditure dollars, escalated at 2.5% annually with construction occurring in 2005, 2006 and 2007. O&M stated for first year of full operation, 2008.
/2 Annual O&M cost less expected fare revenue. Estimates are preliminary. Fare equal to $0.75 per trip, escalated at 2.5% annually
/3 No State capital or O&M cost contribution is assumed for the Light Rail Transit scenario

Bond Model Assumptions

Prior to structuring a bond issue to fit the revenue stream, several assumptions must be made about the debt structure and characteristics including the following:

- **Debt Service Coverage Limits:** Debt service coverage is the ratio of revenues available to repay bondholders compared to the debt service requirement. The minimum coverage limit is set forth in the bond indenture (based on the nature of the revenue stream) to avoid financial distress in case actual revenue collections are not in line with forecasts. PB Consult has estimated that a coverage ratio of 150% would be required, meaning that forecasted revenue in each year must be greater than or equal to 1.50 times the debt service payments in that year.

  Once debt obligations are made for a given year, the additional 50% of revenue above what is required to pay debt service (cash reserved for coverage) would become available and could flow back to the County to meet its fiscal needs.

- **Investment Grade Rating:** Because the Project's area of benefit is within an established corridor with major highway and Metrorail access and existing residential and non-residential properties, it is likely that this debt would receive an investment grade rating. PB Consult assumes for this analysis that an 'A' rating will be achieved on the Project debt. This level of safety will allow borrowing at an overall rate of 6.2%. This overall borrowing rate assumes this debt is issued in 2005, 2006 and 2007 and includes an additional 50 basis points (0.50%) to account for rate volatility between now and the time debt is actually issued.

- **Maturity:** PB Consult assumed 23 to 25 year maturities (except in the DIF example) for three bond issues, two issues for the first section of the project (issued in 2005 and 2006) going from Shady Grove to Metropolitan Grove and one issue for the second portion of the project (issued in 2007) going from Metropolitan Grove to COMSAT. This length of maturity is slightly less than is typical for large municipal projects, which are commonly financed for up to 35 years, though Montgomery County statutes limit the maturity of certain types of debt to 25 years.

- **Current Interest Bonds and Capital Appreciation Bonds:** Capital Appreciation Bonds are similar to Zero-coupon bonds in that payments are not due until the bonds mature. Current Interest Bonds require interest and principal payments to be made on a regular basis, similar to a home mortgage. Because of the nature of benefit districts' revenue streams (typically increasing over time as property values increase and development is added to the area of benefit) Capital Appreciation Bonds are used in this analysis so that debt payments are not due until the bonds mature. Using Capital Appreciation Bonds is more expensive in general than Current Interest Bonds because interest accrues faster, but for the purposes of this study these types of bonds are a better fit to the revenue stream.

- **Residential and Commercial Property Assessed Value Growth**: Property value growth rates used in this analysis are consistent with long-term inflation rates. Household values are expected to grow at 3.5% annually while non-residential properties are expected to grow at 2.0% annually. Additionally, a value growth premium of 0.5% and 0.2% for households and non-residential properties respectively is applied to properties within Zone A of the Study Area as these will likely benefit more from their proximity to the high quality transportation options.

- **Real Estate Growth**: Growth of homes and non-residential properties are based on the MWCOG Round 6.3 forecast of Households and Jobs, detailed in Appendix A and summarized above in Exhibit 10.

Tax Increment Financing

Forecast Base

In 2005 property values on the over 80,000 properties in the area are estimated at $26.5 billion. At the current property tax rate of $0.751 per $100 of assessed value, this base generates approximately $199 million in annual property taxes for the County, as shown in Exhibit 14.

The assessed value of property in the area of benefit is projected to grow to $143 billion by 2030. The total property taxes collected by the County between 2005 and 2030 in the conceptual area of benefit are projected to be $18.1 billion.

Exhibit 14: County Property Tax Revenue Forecast

(millions)	2005	2010	2015	2020	2025	2030
Household Property Value	$17,868	$36,933	$58,464	$78,031	$94,493	$108,240
Non-Residential Property Value	$8,675	$14,776	$21,973	$27,764	$31,416	$34,878
Total Assessed Value	$26,543	$51,708	$80,438	$105,795	$125,910	$143,119
Total Tax Revenue	$199	$388	$604	$795	$946	$1,075

Rate Assumption

PB Consult calculates that 28.3% of the increment of additional property tax collections from residential and non-residential properties within the 86 TAZ conceptual areas of benefit after 2005 must be dedicated to the Project to pay for the local share of costs.

Forecast of Revenues

Dedicating 28.3% of the incremental property tax collections ($936 million over the 25 year debt maturity period) for repayment of the Project's debt would allow the County and local property owners to contribute approximately 33% of the Project's total construction costs ($154 million) and 67% of annual O&M costs between 2005 and 2030. The complete cash flow and bond model outputs for the base case TIF approach are included in Appendix C.

An additional sensitivity was performed to estimate the actual level of participation that would be required by the County assuming that revenue forecasts are met and all the cash reserved for debt service coverage (the additional 50% of the required debt service payments) flows back to the County. Under this assumption the required percent of the TIF increment needed would decrease by approximately 540 basis points (5.4 percentage points) or 20% from 28.3% to 22.9%. This scenario is summarized in Appendix H as Sensitivity C.

Sensitivity C shows 1.0 times debt service coverage which, for modeling purposes, is the same as having 1.5 times coverage and assuming that all revenue forecasts are met. Again, the debt could not be issued with 1.0 times coverage, but this scenario shows the actual participation level required by the County (with 1.5 times coverage) assuming revenue collections equal forecasts and excess cash flows back to the County.

Assessment of Other Factors

The CCT itself will not cause a materially different development outcome for the Study Area. A significant amount of development has already occurred (and will continue) in the area because of the presence of I-270 and the Shady Grove Metrorail station. This being the case, the cost/beneficiary relationship between the properties in the Study Area and the CCT is not as direct as is typical for a value capture financing strategy. In effect, the CCT project does not add as much value to the properties within the Study Area (and tax base) as it takes away though the re-allocation of tax collections.

Regardless, the TIF mechanism requires no voter referendum because it does not impose new taxes or higher tax rates. This makes the TIF alternative more easily instituted as no petitioning or referendum process is necessary.

Special Assessment District

Forecast Base

As discussed above, a special assessment is a tax levied on the properties within the area of benefit in addition to taxes already paid by the property owners. The tax must be paid on parity with other existing property taxes and would be dedicated to the repayment of the Project debt. For this sensitivity, all property value, household and employment growth and bond model assumptions remain the same. No revenue streams from other value capture mechanisms are included.

Rate Assumption

A special assessment of $0.065 per $100 of assessed value would be required in both the ‘A’ and ‘B’ zones to support the Project’s costs. This represents an 8.6% increase in property taxes above the current $.751 per $100 of assessed value.

Revenue Forecast

The special tax assessment of $0.065 per $100 of assessed value would result in a revenue stream strong enough to support the local share of the Project’s debt. Exhibit 15 shows the forecast of tax revenues from this hypothetical special tax assessment. The complete cash flow and bond model outputs for the base case special assessment approach are included in Appendix D and summarized in Appendix H.

Exhibit 15: Forecast of Special Tax Collections

	2005	2010	2015	2020	2025	2030
Household Special Tax	$12,489,783	$16,925,925	$22,116,069	$28,114,036	$34,258,848	$41,556,469
Non-Residential Special Tax	$5,027,768	$6,214,503	$7,379,169	$8,515,325	$9,726,376	$11,005,018
Total Special Tax	$17,517,551	$23,140,428	$29,495,238	$36,629,362	$43,985,223	$52,561,487

Assessment of Other Factors

Because this area is largely developed, it may be difficult for it to qualify as ‘underdeveloped’ as is the aim of the special assessment program, outlined above. Additionally, a property tax increase would have difficulty passing the petition stage of the process, which requires both signatures of 80% of property owners and owners representing 80% of the property value. This latter obstacle results in part from a general movement in Montgomery County to lower property taxes because of affordability concerns of property owners due to home assessments increasing so dramatically in recent years.

Recordation Fee

Forecast Base

A recordation fee is paid based on the assessed value of the property each time certain land records of the County are changed. Qualifying transactions include but are not limited to the changing of a property's ownership and refinancing.

This forecast of recordation fees assumes that in the long-term, 7% of homes and non-residential properties existing and forecast in the Study Area "turn over" (are assessed a recordation fee) each year. For this sensitivity, all property value, household and employment growth and bond model assumptions remain the same. No revenue streams from other value capture mechanisms are included.

Rate Assumption

Montgomery County currently charges a recordation fee of $0.69 per $100 of assessed value when a qualifying transaction is executed. Using 7% as an estimate of the Montgomery County real property annual turnover rate, PB Consult estimates that an additional transfer fee of $0.98 per $100 in assessed value would be required to pay for the Project's debt. Because of the magnitude of the required increase in the recordation fee, it is unlikely that this revenue source would be instituted to pay for the Corridor Cities Transitway.

This scenario is summarized in Appendix H with the complete cash flow and bond model outputs included as Appendix E.

Assessment of Other Factors

The magnitude of the required increase in the recordation fee aside, the volatility of recordation fees make them unsuitable for this type of financing as a stand alone source of revenue. Because the recordation fee revenues are directly dependent on current market conditions for real estate investment/refinancing, this revenue stream can change dramatically from year to year. The period between 1992 and 2002 illustrates this volatility as fee collections diminished between 1994 and 1998, increased 81% in 1999, were flat in 2000 and 2001 and increased by 28% in 2002 and 29% in 2003. The unpredictable nature of this revenue stream makes it a poor candidate for the repayment of debt without supplemental revenue sources to fill in the gaps when the market for real estate investing and refinancing is not favorable.

Development Impact Fee

Forecast Base

Between 2000 and 2030, MWCOG forecasts 45,300 households and 90,700 employees (representing approximately 29 million square feet of non-residential space) will be added to the Study Area. Average development impact fee rates were calculated for households and non-residential building expected to occur in the Study Area and applied to the forecasts of development established by MWCOG. For this sensitivity, all property value, household and employment growth and bond model assumptions remain the same. No revenue streams from other value capture mechanisms are included.

Rate Assumption

Montgomery County uses a development impact fee schedule with five residential land uses designations and eight non-residential land use designations, all having different DIFs. This fee schedule is set forth in Exhibit 6 on page 11, above. For this analysis, development impact fee rates used were average rates for residential and non-residential properties. PB Consult found that an average residential rate of $10,000 per unit and non-residential rate of $7.80 per square foot in both the A and B zones of the Study Area would be required to support the local share of the Project's costs. These fees would be in addition to the fees currently assessed, unless some portion of the current fees could be dedicated to the Corridor Cities Transitway. This scenario is summarized in Appendix H with full cash flow and bond model outputs set forth in Appendix F.

Revenue Forecast

Based on this analysis of new construction in the Study Area, it is unlikely that development impact fees would be able to support the local share of the Project's cost because of the magnitude of the fees that would be required. New construction in the Study Area is expected to diminish over time, which, as shown in Exhibit 4 of the Executive Summary, causes the DIF mechanism to yield significant levels of annual revenue for a shorter period of time (15 years), compared to other mechanisms which are predicted to have annual increases through 2030. With DIFs currently in the $1,000 to $5,500 range in the Study Area (for dwelling units), the additional fees would make total DIF levels in the Study Area exceedingly high in comparison to other DIF programs (see Appendix I for examples of DIF rates for other programs).

Blended DIF / TIF

Forecast Base

As stated above, without relatively high DIF rates, a development impact fee program in this area would not produce a revenue stream strong enough to support the proposed Project, though if combined with another value capture mechanism, DIFs could be used to better represent the property owners in the Project's financing.

MWCOG forecasts 45,300 households and 90,700 employees (representing approximately 29 million square feet of non-residential space) will be added to the Study Area between 2000 and 2030. This relatively large growth increment will pay the 'General County' Montgomery County impact tax program rates, which range from $1,000 to $5,500 for dwelling units and $0.30 to $5.00 per square foot of non-residential space. This fee schedule is much lower than that of the Clarksburg impact tax area, which has the highest DIF rates in the County.

As stated above, a TIF approach would require a relatively high percentage of future taxes to be re-allocated from the County to the project. If the TIF approach were supplemented with DIF revenues, the County could retain a higher percentage of the property taxes collected in the Study Area.

Rate Assumption

Two scenarios were performed using a development impact fee program coupled with a tax increment finance mechanism. DIF rates for these scenarios were established as follows.

1. In addition to the fees already imposed in the Study Area, equate the total DIF rates charged in the Study Area to the rates imposed in the Clarksburg Impact Tax District (additional $2,321 for dwelling units and $0.90 for non-residential square feet)

2. In addition to the fees already imposed in the Study Area, make the average DIF fee charged in the Study Area 25% higher than the average fee changed in Clarksburg (additional $4,062 for dwelling units and $2.25 for non residential square feet).

Exhibit 16 shows the rates assumed. The rates shown in Exhibit 16 are weighted average rates, calculated by assigning weights based on existing properties to the rates shown in Exhibit 6 above.

Exhibit 16: Average DIF Rates used in the Blended DIF / TIF Approach

	Clarksburg	Study Area	Difference
Blend Scenario One	/1	/1	
Residential	$6,964	$4,643	$2,321
Non-residential	$5.40	$4.50	$0.90
Blend Scenario Two	/2	/1	
Residential	$8,705	$4,643	$4,062
Non-residential	$6.74	$4.50	$2.25

/1 Weighted average of current rate schedules based on existing development

/2 Average rates 25% higher than currently imposed in Clarksburg

Assuming the above impact fees are bundled with revenue from a TIF mechanism, the percentage of the increment of property taxes above 2005 levels that would need to be dedicated to pay for the local share of the Project's cost drops from 28.3% to 23% when equating the Study Area's rates to Clarksburg and 18.4% when raising the Study Area's rates 25% above the Clarksburg rates. This bundled revenue stream (in the case where rates in the Study Area are 25% higher than Clarksburg) would consist of approximately 28% DIF fees representing additional local taxes imposed on builders of new real property and 72% TIF revenues that represent a reallocation of County property tax collections.

Assessment of Other Factors

As stated above, the Montgomery County impact tax program was completely phased in this year. Changing the fee amounts collected in the Study Area or dedicating an amount of the tax already expected to be collected over the 2005 to 2030 period equal to the incremental increased proposed above could be difficult. Regardless, this type of blended program would create a combined revenue stream with an overall stronger cost/beneficiary linkage as both property owners and the County directly support the Project's costs.

Appendix Organization

Appendix A – MWCOG Socioeconomic Forecast Round 6.3 Summary

Appendix B – Study Area Assessed Value Forecast

Appendix C – Project Costs

Appendix D – Tax Increment Finance Cash Flow and Finance Summary

Appendix E – Special Tax Assessment Cash Flow and Finance Summary

Appendix F – Recordation Fee Cash Flow and Finance Summary

Appendix G – Impact Fee Cash Flow and Finance Summary

Appendix H – Blended Approach Cash Flow and Finance Summary

Appendix I – Summary of Value Capture Base Case and Sensitivities

Appendix J – Table of Comparable Projects Using Value Capture Mechanisms

Appendix A:

MWCOG Socioeconomic Forecast Round 6.3 Summary

Corridor Cities Transitway
Household and Employment Forecast Summary
Adopted from MWCOG Round 6.3

Absolute Forecast		Employment: Commercial	Employment: Industrial	Employment: Total	Households
	2000				
Zone	**A**	66,098	8,175	74,273	19,617
Zone	**B**	88,293	13,585	101,878	60,424
Total Study Area		**154,391**	**21,760**	**176,151**	**80,041**
MC Non-Study Area	**1**	339,203	27,143	366,346	243,333
Montgomery County		**493,594**	**48,903**	**542,497**	**323,374**
	2005				
Zone	**A**	78,638	8,913	87,551	23,956
Zone	**B**	95,313	15,123	110,436	67,900
Total Study Area		**173,951**	**24,036**	**197,987**	**91,856**
MC Non-Study Area		356,954	27,517	384,471	253,451
Montgomery County		**530,905**	**51,553**	**582,458**	**345,307**
	2010				
Zone	**A**	94,547	9,773	104,320	28,970
Zone	**B**	103,682	16,142	119,824	75,365
Total Study Area		**198,229**	**25,915**	**224,144**	**104,335**
MC Non-Study Area		375,341	27,987	403,328	264,469
Montgomery County		**573,570**	**53,902**	**627,472**	**368,804**
	2015				
Zone	**A**	104,618	10,515	115,133	33,804
Zone	**B**	110,461	16,911	127,372	80,368
Total Study Area		**215,079**	**27,426**	**242,505**	**114,172**
MC Non-Study Area		386,446	28,487	414,933	274,631
Montgomery County		**601,525**	**55,913**	**657,438**	**388,803**
	2020				
Zone	**A**	112,113	10,924	123,037	37,460
Zone	**B**	112,872	17,462	130,334	83,946
Total Study Area		**224,985**	**28,386**	**253,371**	**121,406**
MC Non-Study Area		395,077	28,973	424,050	282,398
Montgomery County		**620,062**	**57,359**	**677,421**	**403,804**
	2025				
Zone	**A**	117,129	11,281	128,410	38,749
Zone	**B**	114,923	17,967	132,890	84,908
Total Study Area		**232,052**	**29,248**	**261,300**	**123,657**
MC Non-Study Area		401,576	29,506	431,082	290,140
Montgomery County		**633,628**	**58,754**	**692,382**	**413,797**
	2030				
Zone	**A**	120,335	11,496	131,831	40,129
Zone	**B**	116,735	18,295	135,030	85,198
Total Study Area		**237,070**	**29,791**	**266,861**	**125,327**
MC Non-Study Area		405,642	29,866	435,508	293,470
Montgomery County		**642,712**	**59,657**	**702,369**	**418,797**

Corridor Cities Transitway
Household and Employment Forecast Summary
Adopted from MWCOG Round 6.3

Growth Increments		Commercial	Employment Industrial	Total	Households
	2000-2005				
Zone	**A**	12,540	738	13,278	4,339
Zone	**B**	7,020	1,538	8,558	7,476
Total Study Area Growth		**19,560**	**2,276**	**21,836**	**11,815**
MC Non-Study Area		17,751	374	18,125	10,118
Montgomery County Growth		**37,311**	**2,650**	**39,961**	**21,933**
	2005-2010				
Zone	**A**	15,909	860	16,769	5,014
Zone	**B**	8,369	1,019	9,388	7,465
Total Study Area Growth		**24,278**	**1,879**	**26,157**	**12,479**
MC Non-Study Area		18,387	470	18,857	11,018
Montgomery County Growth		**42,665**	**2,349**	**45,014**	**23,497**
	2010-2015				
Zone	**A**	10,071	742	10,813	4,834
Zone	**B**	6,779	769	7,548	5,003
Total Study Area Growth		**16,850**	**1,511**	**18,361**	**9,837**
MC Non-Study Area		11,105	500	11,605	10,162
Montgomery County Growth		**27,955**	**2,011**	**29,966**	**19,999**
	2015-2020				
Zone	**A**	7,495	409	7,904	3,656
Zone	**B**	2,411	551	2,962	3,578
Total Study Area Growth		**9,906**	**960**	**10,866**	**7,234**
MC Non-Study Area		8,631	486	9,117	7,767
Montgomery County Growth		**18,537**	**1,446**	**19,983**	**15,001**
	2020-2025				
Zone	**A**	5,016	357	5,373	1,289
Zone	**B**	2,051	505	2,556	962
Total Study Area Growth		**7,067**	**862**	**7,929**	**2,251**
MC Non-Study Area		6,499	533	7,032	7,742
Montgomery County Growth		**13,566**	**1,395**	**14,961**	**9,993**
	2025-2030				
Zone	**A**	3,206	215	3,421	1,380
Zone	**B**	1,812	328	2,140	290
Total Study Area Growth		**5,018**	**543**	**5,561**	**1,670**
MC Non-Study Area		4,066	360	4,426	3,330
Montgomery County Growth		**9,084**	**903**	**9,987**	**5,000**
	2000-2030				
Zone	**A**	54,237	3,321	57,558	20,512
Zone	**B**	28,442	4,710	33,152	24,774
Total Study Area Growth		**82,679**	**8,031**	**90,710**	**45,286**
MC Non-Study Area		66,439	2,723	69,162	50,137
Montgomery County Growth		**149,118**	**10,754**	**159,872**	**95,423**

Corridor Cities Transitway
Household and Employment Forecast Summary
Adopted from MWCOG Round 6.3

Growth Rates		Employment Commercial	Employment Industrial	Employment Total	Households
	2000-2005				
Zone	**A**	3.5%	1.7%	3.3%	4.1%
Zone	**B**	1.5%	2.2%	1.6%	2.4%
Total Study Area Growth		**2.4%**	**2.0%**	**2.4%**	**2.8%**
MC Non-Study Area		1.0%	0.3%	1.0%	0.8%
Montgomery County Growth		**1.5%**	**1.1%**	**1.4%**	**1.3%**
	2005-2010				
Zone	**A**	3.8%	1.9%	3.6%	3.9%
Zone	**B**	1.7%	1.3%	1.6%	2.1%
Total Study Area Growth		**2.6%**	**1.5%**	**2.5%**	**2.6%**
MC Non-Study Area		1.0%	0.3%	1.0%	0.9%
Montgomery County Growth		**1.6%**	**0.9%**	**1.5%**	**1.3%**
	2010-2015				
Zone	**A**	2.0%	1.5%	2.0%	3.1%
Zone	**B**	1.3%	0.9%	1.2%	1.3%
Total Study Area Growth		**1.6%**	**1.1%**	**1.6%**	**1.8%**
MC Non-Study Area		0.6%	0.4%	0.6%	0.8%
Montgomery County Growth		**1.0%**	**0.7%**	**0.9%**	**1.1%**
	2015-2020				
Zone	**A**	1.4%	0.8%	1.3%	2.1%
Zone	**B**	0.4%	0.6%	0.5%	0.9%
Total Study Area Growth		**0.9%**	**0.7%**	**0.9%**	**1.2%**
MC Non-Study Area		0.4%	0.3%	0.4%	0.6%
Montgomery County Growth		**0.6%**	**0.5%**	**0.6%**	**0.8%**
	2020-2025				
Zone	**A**	0.9%	0.6%	0.9%	0.7%
Zone	**B**	0.4%	0.6%	0.4%	0.2%
Total Study Area Growth		**0.6%**	**0.6%**	**0.6%**	**0.4%**
MC Non-Study Area		0.3%	0.4%	0.3%	0.5%
Montgomery County Growth		**0.4%**	**0.5%**	**0.4%**	**0.5%**
	2025-2030				
Zone	**A**	0.5%	0.4%	0.5%	0.7%
Zone	**B**	0.3%	0.4%	0.3%	0.1%
Total Study Area Growth		**0.4%**	**0.4%**	**0.4%**	**0.3%**
MC Non-Study Area		0.2%	0.2%	0.2%	0.2%
Montgomery County Growth		**0.3%**	**0.3%**	**0.3%**	**0.2%**
	2000-2030				
Zone	**A**	2.0%	1.1%	1.9%	2.4%
Zone	**B**	0.9%	1.0%	0.9%	1.2%
Total Study Area Growth		**1.4%**	**1.1%**	**1.4%**	**1.5%**
MC Non-Study Area		0.6%	0.3%	0.6%	0.6%
Montgomery County Growth		**0.9%**	**0.7%**	**0.9%**	**0.9%**

Appendix B:

Study Area Assessed Value Forecast

Zone	TAZ	2005 Dwelling Units	2010 Dwelling Units	2015 Dwelling Units	2020 Dwelling Units	2025 Dwelling Units	2030 Dwelling Units
B	467	$ -	$ -	$ -	$ -	$ -	$ -
B	468	$ 189,912,352	$ 225,556,300	$ 267,890,129	$ 318,169,437	$ 377,885,484	$ 448,809,414
B	469	$ 278,130,947	$ 330,332,316	$ 392,331,169	$ 465,966,356	$ 553,421,860	$ 657,291,564
A	473	$ 189,383,077	$ 230,413,470	$ 280,333,217	$ 341,068,222	$ 414,961,642	$ 504,864,286
A	474	$ -	$ -	$ -	$ -	$ -	$ -
B	475	$ 320,876,332	$ 381,100,425	$ 452,627,756	$ 537,579,787	$ 638,476,151	$ 758,309,381
B	476	$ 139,856,360	$ 166,105,484	$ 197,281,208	$ 234,308,189	$ 278,284,628	$ 330,514,841
B	477	$ 137,475,114	$ 163,277,311	$ 193,922,226	$ 230,318,772	$ 273,546,452	$ 324,887,375
B	478	$ 137,670,826	$ 163,509,755	$ 194,198,297	$ 230,646,658	$ 273,935,877	$ 325,349,889
B	479	$ 261,828,951	$ 310,970,659	$ 369,335,593	$ 438,654,826	$ 520,984,330	$ 618,765,954
B	480	$ -	$ -	$ -	$ -	$ -	$ -
A	481	$ 347,518,803	$ 422,809,761	$ 514,412,723	$ 625,861,732	$ 761,456,493	$ 926,428,252
A	482	$ 6,229	$ 7,578	$ 9,220	$ 11,218	$ 13,648	$ 16,605
A	483	$ 75,042,902	$ 91,301,165	$ 111,081,827	$ 135,148,027	$ 164,428,240	$ 200,052,095
B	484	$ 163,133,434	$ 193,751,346	$ 230,115,820	$ 273,305,408	$ 324,601,091	$ 385,524,270
B	485	$ 10,550,496	$ 12,530,680	$ 14,882,517	$ 17,675,761	$ 20,993,259	$ 24,933,407
B	487	$ 193,286,397	$ 229,563,607	$ 272,649,552	$ 323,822,139	$ 384,599,120	$ 456,783,108
B	488	$ 170,236,409	$ 202,187,452	$ 240,135,268	$ 285,205,370	$ 338,734,512	$ 402,310,341
B	489	$ 186,711,935	$ 221,755,208	$ 263,375,624	$ 312,807,622	$ 371,517,329	$ 441,246,044
B	516	$ 690,278,055	$ 819,833,792	$ 973,705,368	$ 1,156,456,532	$ 1,373,507,586	$ 1,631,296,150
B	517	$ 377,637,905	$ 448,515,368	$ 532,695,561	$ 632,675,223	$ 751,419,698	$ 892,450,885
B	518	$ 702,043,844	$ 833,807,860	$ 990,302,177	$ 1,176,168,334	$ 1,396,919,023	$ 1,659,101,594
B	524	$ 607,180,486	$ 721,139,948	$ 856,488,041	$ 1,017,239,117	$ 1,208,160,969	$ 1,434,916,238
B	525	$ 529,238,688	$ 628,569,542	$ 746,543,437	$ 886,659,417	$ 1,053,073,247	$ 1,250,720,674
A	526	$ 27,667,089	$ 33,661,244	$ 40,954,050	$ 49,826,864	$ 60,621,999	$ 73,755,931
A	527	$ 88,094,526	$ 107,180,461	$ 130,401,419	$ 158,653,265	$ 193,025,956	$ 234,845,589
A	528	$ 467,440,359	$ 568,712,669	$ 691,925,920	$ 841,833,678	$ 1,024,219,388	$ 1,246,119,491
B	529	$ 291,483,613	$ 346,191,096	$ 411,166,424	$ 488,336,731	$ 579,990,848	$ 688,847,187
A	530	$ 999,364,156	$ 1,215,879,300	$ 1,479,303,080	$ 1,799,798,385	$ 2,189,729,929	$ 2,664,141,274
A	531	$ 343,611,341	$ 418,055,736	$ 508,628,724	$ 618,824,614	$ 752,894,762	$ 916,011,598
A	532	$ 348,119,823	$ 423,540,993	$ 515,302,378	$ 626,944,134	$ 762,773,401	$ 928,030,472
A	533	$ 858,774	$ 1,044,830	$ 1,271,196	$ 1,546,604	$ 1,881,680	$ 2,289,352
A	534	$ 1,799,803	$ 2,189,736	$ 2,664,149	$ 3,241,344	$ 3,943,591	$ 4,797,981
A	535	$ -	$ -	$ -	$ -	$ -	$ -
A	536	$ -	$ -	$ -	$ -	$ -	$ -
A	537	$ 366,957,646	$ 446,460,086	$ 543,186,959	$ 660,869,990	$ 804,049,392	$ 978,249,026
A	538	$ -	$ -	$ -	$ -	$ -	$ -
B	539	$ 276,513,068	$ 328,410,785	$ 390,048,992	$ 463,255,846	$ 550,202,624	$ 653,468,122
A	540	$ 2,451,396	$ 2,982,498	$ 3,628,664	$ 4,414,825	$ 5,371,310	$ 6,535,020
B	541	$ 379,424,205	$ 450,636,932	$ 535,215,313	$ 635,667,898	$ 754,974,057	$ 896,672,349
B	542	$ 408,153,430	$ 484,758,240	$ 575,740,723	$ 683,799,372	$ 812,139,150	$ 964,566,547
B	543	$ 170,285,391	$ 202,245,627	$ 240,204,362	$ 285,287,431	$ 338,831,975	$ 402,426,096
B	544	$ 370,901,950	$ 440,515,167	$ 523,193,831	$ 621,390,149	$ 738,016,570	$ 876,532,173
B	545	$ 455,956,093	$ 541,532,808	$ 643,171,100	$ 763,885,508	$ 907,256,357	$ 1,077,535,951
B	546	$ 159,150,740	$ 189,021,154	$ 224,497,836	$ 266,633,006	$ 316,676,370	$ 376,112,188
B	548	$ 330,902,816	$ 393,008,743	$ 466,771,102	$ 554,377,646	$ 658,426,739	$ 782,004,421
B	549	$ 145,562,014	$ 172,882,011	$ 205,329,597	$ 243,867,150	$ 289,637,674	$ 343,998,700
B	550	$ 69,122,110	$ 82,095,384	$ 97,503,563	$ 115,803,647	$ 137,538,405	$ 163,352,480
B	551	$ 336,488,714	$ 399,643,038	$ 474,650,563	$ 563,735,974	$ 669,541,496	$ 795,205,266
B	552	$ 73,812,970	$ 87,666,654	$ 104,120,485	$ 123,662,474	$ 146,872,227	$ 174,438,132
A	553	$ -	$ -	$ -	$ -	$ -	$ -
B	554	$ 54,504,290	$ 64,733,999	$ 76,883,684	$ 91,313,699	$ 108,452,029	$ 128,806,990
B	555	$ 262,758,591	$ 312,074,780	$ 370,646,943	$ 440,212,298	$ 522,834,118	$ 620,962,922
B	556	$ 303,339,156	$ 360,271,761	$ 427,889,837	$ 508,198,900	$ 603,580,874	$ 716,864,739
B	557	$ 370,754,392	$ 440,339,915	$ 522,985,686	$ 621,142,938	$ 737,722,961	$ 876,183,458
B	558	$ 508,587,689	$ 604,042,634	$ 717,413,164	$ 852,061,790	$ 1,011,982,120	$ 1,201,917,306
B	559	$ 482,755,117	$ 573,361,641	$ 680,973,770	$ 808,783,221	$ 960,580,755	$ 1,140,868,609
A	560	$ 335,185	$ 407,804	$ 496,156	$ 603,649	$ 734,432	$ 893,548
A	561	$ 597,751,369	$ 727,255,938	$ 884,818,048	$ 1,076,516,447	$ 1,309,746,859	$ 1,593,507,318
A	562	$ -	$ -	$ -	$ -	$ -	$ -
A	563	$ 153,024,779	$ 186,178,042	$ 226,514,055	$ 275,588,982	$ 335,296,135	$ 407,939,016
A	564	$ 33,022,091	$ 40,176,423	$ 48,880,762	$ 59,470,921	$ 72,355,469	$ 88,031,491
B	565	$ 436,069,562	$ 517,913,847	$ 615,119,184	$ 730,568,631	$ 867,686,358	$ 1,030,539,205
B	566	$ 477,059,688	$ 566,597,258	$ 672,939,804	$ 799,241,390	$ 949,248,054	$ 1,127,408,914
B	567	$ 100,711,594	$ 119,613,781	$ 142,063,650	$ 168,727,051	$ 200,394,808	$ 238,006,170
A	568	$ 6,061,087	$ 7,374,239	$ 8,971,890	$ 10,915,675	$ 13,280,588	$ 16,157,866
A	569	$ 146,066,996	$ 177,712,835	$ 216,214,837	$ 263,058,409	$ 320,050,776	$ 389,390,706
A	570	$ 203,532,093	$ 247,627,912	$ 301,277,218	$ 366,549,802	$ 445,963,880	$ 542,583,249
A	571	$ 73,001,386	$ 88,817,348	$ 108,059,885	$ 131,471,373	$ 159,955,027	$ 194,609,748
A	572	$ -	$ -	$ -	$ -	$ -	$ -
A	573	$ 117,450,031	$ 142,895,921	$ 173,854,737	$ 211,520,870	$ 257,347,481	$ 313,102,559
A	574	$ 13,568,481	$ 16,508,131	$ 20,084,666	$ 24,436,067	$ 29,730,212	$ 36,171,348
B	575	$ 640,244,542	$ 760,409,675	$ 903,128,158	$ 1,072,632,945	$ 1,273,951,460	$ 1,513,054,703
B	576	$ 419,006,446	$ 497,648,218	$ 591,049,973	$ 701,981,959	$ 833,734,360	$ 990,214,882
B	606	$ 1,325,474	$ 1,574,247	$ 1,869,712	$ 2,220,631	$ 2,637,414	$ 3,132,420
B	607	$ 30,709,904	$ 36,473,732	$ 43,319,353	$ 51,449,802	$ 61,106,225	$ 72,575,027
B	608	$ 33,890,355	$ 40,251,111	$ 47,805,693	$ 56,778,167	$ 67,434,651	$ 80,091,212
B	609	$ 4,023,013	$ 4,778,077	$ 5,674,857	$ 6,739,950	$ 8,004,946	$ 9,507,365
B	613	$ 210,396,885	$ 249,885,499	$ 296,785,585	$ 352,488,175	$ 418,645,378	$ 497,219,382
A	614	$ 44,966,317	$ 54,708,400	$ 66,561,133	$ 80,981,796	$ 98,526,737	$ 119,872,840
A	615	$ 177,502	$ 215,958	$ 262,746	$ 319,671	$ 388,928	$ 473,191
A	616	$ 3,309,870	$ 4,026,963	$ 4,899,416	$ 5,960,889	$ 7,252,333	$ 8,823,572
A	617	$ 355,004	$ 431,916	$ 525,492	$ 639,342	$ 777,857	$ 946,382
A	618	$ 3,260,337	$ 3,966,698	$ 4,826,095	$ 5,871,682	$ 7,143,799	$ 8,691,524
B	619	$ 604,460	$ 717,909	$ 852,651	$ 1,012,682	$ 1,202,749	$ 1,428,488
B	620	$ 313,235,157	$ 372,025,107	$ 441,849,125	$ 524,778,154	$ 623,271,828	$ 740,251,414
Zone	A	$ 4,654,198,453	$ 5,662,544,056	$ 6,889,350,661	$ 8,381,948,477	$ 10,197,921,942	$ 12,407,331,330
Zone	B	$ 13,213,781,963	$ 15,693,827,884	$ 18,639,344,461	$ 22,137,694,162	$ 26,292,636,195	$ 31,227,403,948
TOTAL		**$ 17,867,980,416**	**$ 21,356,371,940**	**$ 25,528,695,121**	**$ 30,519,642,639**	**$ 36,490,558,137**	**$ 43,634,735,278**

Zone	TAZ	2005 Commercial	2010 Commercial	2015 Commercial	2020 Commercial	2025 Commercial	2030 Commercial
B	467	$ 705,537,241	$ 778,970,123	$ 860,045,960	$ 949,560,234	$ 1,048,391,226	$ 1,157,508,626
B	468	$ 26,681,201	$ 29,458,202	$ 32,524,235	$ 35,909,383	$ 39,646,861	$ 43,773,338
B	469	$ 63,758,739	$ 70,394,800	$ 77,721,547	$ 85,810,868	$ 94,742,132	$ 104,602,970
A	473	$ 291,896,529	$ 325,449,351	$ 362,858,991	$ 404,568,782	$ 451,073,016	$ 502,922,802
A	474	$ 295,879,706	$ 329,890,385	$ 367,810,511	$ 410,089,468	$ 457,228,291	$ 509,785,612
B	475	$ 412,110,034	$ 455,002,777	$ 502,359,832	$ 554,645,846	$ 612,373,832	$ 676,110,192
B	476	$ 69,919,256	$ 77,196,508	$ 85,231,183	$ 94,102,113	$ 103,896,336	$ 114,709,950
B	477	$ 5,592,396	$ 6,174,457	$ 6,817,099	$ 7,526,628	$ 8,310,006	$ 9,174,918
B	478	$ 479,808,411	$ 529,747,256	$ 584,883,776	$ 645,758,949	$ 712,970,059	$ 787,176,555
B	479	$ 33,898,000	$ 37,426,131	$ 41,321,472	$ 45,622,244	$ 50,370,644	$ 55,613,261
B	480	$ 82,696,261	$ 91,303,354	$ 100,806,280	$ 111,298,279	$ 122,882,293	$ 135,671,981
A	481	$ 7,786,991	$ 8,682,088	$ 9,680,073	$ 10,792,775	$ 12,033,379	$ 13,416,588
A	482	$ 134,173,546	$ 149,596,480	$ 166,792,245	$ 185,964,623	$ 207,340,820	$ 231,174,162
A	483	$ 41,402,123	$ 46,161,200	$ 51,467,321	$ 57,383,369	$ 63,979,453	$ 71,333,741
B	484	$ 287,440,743	$ 317,357,807	$ 350,388,662	$ 386,857,395	$ 427,121,824	$ 471,577,006
B	485	$ 197,004,529	$ 217,508,919	$ 240,147,422	$ 265,142,158	$ 292,738,367	$ 323,206,812
B	487	$ 14,910,005	$ 16,461,850	$ 18,175,212	$ 20,066,903	$ 22,155,482	$ 24,461,443
B	488	$ 1,870,936	$ 2,065,665	$ 2,280,661	$ 2,518,034	$ 2,780,113	$ 3,069,469
B	489	$ 3,033,951	$ 3,349,727	$ 3,698,369	$ 4,083,298	$ 4,508,291	$ 4,977,518
B	516	$ 22,131,872	$ 24,435,375	$ 26,978,628	$ 29,786,585	$ 32,886,797	$ 36,309,681
B	517	$ 6,396,579	$ 7,062,340	$ 7,797,394	$ 8,608,954	$ 9,504,980	$ 10,494,266
B	518	$ 13,301,478	$ 14,685,907	$ 16,214,428	$ 17,902,039	$ 19,765,297	$ 21,822,485
B	524	$ 6,989,796	$ 7,717,300	$ 8,520,523	$ 9,407,346	$ 10,386,470	$ 11,467,502
B	525	$ 44,499,806	$ 49,131,381	$ 54,245,015	$ 59,890,880	$ 66,124,371	$ 73,006,648
A	526	$ 501,143	$ 558,748	$ 622,975	$ 694,585	$ 774,425	$ 863,444
A	527	$ 221,115,433	$ 246,532,134	$ 274,870,425	$ 306,466,136	$ 341,693,700	$ 380,970,590
A	528	$ 213,343,433	$ 237,866,761	$ 265,208,987	$ 295,694,139	$ 329,683,487	$ 367,579,832
B	529	$ 20,946,236	$ 23,126,337	$ 25,533,344	$ 28,190,875	$ 31,125,004	$ 34,364,520
A	530	$ 184,977,454	$ 206,240,178	$ 229,947,004	$ 256,378,873	$ 285,849,023	$ 318,706,699
A	531	$ 60,177,108	$ 67,094,326	$ 74,806,661	$ 83,405,511	$ 92,992,779	$ 103,682,081
A	532	$ 3,315,254	$ 3,696,334	$ 4,121,219	$ 4,594,944	$ 5,123,122	$ 5,712,013
A	533	$ 37,607,142	$ 41,929,995	$ 46,749,750	$ 52,123,524	$ 58,115,001	$ 64,795,184
A	534	$ 28,010,545	$ 31,230,292	$ 34,820,140	$ 38,822,634	$ 43,285,205	$ 48,260,738
A	535	$ 130,314,703	$ 145,294,073	$ 161,995,286	$ 180,616,264	$ 201,377,681	$ 224,525,573
A	536	$ 302,459,082	$ 337,226,045	$ 375,989,388	$ 419,208,487	$ 467,395,520	$ 521,121,540
A	537	$ 125,143,827	$ 139,528,816	$ 155,567,327	$ 173,449,427	$ 193,387,032	$ 215,616,418
A	538	$ 189,959,380	$ 211,794,766	$ 236,140,078	$ 263,283,826	$ 293,547,685	$ 327,290,304
B	539	$ 13,319,576	$ 14,705,888	$ 16,236,488	$ 17,926,395	$ 19,792,189	$ 21,852,176
A	540	$ 129,140,699	$ 143,985,120	$ 160,535,872	$ 178,989,094	$ 199,563,471	$ 222,502,824
B	541	$ 4,813,868	$ 5,314,900	$ 5,868,079	$ 6,478,833	$ 7,153,155	$ 7,897,661
B	542	$ 86,726,372	$ 95,752,922	$ 105,718,963	$ 116,722,278	$ 128,870,826	$ 142,283,806
B	543	$ 364,575,928	$ 402,521,283	$ 444,416,022	$ 490,671,198	$ 541,740,651	$ 598,125,453
B	544	$ 389,228,758	$ 429,740,000	$ 474,467,684	$ 523,850,662	$ 578,373,460	$ 638,571,034
B	545	$ 36,842,546	$ 40,677,148	$ 44,910,858	$ 49,585,216	$ 54,746,085	$ 60,444,102
B	546	$ 26,868,719	$ 29,665,237	$ 32,752,819	$ 36,161,759	$ 39,925,503	$ 44,080,982
B	548	$ 47,077,400	$ 51,977,254	$ 57,387,088	$ 63,359,982	$ 69,954,540	$ 77,235,465
B	549	$ 24,634,879	$ 27,198,897	$ 30,029,780	$ 33,155,303	$ 36,606,134	$ 40,416,130
B	550	$ 91,528,829	$ 101,055,223	$ 111,573,132	$ 123,185,753	$ 136,007,025	$ 150,162,745
B	551	$ 108,539,688	$ 119,836,586	$ 132,309,274	$ 146,080,129	$ 161,284,267	$ 178,070,863
B	552	$ 53,453,619	$ 59,017,114	$ 65,159,663	$ 71,941,533	$ 79,429,266	$ 87,696,327
A	553	$ 287,073,563	$ 320,071,997	$ 356,863,522	$ 397,884,148	$ 443,619,998	$ 494,613,077
B	554	$ 2,279,875	$ 2,517,166	$ 2,779,155	$ 3,068,411	$ 3,387,774	$ 3,740,376
B	555	$ 17,639,289	$ 19,475,200	$ 21,502,194	$ 23,740,160	$ 26,211,055	$ 28,939,123
B	556	$ 6,334,037	$ 6,993,289	$ 7,721,156	$ 8,524,780	$ 9,412,046	$ 10,391,660
B	557	$ 2,750,782	$ 3,037,086	$ 3,353,188	$ 3,702,190	$ 4,087,517	$ 4,512,949
B	558	$ 43,302,249	$ 47,809,182	$ 52,785,200	$ 58,279,126	$ 64,344,864	$ 71,041,929
B	559	$ 12,885,447	$ 14,226,575	$ 15,707,288	$ 17,342,115	$ 19,147,096	$ 21,139,941
A	560	$ 35,228,304	$ 39,277,715	$ 43,792,596	$ 48,826,452	$ 54,438,938	$ 60,696,567
A	561	$ 27,163,804	$ 30,286,220	$ 33,767,550	$ 37,649,050	$ 41,976,721	$ 46,801,846
A	562	$ 35,311,732	$ 39,370,733	$ 43,896,307	$ 48,942,085	$ 54,567,862	$ 60,840,310
A	563	$ 19,253,113	$ 21,466,213	$ 23,933,704	$ 26,684,827	$ 29,752,185	$ 33,172,129
A	564	$ 211,579,208	$ 235,899,743	$ 263,015,865	$ 293,248,922	$ 326,957,199	$ 364,540,162
B	565	$ 15,070,751	$ 16,639,327	$ 18,371,161	$ 20,283,246	$ 22,394,343	$ 24,725,164
B	566	$ 33,239,126	$ 36,698,681	$ 40,518,309	$ 44,735,487	$ 49,391,592	$ 54,532,309
B	567	$ 90,984,431	$ 100,454,163	$ 110,909,513	$ 122,453,065	$ 135,198,078	$ 149,269,602
A	568	$ 63,028,371	$ 70,273,335	$ 78,351,090	$ 87,357,364	$ 97,398,888	$ 108,594,662
A	569	$ 9,204,036	$ 10,262,018	$ 11,441,613	$ 12,756,800	$ 14,223,164	$ 15,858,083
A	570	$ 1,832,746	$ 2,043,416	$ 2,278,302	$ 2,540,188	$ 2,832,176	$ 3,157,728
A	571	$ 1,148,453	$ 1,280,465	$ 1,427,651	$ 1,591,756	$ 1,774,725	$ 1,978,725
A	572	$ 206,170,680	$ 229,869,517	$ 256,292,479	$ 285,752,699	$ 318,599,302	$ 355,221,545
A	573	$ 37,716,557	$ 42,051,987	$ 46,885,764	$ 52,275,173	$ 58,284,081	$ 64,983,700
A	574	$ 58,818,485	$ 65,579,532	$ 73,117,746	$ 81,522,459	$ 90,893,275	$ 101,341,244
B	575	$ 11,899,298	$ 13,137,787	$ 14,505,178	$ 16,014,889	$ 17,681,732	$ 19,522,060
B	576	$ 28,232,960	$ 31,171,469	$ 34,415,820	$ 37,997,847	$ 41,952,693	$ 46,319,163
B	606	$ 108,583	$ 119,885	$ 132,363	$ 146,139	$ 161,349	$ 178,143
B	607	$ 832,473	$ 919,118	$ 1,014,781	$ 1,120,400	$ 1,237,012	$ 1,365,761
B	608	$ 651,501	$ 719,310	$ 794,176	$ 876,835	$ 968,096	$ 1,068,856
B	609	$ 12,849,047	$ 14,186,386	$ 15,662,917	$ 17,293,126	$ 19,093,008	$ 21,080,224
B	613	$ 1,845,919	$ 2,038,044	$ 2,250,166	$ 2,484,365	$ 2,742,939	$ 3,028,427
A	614	$ 115,648	$ 128,942	$ 143,763	$ 160,289	$ 178,714	$ 199,256
A	615	$ 38,549	$ 42,981	$ 47,921	$ 53,430	$ 59,571	$ 66,419
A	616	$ 43,175,398	$ 48,138,309	$ 53,671,694	$ 59,841,130	$ 66,719,728	$ 74,389,004
A	617	$ 14,687,345	$ 16,375,621	$ 18,257,960	$ 20,356,670	$ 22,696,622	$ 25,305,545
A	618	$ 90,469,699	$ 100,868,979	$ 112,463,631	$ 125,391,062	$ 139,804,471	$ 155,874,667
B	619	$ 1,238,283	$ 1,367,165	$ 1,509,461	$ 1,666,566	$ 1,840,024	$ 2,031,535
B	620	$ 6,462,951	$ 7,135,620	$ 7,878,302	$ 8,698,281	$ 9,603,606	$ 10,603,157
Zone	**A**	$ 3,539,219,790	$ 3,946,044,810	$ 4,399,633,414	$ 4,905,360,964	$ 5,469,220,710	$ 6,097,894,813
Zone	**B**	$ 4,034,744,653	$ 4,454,684,117	$ 4,918,331,218	$ 5,430,235,081	$ 5,995,418,310	$ 6,619,426,263
TOTAL		**$ 7,573,964,443**	**$ 8,400,728,927**	**$ 9,317,964,631**	**$ 10,335,596,045**	**$ 11,464,639,021**	**$ 12,717,321,077**

Zone	TAZ	2005 Industrial	2010 Industrial	2015 Industrial	2020 Industrial	2025 Industrial	2030 Industrial
B	467	$ -	$ -	$ -	$ -	$ -	$ -
B	468	$ -	$ -	$ -	$ -	$ -	$ -
B	469	$ -	$ -	$ -	$ -	$ -	$ -
A	473	$ -	$ -	$ -	$ -	$ -	$ -
A	474	$ -	$ -	$ -	$ -	$ -	$ -
B	475	$ 22,572,461	$ 24,921,821	$ 27,515,704	$ 30,379,561	$ 33,541,490	$ 37,032,515
B	476	$ 101,730	$ 112,318	$ 124,008	$ 136,915	$ 151,166	$ 166,899
B	477	$ -	$ -	$ -	$ -	$ -	$ -
B	478	$ 20,128,032	$ 22,222,973	$ 24,535,958	$ 27,089,681	$ 29,909,196	$ 33,022,170
B	479	$ 27,048,587	$ 29,863,825	$ 32,972,076	$ 36,403,837	$ 40,192,777	$ 44,376,074
B	480	$ 145,229,926	$ 160,345,573	$ 177,034,469	$ 195,460,359	$ 215,804,030	$ 238,265,087
A	481	$ -	$ -	$ -	$ -	$ -	$ -
A	482	$ 50,774,054	$ 56,610,412	$ 63,117,646	$ 70,372,872	$ 78,462,068	$ 87,481,099
A	483	$ -	$ -	$ -	$ -	$ -	$ -
B	484	$ 40,129,143	$ 44,305,817	$ 48,917,202	$ 54,008,543	$ 59,629,796	$ 65,836,113
B	485	$ 158,018,856	$ 174,465,585	$ 192,624,103	$ 212,672,575	$ 234,807,707	$ 259,246,682
B	487	$ -	$ -	$ -	$ -	$ -	$ -
B	488	$ -	$ -	$ -	$ -	$ -	$ -
B	489	$ -	$ -	$ -	$ -	$ -	$ -
B	516	$ -	$ -	$ -	$ -	$ -	$ -
B	517	$ -	$ -	$ -	$ -	$ -	$ -
B	518	$ -	$ -	$ -	$ -	$ -	$ -
B	524	$ 2,238,063	$ 2,471,002	$ 2,728,186	$ 3,012,138	$ 3,325,643	$ 3,671,779
B	525	$ 2,390,658	$ 2,639,480	$ 2,914,199	$ 3,217,511	$ 3,552,392	$ 3,922,128
A	526	$ -	$ -	$ -	$ -	$ -	$ -
A	527	$ 138,603,157	$ 154,535,265	$ 172,298,732	$ 192,104,067	$ 214,185,980	$ 238,806,156
A	528	$ 4,955,682	$ 5,525,326	$ 6,160,449	$ 6,868,578	$ 7,658,105	$ 8,538,386
B	529	$ -	$ -	$ -	$ -	$ -	$ -
A	530	$ 28,577,765	$ 31,862,712	$ 35,525,256	$ 39,608,801	$ 44,161,739	$ 49,238,028
A	531	$ -	$ -	$ -	$ -	$ -	$ -
A	532	$ -	$ -	$ -	$ -	$ -	$ -
A	533	$ 19,657,538	$ 21,917,125	$ 24,436,448	$ 27,245,360	$ 30,377,150	$ 33,868,932
A	534	$ 7,818,964	$ 8,717,736	$ 9,719,819	$ 10,837,090	$ 12,082,788	$ 13,471,676
A	535	$ -	$ -	$ -	$ -	$ -	$ -
A	536	$ 17,399,949	$ 19,400,033	$ 21,630,021	$ 24,116,341	$ 26,888,458	$ 29,979,223
A	537	$ -	$ -	$ -	$ -	$ -	$ -
A	538	$ 16,243,623	$ 18,110,790	$ 20,192,583	$ 22,513,673	$ 25,101,567	$ 27,986,933
B	539	$ -	$ -	$ -	$ -	$ -	$ -
A	540	$ -	$ -	$ -	$ -	$ -	$ -
B	541	$ 406,920	$ 449,273	$ 496,034	$ 547,661	$ 604,662	$ 667,596
B	542	$ -	$ -	$ -	$ -	$ -	$ -
B	543	$ 21,790,593	$ 24,058,575	$ 26,562,611	$ 29,327,269	$ 32,379,674	$ 35,749,777
B	544	$ 4,740,463	$ 5,233,855	$ 5,778,598	$ 6,380,039	$ 7,044,079	$ 7,777,233
B	545	$ -	$ -	$ -	$ -	$ -	$ -
B	546	$ 3,991,075	$ 4,406,469	$ 4,865,098	$ 5,371,462	$ 5,930,528	$ 6,547,782
B	548	$ 25,595,299	$ 28,259,279	$ 31,200,527	$ 34,447,903	$ 38,033,268	$ 41,991,802
B	549	$ 1,395,156	$ 1,540,365	$ 1,700,687	$ 1,877,696	$ 2,073,128	$ 2,288,901
B	550	$ 57,706,165	$ 63,712,270	$ 70,343,494	$ 77,664,901	$ 85,748,326	$ 94,673,081
B	551	$ 23,622,168	$ 26,080,783	$ 28,795,292	$ 31,792,329	$ 35,101,300	$ 38,754,671
B	552	$ 28,190,608	$ 31,124,709	$ 34,364,193	$ 37,940,846	$ 41,889,760	$ 46,249,680
A	553	$ 106,041,843	$ 118,231,105	$ 131,821,493	$ 146,974,065	$ 163,868,389	$ 182,704,676
B	554	$ -	$ -	$ -	$ -	$ -	$ -
B	555	$ -	$ -	$ -	$ -	$ -	$ -
B	556	$ -	$ -	$ -	$ -	$ -	$ -
B	557	$ -	$ -	$ -	$ -	$ -	$ -
B	558	$ -	$ -	$ -	$ -	$ -	$ -
B	559	$ 239,571	$ 264,506	$ 292,036	$ 322,432	$ 355,990	$ 393,042
A	560	$ -	$ -	$ -	$ -	$ -	$ -
A	561	$ -	$ -	$ -	$ -	$ -	$ -
A	562	$ 14,633,149	$ 16,315,195	$ 18,190,588	$ 20,281,554	$ 22,612,871	$ 25,212,167
A	563	$ 19,987,916	$ 22,285,480	$ 24,847,144	$ 27,703,265	$ 30,887,691	$ 34,438,158
A	564	$ 65,224	$ 72,721	$ 81,080	$ 90,400	$ 100,791	$ 112,377
B	565	$ -	$ -	$ -	$ -	$ -	$ -
B	566	$ -	$ -	$ -	$ -	$ -	$ -
B	567	$ -	$ -	$ -	$ -	$ -	$ -
A	568	$ -	$ -	$ -	$ -	$ -	$ -
A	569	$ 11,969,165	$ 13,344,993	$ 14,878,968	$ 16,589,271	$ 18,496,169	$ 20,622,260
A	570	$ -	$ -	$ -	$ -	$ -	$ -
A	571	$ -	$ -	$ -	$ -	$ -	$ -
A	572	$ 2,147,421	$ 2,394,262	$ 2,669,477	$ 2,976,327	$ 3,318,449	$ 3,699,897
A	573	$ -	$ -	$ -	$ -	$ -	$ -
A	574	$ 15,747,101	$ 17,557,193	$ 19,575,351	$ 21,825,492	$ 24,334,281	$ 27,131,450
B	575	$ -	$ -	$ -	$ -	$ -	$ -
B	576	$ 33,418,346	$ 36,896,554	$ 40,736,777	$ 44,976,694	$ 49,657,904	$ 54,826,339
B	606	$ -	$ -	$ -	$ -	$ -	$ -
B	607	$ -	$ -	$ -	$ -	$ -	$ -
B	608	$ -	$ -	$ -	$ -	$ -	$ -
B	609	$ -	$ -	$ -	$ -	$ -	$ -
B	613	$ -	$ -	$ -	$ -	$ -	$ -
A	614	$ -	$ -	$ -	$ -	$ -	$ -
A	615	$ -	$ -	$ -	$ -	$ -	$ -
A	616	$ 9,101,077	$ 10,147,224	$ 11,313,624	$ 12,614,098	$ 14,064,060	$ 15,680,690
A	617	$ 1,877,867	$ 2,093,723	$ 2,334,392	$ 2,602,725	$ 2,901,902	$ 3,235,469
A	618	$ 16,812,780	$ 18,745,369	$ 20,900,106	$ 23,302,524	$ 25,981,094	$ 28,967,560
B	619	$ -	$ -	$ -	$ -	$ -	$ -
B	620	$ -	$ -	$ -	$ -	$ -	$ -
Zone	A	$ 482,414,274	$ 537,866,664	$ 599,693,177	$ 668,626,502	$ 745,483,552	$ 831,175,139
Zone	B	$ 618,953,821	$ 683,375,032	$ 754,501,254	$ 833,030,351	$ 919,732,819	$ 1,015,459,349
TOTAL		**$ 1,101,368,095**	**$ 1,221,241,696**	**$ 1,354,194,431**	**$ 1,501,656,853**	**$ 1,665,216,370**	**$ 1,846,634,488**

Appendix C:

Project Costs

Corridor Cities Value Capture Study
Cost Summary: County and Local Property Owner's Share (67% of Non-Federal Amount)

Year	Capital Costs			O&M				Total Annual Costs
	To MG	To COMSAT	Total	To MG	To COMSAT	(Fare Box)	Total	
2005	$ 46,010,951	$ -	$ 46,010,951	$ -	$ -		$ -	$ 46,010,951
2006	$ 46,010,951	$ -	$ 46,010,951	$ -	$ -		$ -	$ 46,010,951
2007	$ -	$ 61,724,247	$ 61,724,247	$ 12,659,702	$ -	$ 5,597,611	$ 7,062,091	$ 68,786,338
2008	$ -	$ -	$ -	$ 12,976,194	$ 4,407,152	$ 5,737,551	$ 11,645,795	$ 11,645,795
2009	$ -	$ -	$ -	$ 13,300,599	$ 4,517,331	$ 5,880,990	$ 11,936,940	$ 11,936,940
2010	$ -	$ -	$ -	$ 13,633,114	$ 4,630,264	$ 6,028,015	$ 12,235,363	$ 12,235,363
2011	$ -	$ -	$ -	$ 13,973,942	$ 4,746,020	$ 6,178,715	$ 12,541,247	$ 12,541,247
2012	$ -	$ -	$ -	$ 14,323,291	$ 4,864,671	$ 6,333,183	$ 12,854,778	$ 12,854,778
2013	$ -	$ -	$ -	$ 14,681,373	$ 4,986,288	$ 6,491,513	$ 13,176,148	$ 13,176,148
2014	$ -	$ -	$ -	$ 15,048,407	$ 5,110,945	$ 6,653,800	$ 13,505,552	$ 13,505,552
2015	$ -	$ -	$ -	$ 15,424,617	$ 5,238,719	$ 6,820,145	$ 13,843,190	$ 13,843,190
2016	$ -	$ -	$ -	$ 15,810,233	$ 5,369,687	$ 6,990,649	$ 14,189,270	$ 14,189,270
2017	$ -	$ -	$ -	$ 16,205,489	$ 5,503,929	$ 7,165,415	$ 14,544,002	$ 14,544,002
2018	$ -	$ -	$ -	$ 16,610,626	$ 5,641,527	$ 7,344,551	$ 14,907,602	$ 14,907,602
2019	$ -	$ -	$ -	$ 17,025,891	$ 5,782,565	$ 7,528,165	$ 15,280,292	$ 15,280,292
2020	$ -	$ -	$ -	$ 17,451,539	$ 5,927,129	$ 7,716,369	$ 15,662,299	$ 15,662,299
2021	$ -	$ -	$ -	$ 17,887,827	$ 6,075,307	$ 7,909,278	$ 16,053,857	$ 16,053,857
2022	$ -	$ -	$ -	$ 18,335,023	$ 6,227,190	$ 8,107,010	$ 16,455,203	$ 16,455,203
2023	$ -	$ -	$ -	$ 18,793,398	$ 6,382,870	$ 8,309,685	$ 16,866,583	$ 16,866,583
2024	$ -	$ -	$ -	$ 19,263,233	$ 6,542,442	$ 8,517,427	$ 17,288,248	$ 17,288,248
2025	$ -	$ -	$ -	$ 19,744,814	$ 6,706,003	$ 8,730,363	$ 17,720,454	$ 17,720,454
2026	$ -	$ -	$ -	$ 20,238,435	$ 6,873,653	$ 8,948,622	$ 18,163,465	$ 18,163,465
2027	$ -	$ -	$ -	$ 20,744,395	$ 7,045,494	$ 9,172,337	$ 18,617,552	$ 18,617,552
2028	$ -	$ -	$ -	$ 21,263,005	$ 7,221,631	$ 9,401,646	$ 19,082,991	$ 19,082,991
2029	$ -	$ -	$ -	$ 21,794,581	$ 7,402,172	$ 9,636,687	$ 19,560,066	$ 19,560,066
2030	$ -	$ -	$ -	$ 22,339,445	$ 7,587,226	$ 9,877,604	$ 20,049,067	$ 20,049,067
	$ 92,021,903	$ 61,724,247	$ 153,746,150	$ 409,529,174	$ 134,790,213	$ 181,077,331	$ 363,242,056	$ 516,988,206

Appendix D:

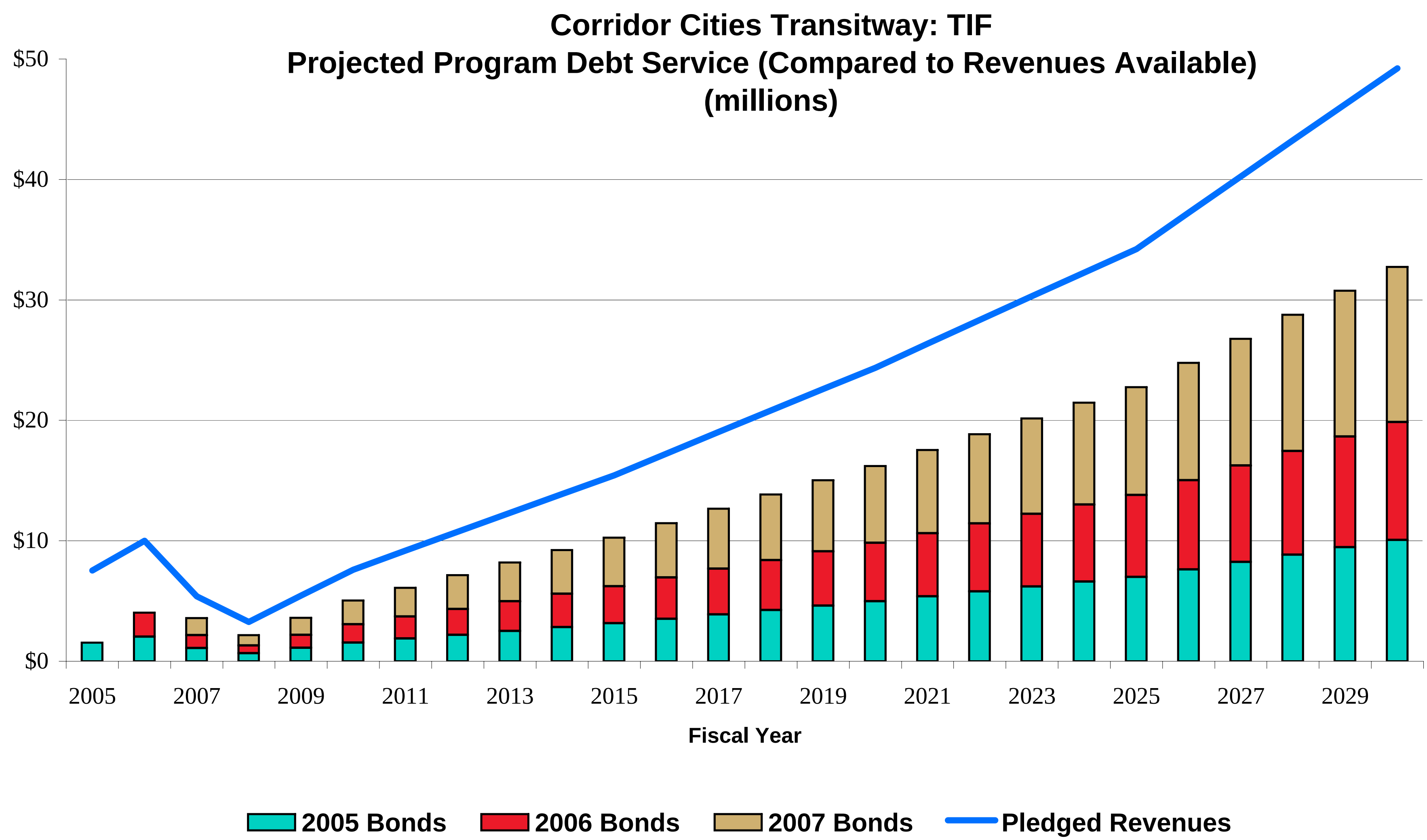
Tax Increment Finance Cash Flow and Finance Summary

Corridor Cities Value Capture Study
Cash Flow Summary

Revenue Summary	
TIF	YES
Special Tax	NO
Transfer Fee	NO
Impact Fee	NO

50% New Starts **Yes**

Year	Total Value Capture Revenue	Local Share of Annual O&M Costs 67%	Value Capture Revenue Net of O&M to Pay Debt Service	Capital Costs
2005	$ 7,531,597	$ -	$ 7,531,597	$ 46,010,951
2006	$ 9,993,899	$ -	$ 9,993,899	$ 46,010,951
2007	$ 12,456,201	$ 7,062,091	$ 5,394,110	$ 61,724,247
2008	$ 14,918,503	$ 11,645,795	$ 3,272,708	$ -
2009	$ 17,380,805	$ 11,936,940	$ 5,443,865	$ -
2010	$ 19,843,107	$ 12,235,363	$ 7,607,744	$ -
2011	$ 21,731,067	$ 12,541,247	$ 9,189,819	$ -
2012	$ 23,619,026	$ 12,854,778	$ 10,764,248	$ -
2013	$ 25,506,986	$ 13,176,148	$ 12,330,838	$ -
2014	$ 27,394,946	$ 13,505,552	$ 13,889,394	$ -
2015	$ 29,282,906	$ 13,843,190	$ 15,439,716	$ -
2016	$ 31,432,277	$ 14,189,270	$ 17,243,007	$ -
2017	$ 33,581,648	$ 14,544,002	$ 19,037,646	$ -
2018	$ 35,731,019	$ 14,907,602	$ 20,823,417	$ -
2019	$ 37,880,390	$ 15,280,292	$ 22,600,098	$ -
2020	$ 40,029,761	$ 15,662,299	$ 24,367,462	$ -
2021	$ 42,411,902	$ 16,053,857	$ 26,358,045	$ -
2022	$ 44,794,043	$ 16,455,203	$ 28,338,840	$ -
2023	$ 47,176,184	$ 16,866,583	$ 30,309,601	$ -
2024	$ 49,558,325	$ 17,288,248	$ 32,270,077	$ -
2025	$ 51,940,466	$ 17,720,454	$ 34,220,012	$ -
2026	$ 55,407,173	$ 18,163,465	$ 37,243,708	$ -
2027	$ 58,873,881	$ 18,617,552	$ 40,256,328	$ -
2028	$ 62,340,588	$ 19,082,991	$ 43,257,597	$ -
2029	$ 65,807,295	$ 19,560,066	$ 46,247,229	$ -
2030	$ 69,274,002	$ 20,049,067	$ 49,224,935	$ -
Total	**$ 935,897,998**	**$ 363,242,056**	**$ 572,655,942**	**$ 153,746,150**



Corridor Cities Transitway: TIF
Projected Program Debt Service (Compared to Revenues Available)
(millions)
$50
$40
$30
$20
$10
$0
2005
2007
2009
2011
2013
2015
2017
2019
2021
2023
2025
2027
2029
Fiscal Year
2005 Bonds
2006 Bonds
2007 Bonds
Pledged Revenues

Corridor Cities Value Capture
Tax Increment Finance Approach

Senior Debt Rating is in "A" Category
Minimum Bond Coverage Target (1.50x)
25 Year Debt

Summary of Revenues Available for Debt Service and Coverage

		Revenues Available for Debt Service			Debt Service Coverage				Cumulative
Fiscal Year	**Revenue Growth Rate**	**Pledged Revenues**	**Other**	**Total Revenues**	**Bonds Debt Service**	**Senior Debt Only Coverage**	**Total Debt Service**	**Coverage**	**Remaining Revenues**
2005	0.00%	7,531,597	0	7,531,597	1,540,000	4.89 x	1,540,000	4.89 x	5,991,597
2006	32.69%	9,993,899	0	9,993,899	4,030,000	2.48 x	4,030,000	2.48 x	5,963,899
2007	-46.03%	5,394,110	0	5,394,110	3,580,000	1.51 x	3,580,000	1.51 x	1,814,110
2008	-39.33%	3,272,708	0	3,272,708	2,175,000	1.50 x	2,175,000	1.50 x	1,097,708
2009	66.34%	5,443,865	0	5,443,865	3,610,000	1.51 x	3,610,000	1.51 x	1,833,865
2010	39.75%	7,607,744	0	7,607,744	5,055,000	1.50 x	5,055,000	1.50 x	2,552,744
2011	20.80%	9,189,819	0	9,189,819	6,105,000	1.51 x	6,105,000	1.51 x	3,084,819
2012	17.13%	10,764,248	0	10,764,248	7,155,000	1.50 x	7,155,000	1.50 x	3,609,248
2013	14.55%	12,330,838	0	12,330,838	8,195,000	1.50 x	8,195,000	1.50 x	4,135,838
2014	12.64%	13,889,394	0	13,889,394	9,230,000	1.50 x	9,230,000	1.50 x	4,659,394
2015	11.16%	15,439,716	0	15,439,716	10,265,000	1.50 x	10,265,000	1.50 x	5,174,716
2016	11.68%	17,243,007	0	17,243,007	11,470,000	1.50 x	11,470,000	1.50 x	5,773,007
2017	10.41%	19,037,646	0	19,037,646	12,660,000	1.50 x	12,660,000	1.50 x	6,377,646
2018	9.38%	20,823,417	0	20,823,417	13,845,000	1.50 x	13,845,000	1.50 x	6,978,417
2019	8.53%	22,600,098	0	22,600,098	15,030,000	1.50 x	15,030,000	1.50 x	7,570,098
2020	7.82%	24,367,462	0	24,367,462	16,205,000	1.50 x	16,205,000	1.50 x	8,162,462
2021	8.17%	26,358,045	0	26,358,045	17,530,000	1.50 x	17,530,000	1.50 x	8,828,045
2022	7.51%	28,338,840	0	28,338,840	18,845,000	1.50 x	18,845,000	1.50 x	9,493,840
2023	6.95%	30,309,601	0	30,309,601	20,155,000	1.50 x	20,155,000	1.50 x	10,154,601
2024	6.47%	32,270,077	0	32,270,077	21,460,000	1.50 x	21,460,000	1.50 x	10,810,077
2025	6.04%	34,220,012	0	34,220,012	22,760,000	1.50 x	22,760,000	1.50 x	11,460,012
2026	8.84%	37,243,708	0	37,243,708	24,770,000	1.50 x	24,770,000	1.50 x	12,473,708
2027	8.09%	40,256,328	0	40,256,328	26,775,000	1.50 x	26,775,000	1.50 x	13,481,328
2028	7.46%	43,257,597	0	43,257,597	28,775,000	1.50 x	28,775,000	1.50 x	14,482,597
2029	6.91%	46,247,229	0	46,247,229	30,755,000	1.50 x	30,755,000	1.50 x	15,492,229
2030	6.44%	49,224,935	0	49,224,935	32,740,000	1.50 x	32,740,000	1.50 x	16,484,935
Total		572,655,942	0	572,655,942	374,715,000		374,715,000		197,940,942

Appendix E:

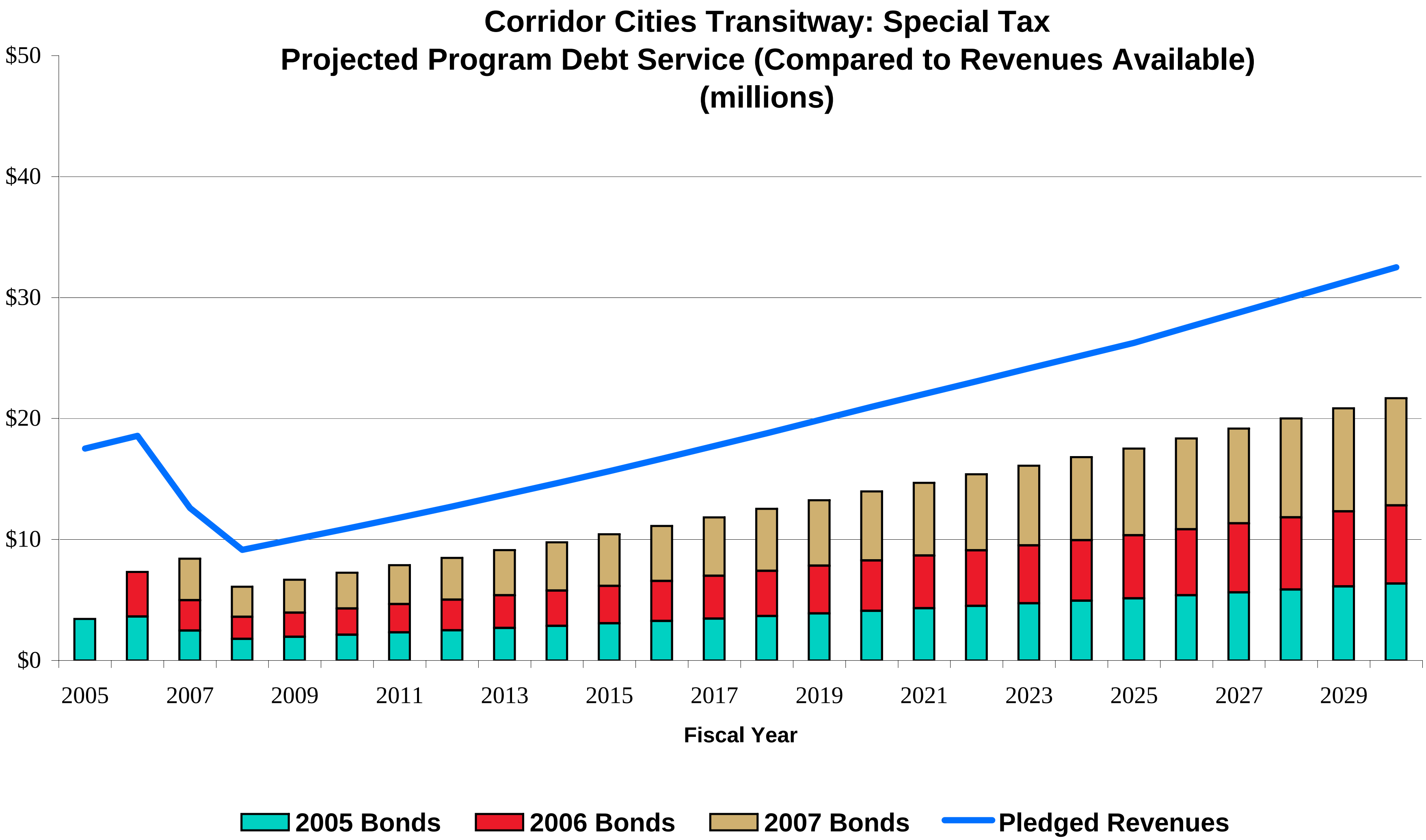
Special Tax Assessment Cash Flow and Finance Summary

Corridor Cities Value Capture Study
Cash Flow Summary

Revenue Summary	
TIF	NO
Special Tax	YES
Transfer Fee	NO
Impact Fee	NO

50% New Starts **Yes**

Year	Total Value Capture Revenue	Local Share of Annual O&M Costs 67%	Value Capture Revenue Net of O&M to Pay Debt Service	Capital Costs
2005	$ 17,517,551	$ -	$ 17,517,551	$ 46,010,951
2006	$ 18,578,735	$ -	$ 18,578,735	$ 46,010,951
2007	$ 19,671,615	$ 7,062,091	$ 12,609,525	$ 61,724,247
2008	$ 20,796,191	$ 11,645,795	$ 9,150,396	$ -
2009	$ 21,952,462	$ 11,936,940	$ 10,015,522	$ -
2010	$ 23,140,428	$ 12,235,363	$ 10,905,065	$ -
2011	$ 24,353,096	$ 12,541,247	$ 11,811,849	$ -
2012	$ 25,594,911	$ 12,854,778	$ 12,740,133	$ -
2013	$ 26,865,873	$ 13,176,148	$ 13,689,725	$ -
2014	$ 28,165,982	$ 13,505,552	$ 14,660,430	$ -
2015	$ 29,495,238	$ 13,843,190	$ 15,652,047	$ -
2016	$ 30,872,003	$ 14,189,270	$ 16,682,733	$ -
2017	$ 32,273,798	$ 14,544,002	$ 17,729,796	$ -
2018	$ 33,700,623	$ 14,907,602	$ 18,793,021	$ -
2019	$ 35,152,477	$ 15,280,292	$ 19,872,185	$ -
2020	$ 36,629,362	$ 15,662,299	$ 20,967,062	$ -
2021	$ 38,079,190	$ 16,053,857	$ 22,025,333	$ -
2022	$ 39,539,691	$ 16,455,203	$ 23,084,488	$ -
2023	$ 41,010,863	$ 16,866,583	$ 24,144,280	$ -
2024	$ 42,492,707	$ 17,288,248	$ 25,204,459	$ -
2025	$ 43,985,223	$ 17,720,454	$ 26,264,769	$ -
2026	$ 45,681,485	$ 18,163,465	$ 27,518,020	$ -
2027	$ 47,387,243	$ 18,617,552	$ 28,769,691	$ -
2028	$ 49,102,495	$ 19,082,991	$ 30,019,505	$ -
2029	$ 50,827,244	$ 19,560,066	$ 31,267,178	$ -
2030	$ 52,561,487	$ 20,049,067	$ 32,512,420	$ -
Total	**$ 875,427,976**	**$ 363,242,056**	**$ 512,185,920**	**$ 153,746,150**


Corridor Cities Transitway: Special Tax
Projected Program Debt Service (Compared to Revenues Available)
(millions)
$50
$40
$30
$20
$10
$0
2005
2007
2009
2011
2013
2015
2017
2019
2021
2023
2025
2027
2029
Fiscal Year
2005 Bonds
2006 Bonds
2007 Bonds
Pledged Revenues

Corridor Cities Value Capture
Special Tax Assessment

Senior Debt Rating is in "A" Category
Minimum Bond Coverage Target (1.50x)
25 Year Debt

Summary of Revenues Available for Debt Service and Coverage

		Revenues Available for Debt Service			Debt Service Coverage				Cumulative
Fiscal Year	Revenue Growth Rate	Pledged Revenues	Other	Total Revenues	Bonds Debt Service	Senior Debt Only Coverage	Total Debt Service	Coverage	Remaining Revenues
2005	0.00%	17,517,551	0	17,517,551	3,425,000	5.11 x	3,425,000	5.11 x	14,092,551
2006	6.06%	18,578,735	0	18,578,735	7,320,000	2.54 x	7,320,000	2.54 x	11,258,735
2007	-32.13%	12,609,525	0	12,609,525	8,405,000	1.50 x	8,405,000	1.50 x	4,204,525
2008	-27.43%	9,150,396	0	9,150,396	6,095,000	1.50 x	6,095,000	1.50 x	3,055,396
2009	9.45%	10,015,522	0	10,015,522	6,670,000	1.50 x	6,670,000	1.50 x	3,345,522
2010	8.88%	10,905,065	0	10,905,065	7,265,000	1.50 x	7,265,000	1.50 x	3,640,065
2011	8.32%	11,811,849	0	11,811,849	7,870,000	1.50 x	7,870,000	1.50 x	3,941,849
2012	7.86%	12,740,133	0	12,740,133	8,490,000	1.50 x	8,490,000	1.50 x	4,250,133
2013	7.45%	13,689,725	0	13,689,725	9,125,000	1.50 x	9,125,000	1.50 x	4,564,725
2014	7.09%	14,660,430	0	14,660,430	9,770,000	1.50 x	9,770,000	1.50 x	4,890,430
2015	6.76%	15,652,047	0	15,652,047	10,435,000	1.50 x	10,435,000	1.50 x	5,217,047
2016	6.58%	16,682,733	0	16,682,733	11,120,000	1.50 x	11,120,000	1.50 x	5,562,733
2017	6.28%	17,729,796	0	17,729,796	11,820,000	1.50 x	11,820,000	1.50 x	5,909,796
2018	6.00%	18,793,021	0	18,793,021	12,530,000	1.50 x	12,530,000	1.50 x	6,263,021
2019	5.74%	19,872,185	0	19,872,185	13,250,000	1.50 x	13,250,000	1.50 x	6,622,185
2020	5.51%	20,967,062	0	20,967,062	13,975,000	1.50 x	13,975,000	1.50 x	6,992,062
2021	5.05%	22,025,333	0	22,025,333	14,680,000	1.50 x	14,680,000	1.50 x	7,345,333
2022	4.81%	23,084,488	0	23,084,488	15,395,000	1.50 x	15,395,000	1.50 x	7,689,488
2023	4.59%	24,144,280	0	24,144,280	16,095,000	1.50 x	16,095,000	1.50 x	8,049,280
2024	4.39%	25,204,459	0	25,204,459	16,805,000	1.50 x	16,805,000	1.50 x	8,399,459
2025	4.21%	26,264,769	0	26,264,769	17,510,000	1.50 x	17,510,000	1.50 x	8,754,769
2026	4.77%	27,518,020	0	27,518,020	18,345,000	1.50 x	18,345,000	1.50 x	9,173,020
2027	4.55%	28,769,691	0	28,769,691	19,180,000	1.50 x	19,180,000	1.50 x	9,589,691
2028	4.34%	30,019,505	0	30,019,505	20,015,000	1.50 x	20,015,000	1.50 x	10,004,505
2029	4.16%	31,267,178	0	31,267,178	20,850,000	1.50 x	20,850,000	1.50 x	10,417,178
2030	3.98%	32,512,420	0	32,512,420	21,680,000	1.50 x	21,680,000	1.50 x	10,832,420
Total		512,185,920	0	512,185,920	328,120,000		328,120,000		184,065,920

Appendix F:

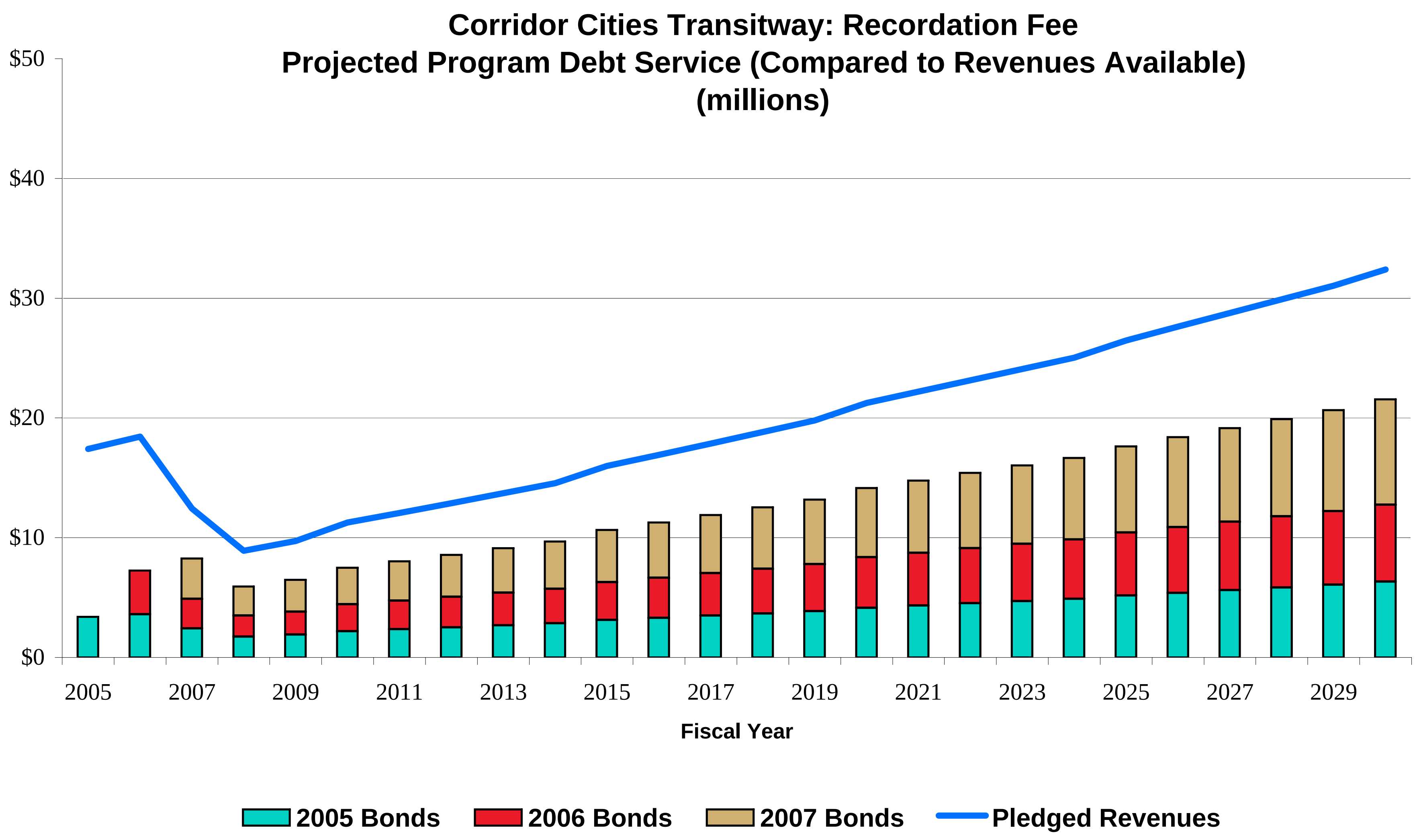
Recordation Fee Cash Flow and Finance Summary

Corridor Cities Value Capture Study
Cash Flow Summary

Revenue Summary	
TIF	**NO**
Special Tax	**NO**
Transfer Fee	**YES**
Impact Fee	**NO**

50% New Starts **Yes**

Year	**Total Value Capture Revenue**	**Local Share of Annual O&M Costs 67%**	**Value Capture Revenue Net of O&M to Pay Debt Service**	**Capital Costs**
2005	$ 17,419,335	$ -	$ 17,419,335	$ 46,010,951
2006	$ 18,438,560	$ -	$ 18,438,560	$ 46,010,951
2007	$ 19,487,127	$ 7,062,091	$ 12,425,036	$ 61,724,247
2008	$ 20,565,035	$ 11,645,795	$ 8,919,240	$ -
2009	$ 21,672,284	$ 11,936,940	$ 9,735,345	$ -
2010	$ 23,507,449	$ 12,235,363	$ 11,272,086	$ -
2011	$ 24,611,306	$ 12,541,247	$ 12,070,058	$ -
2012	$ 25,739,182	$ 12,854,778	$ 12,884,404	$ -
2013	$ 26,891,078	$ 13,176,148	$ 13,714,930	$ -
2014	$ 28,066,994	$ 13,505,552	$ 14,561,442	$ -
2015	$ 29,836,832	$ 13,843,190	$ 15,993,641	$ -
2016	$ 31,115,637	$ 14,189,270	$ 16,926,367	$ -
2017	$ 32,416,083	$ 14,544,002	$ 17,872,081	$ -
2018	$ 33,738,169	$ 14,907,602	$ 18,830,567	$ -
2019	$ 35,081,896	$ 15,280,292	$ 19,801,604	$ -
2020	$ 36,915,495	$ 15,662,299	$ 21,253,196	$ -
2021	$ 38,254,771	$ 16,053,857	$ 22,200,914	$ -
2022	$ 39,602,277	$ 16,455,203	$ 23,147,073	$ -
2023	$ 40,958,012	$ 16,866,583	$ 24,091,428	$ -
2024	$ 42,321,976	$ 17,288,248	$ 25,033,728	$ -
2025	$ 44,200,591	$ 17,720,454	$ 26,480,137	$ -
2026	$ 45,789,113	$ 18,163,465	$ 27,625,647	$ -
2027	$ 47,385,433	$ 18,617,552	$ 28,767,881	$ -
2028	$ 48,989,554	$ 19,082,991	$ 29,906,563	$ -
2029	$ 50,601,475	$ 19,560,066	$ 31,041,409	$ -
2030	$ 52,437,907	$ 20,049,067	$ 32,388,840	$ -
Total	**$ 876,043,570**	**$ 363,242,056**	**$ 512,801,514**	**$ 153,746,150**


Corridor Cities Transitway: Recordation Fee
Projected Program Debt Service (Compared to Revenues Available)
(millions)
$50
$40
$30
$20
$10
$0
2005
2007
2009
2011
2013
2015
2017
2019
2021
2023
2025
2027
2029
Fiscal Year
2005 Bonds
2006 Bonds
2007 Bonds
Pledged Revenues

Corridor Cities Value Capture
Recordation Fee

Senior Debt Rating is in "A" Category
Minimum Bond Coverage Target (1.50x)
25 Year Debt

Summary of Revenues Available for Debt Service and Coverage

		Revenues Available for Debt Service			Debt Service Coverage				Cumulative
Fiscal Year	Revenue Growth Rate	Pledged Revenues	Other	Total Revenues	Bonds Debt Service	Senior Debt Only Coverage	Total Debt Service	Coverage	Remaining Revenues
2005	0.00%	17,419,335	0	17,419,335	3,400,000	5.12 x	3,400,000	5.12 x	14,019,335
2006	5.85%	18,438,560	0	18,438,560	7,260,000	2.54 x	7,260,000	2.54 x	11,178,560
2007	-32.61%	12,425,036	0	12,425,036	8,265,000	1.50 x	8,265,000	1.50 x	4,160,036
2008	-28.22%	8,919,240	0	8,919,240	5,930,000	1.50 x	5,930,000	1.50 x	2,989,240
2009	9.15%	9,735,345	0	9,735,345	6,475,000	1.50 x	6,475,000	1.50 x	3,260,345
2010	15.79%	11,272,086	0	11,272,086	7,495,000	1.50 x	7,495,000	1.50 x	3,777,086
2011	7.08%	12,070,058	0	12,070,058	8,030,000	1.50 x	8,030,000	1.50 x	4,040,058
2012	6.75%	12,884,404	0	12,884,404	8,570,000	1.50 x	8,570,000	1.50 x	4,314,404
2013	6.45%	13,714,930	0	13,714,930	9,125,000	1.50 x	9,125,000	1.50 x	4,589,930
2014	6.17%	14,561,442	0	14,561,442	9,690,000	1.50 x	9,690,000	1.50 x	4,871,442
2015	9.84%	15,993,641	0	15,993,641	10,645,000	1.50 x	10,645,000	1.50 x	5,348,641
2016	5.83%	16,926,367	0	16,926,367	11,265,000	1.50 x	11,265,000	1.50 x	5,661,367
2017	5.59%	17,872,081	0	17,872,081	11,890,000	1.50 x	11,890,000	1.50 x	5,982,081
2018	5.36%	18,830,567	0	18,830,567	12,530,000	1.50 x	12,530,000	1.50 x	6,300,567
2019	5.16%	19,801,604	0	19,801,604	13,180,000	1.50 x	13,180,000	1.50 x	6,621,604
2020	7.33%	21,253,196	0	21,253,196	14,145,000	1.50 x	14,145,000	1.50 x	7,108,196
2021	4.46%	22,200,914	0	22,200,914	14,775,000	1.50 x	14,775,000	1.50 x	7,425,914
2022	4.26%	23,147,073	0	23,147,073	15,405,000	1.50 x	15,405,000	1.50 x	7,742,073
2023	4.08%	24,091,428	0	24,091,428	16,030,000	1.50 x	16,030,000	1.50 x	8,061,428
2024	3.91%	25,033,728	0	25,033,728	16,665,000	1.50 x	16,665,000	1.50 x	8,368,728
2025	5.78%	26,480,137	0	26,480,137	17,625,000	1.50 x	17,625,000	1.50 x	8,855,137
2026	4.33%	27,625,647	0	27,625,647	18,390,000	1.50 x	18,390,000	1.50 x	9,235,647
2027	4.13%	28,767,881	0	28,767,881	19,150,000	1.50 x	19,150,000	1.50 x	9,617,881
2028	3.96%	29,906,563	0	29,906,563	19,910,000	1.50 x	19,910,000	1.50 x	9,996,563
2029	3.79%	31,041,409	0	31,041,409	20,660,000	1.50 x	20,660,000	1.50 x	10,381,409
2030	4.34%	32,388,840	0	32,388,840	21,565,000	1.50 x	21,565,000	1.50 x	10,823,840
Total		512,801,514	0	512,801,514	328,070,000		328,070,000		184,731,514

Appendix G:

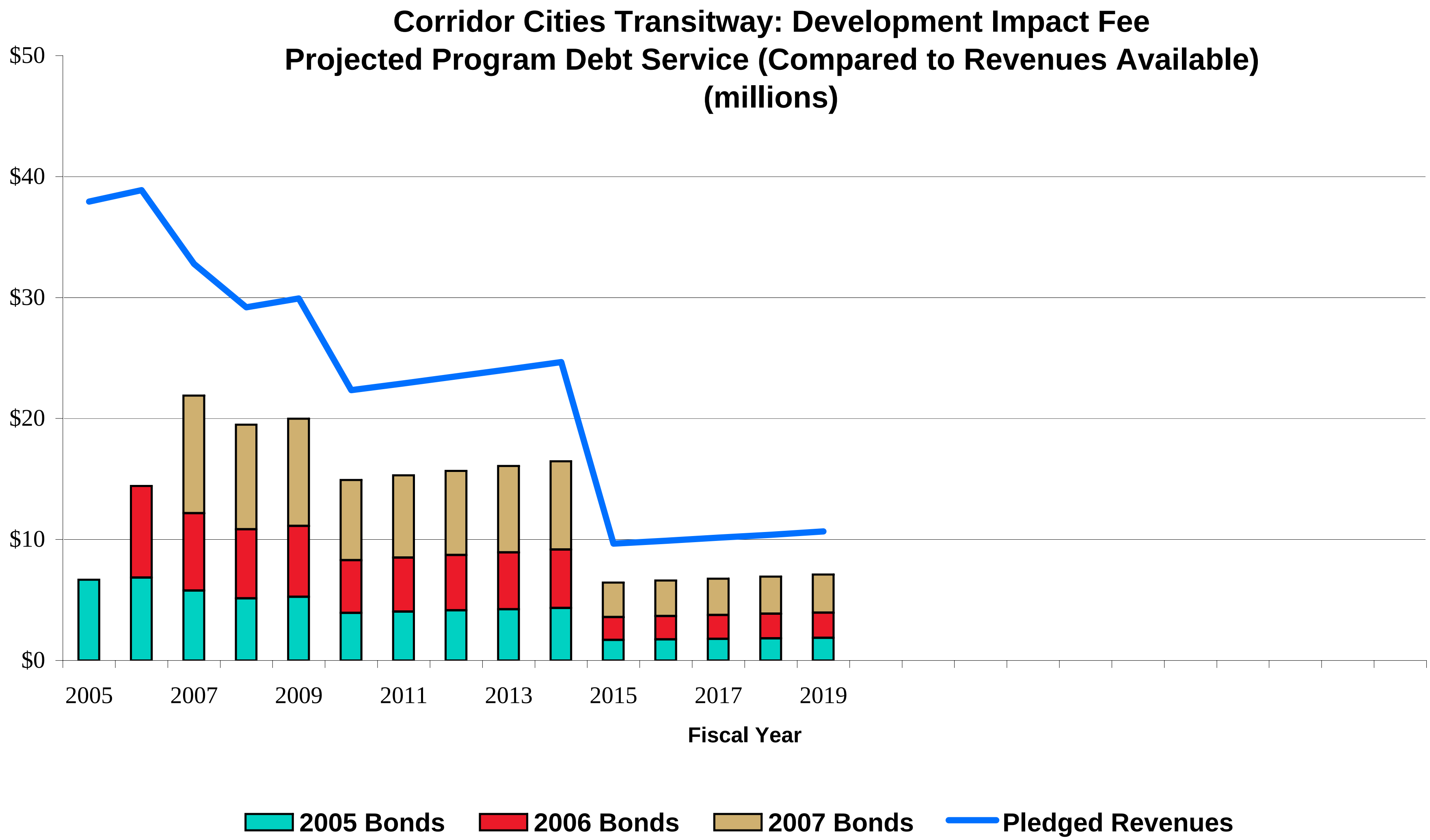
Development Impact Fee Cash Flow and Finance Summary

Corridor Cities Value Capture Study
Cash Flow Summary

Revenue Summary	
TIF	NO
Special Tax	NO
Transfer Fee	NO
Impact Fee	YES

50% New Starts **Yes**

Year	Total Value Capture Revenue	Local Share of Annual O&M Costs 67%	Value Capture Revenue Net of O&M to Pay Debt Service	Capital Costs
2005	$ 37,928,504	$ -	$ 37,928,504	$ 46,010,951
2006	$ 38,876,716	$ -	$ 38,876,716	$ 46,010,951
2007	$ 39,848,634	$ 7,062,091	$ 32,786,543	$ 61,724,247
2008	$ 40,844,850	$ 11,645,795	$ 29,199,055	$ -
2009	$ 41,865,971	$ 11,936,940	$ 29,929,031	$ -
2010	$ 34,588,299	$ 12,235,363	$ 22,352,936	$ -
2011	$ 35,453,007	$ 12,541,247	$ 22,911,760	$ -
2012	$ 36,339,332	$ 12,854,778	$ 23,484,554	$ -
2013	$ 37,247,815	$ 13,176,148	$ 24,071,667	$ -
2014	$ 38,179,011	$ 13,505,552	$ 24,673,459	$ -
2015	$ 23,500,898	$ 13,843,190	$ 9,657,708	$ -
2016	$ 24,088,421	$ 14,189,270	$ 9,899,151	$ -
2017	$ 24,690,631	$ 14,544,002	$ 10,146,629	$ -
2018	$ 25,307,897	$ 14,907,602	$ 10,400,295	$ -
2019	$ 25,940,595	$ 15,280,292	$ 10,660,303	$ -
2020	$ 10,429,071	$ 15,662,299	$ (5,233,228)	$ -
2021	$ 10,689,798	$ 16,053,857	$ (5,364,059)	$ -
2022	$ 10,957,043	$ 16,455,203	$ (5,498,160)	$ -
2023	$ 11,230,969	$ 16,866,583	$ (5,635,614)	$ -
2024	$ 11,511,743	$ 17,288,248	$ (5,776,505)	$ -
2025	$ 8,702,891	$ 17,720,454	$ (9,017,563)	$ -
2026	$ 8,920,463	$ 18,163,465	$ (9,243,002)	$ -
2027	$ 9,143,475	$ 18,617,552	$ (9,474,077)	$ -
2028	$ 9,372,062	$ 19,082,991	$ (9,710,929)	$ -
2029	$ 9,606,363	$ 19,560,066	$ (9,953,702)	$ -
2030	$ 9,846,522	$ 20,049,067	$ (10,202,545)	$ -
Total	**$ 615,110,982**	**$ 363,242,056**	**$ 251,868,926**	**$ 153,746,150**


Corridor Cities Transitway: Development Impact Fee
Projected Program Debt Service (Compared to Revenues Available)
(millions)
$50
$40
$30
$20
$10
$0
2005
2007
2009
2011
2013
2015
2017
2019
Fiscal Year
2005 Bonds
2006 Bonds
2007 Bonds
Pledged Revenues

Corridor Cities Value Capture
Development Impact Fee Approach

Senior Debt Rating is in "A" Category
Minimum Bond Coverage Target (1.50x)
25 Year Debt

Summary of Revenues Available for Debt Service and Coverage

		Revenues Available for Debt Service			Debt Service Coverage				Cumulative
Fiscal Year	**Revenue Growth Rate**	**Pledged Revenues**	**Other**	**Total Revenues**	**Bonds Debt Service**	**Senior Debt Only Coverage**	**Total Debt Service**	**Coverage**	**Remaining Revenues**
2005	0.00%	37,928,504	0	37,928,504	6,680,000	5.68 x	6,680,000	5.68 x	31,248,504
2006	2.50%	38,876,716	0	38,876,716	14,430,000	2.69 x	14,430,000	2.69 x	24,446,716
2007	-15.67%	32,786,543	0	32,786,543	21,895,000	1.50 x	21,895,000	1.50 x	10,891,543
2008	-10.94%	29,199,055	0	29,199,055	19,495,000	1.50 x	19,495,000	1.50 x	9,704,055
2009	2.50%	29,929,031	0	29,929,031	19,985,000	1.50 x	19,985,000	1.50 x	9,944,031
2010	-25.31%	22,352,936	0	22,352,936	14,925,000	1.50 x	14,925,000	1.50 x	7,427,936
2011	2.50%	22,911,760	0	22,911,760	15,300,000	1.50 x	15,300,000	1.50 x	7,611,760
2012	2.50%	23,484,554	0	23,484,554	15,680,000	1.50 x	15,680,000	1.50 x	7,804,554
2013	2.50%	24,071,667	0	24,071,667	16,075,000	1.50 x	16,075,000	1.50 x	7,996,667
2014	2.50%	24,673,459	0	24,673,459	16,475,000	1.50 x	16,475,000	1.50 x	8,198,459
2015	-60.86%	9,657,708	0	9,657,708	6,440,000	1.50 x	6,440,000	1.50 x	3,217,708
2016	2.50%	9,899,151	0	9,899,151	6,605,000	1.50 x	6,605,000	1.50 x	3,294,151
2017	2.50%	10,146,629	0	10,146,629	6,770,000	1.50 x	6,770,000	1.50 x	3,376,629
2018	2.50%	10,400,295	0	10,400,295	6,935,000	1.50 x	6,935,000	1.50 x	3,465,295
2019	2.50%	10,660,303	0	10,660,303	7,115,000	1.50 x	7,115,000	1.50 x	3,545,303
Total		336,978,312	0	336,978,312	194,805,000		194,805,000		142,173,312

Appendix H:

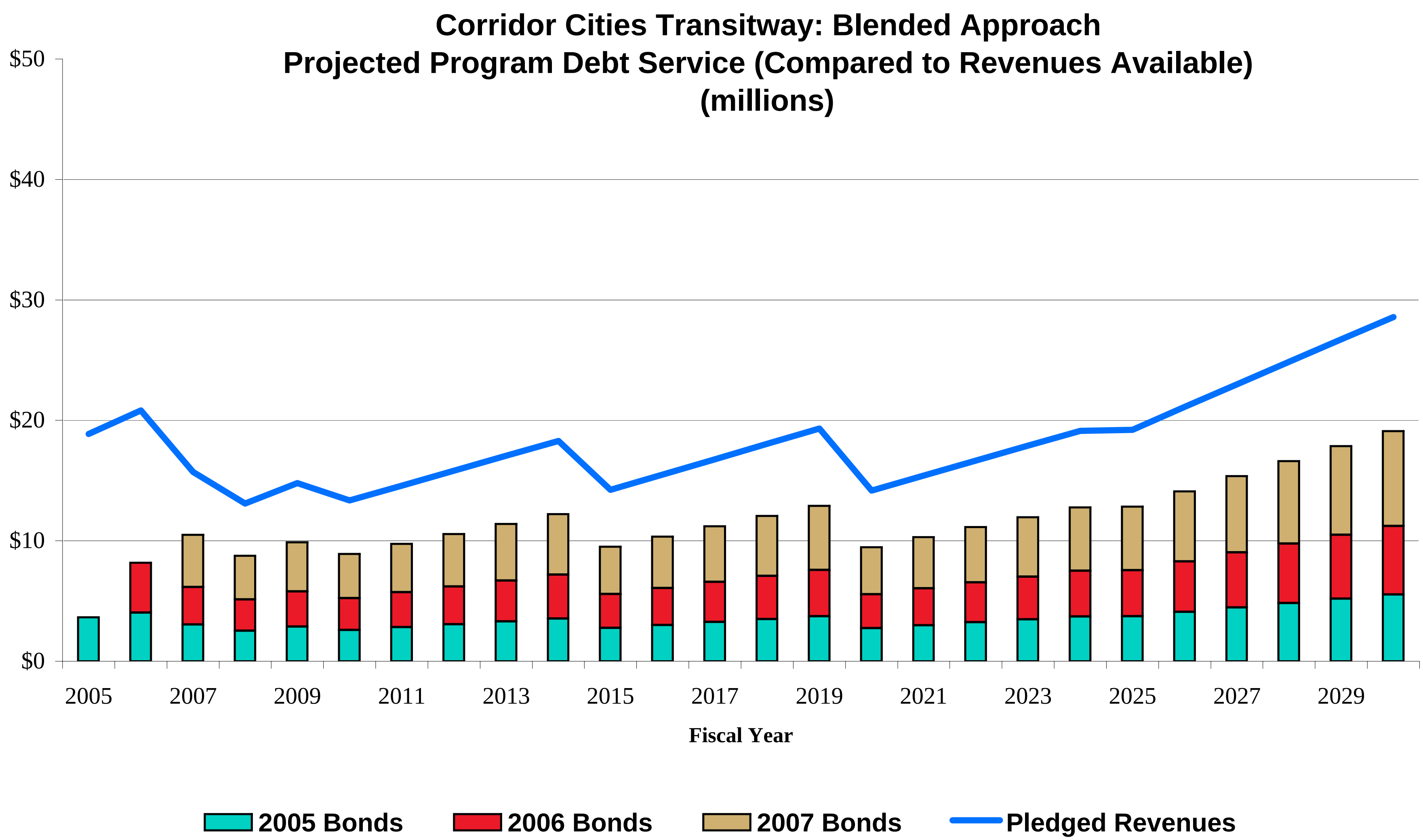
Blended Approach Cash Flow and Finance Summary

Corridor Cities Value Capture Study
Cash Flow Summary

Year	Total Value Capture Revenue	Local Share of Annual O&M Costs 67%	Value Capture Revenue Net of O&M to Pay Debt Service	Capital Costs
2005	$ 18,867,182	$ -	$ 18,867,182	$ 46,010,951
2006	$ 20,817,371	$ -	$ 20,817,371	$ 46,010,951
2007	$ 22,776,291	$ 7,062,091	$ 15,714,201	$ 61,724,247
2008	$ 24,744,162	$ 11,645,795	$ 13,098,367	$ -
2009	$ 26,721,205	$ 11,936,940	$ 14,784,266	$ -
2010	$ 25,580,753	$ 12,235,363	$ 13,345,390	$ -
2011	$ 27,125,241	$ 12,541,247	$ 14,583,994	$ -
2012	$ 28,677,654	$ 12,854,778	$ 15,822,875	$ -
2013	$ 30,238,189	$ 13,176,148	$ 17,062,041	$ -
2014	$ 31,807,050	$ 13,505,552	$ 18,301,498	$ -
2015	$ 28,066,155	$ 13,843,190	$ 14,222,964	$ -
2016	$ 29,689,303	$ 14,189,270	$ 15,500,033	$ -
2017	$ 31,318,093	$ 14,544,002	$ 16,774,091	$ -
2018	$ 32,952,666	$ 14,907,602	$ 18,045,064	$ -
2019	$ 34,593,167	$ 15,280,292	$ 19,312,875	$ -
2020	$ 29,826,229	$ 15,662,299	$ 14,163,929	$ -
2021	$ 31,470,036	$ 16,053,857	$ 15,416,180	$ -
2022	$ 33,116,219	$ 16,455,203	$ 16,661,016	$ -
2023	$ 34,764,836	$ 16,866,583	$ 17,898,253	$ -
2024	$ 36,415,948	$ 17,288,248	$ 19,127,700	$ -
2025	$ 36,945,239	$ 17,720,454	$ 19,224,784	$ -
2026	$ 39,278,580	$ 18,163,465	$ 21,115,114	$ -
2027	$ 41,613,905	$ 18,617,552	$ 22,996,353	$ -
2028	$ 43,951,264	$ 19,082,991	$ 24,868,273	$ -
2029	$ 46,290,708	$ 19,560,066	$ 26,730,642	$ -
2030	$ 48,632,289	$ 20,049,067	$ 28,583,221	$ -
Total	**$ 836,279,735**	**$ 363,242,056**	**$ 473,037,679**	**$ 153,746,150**

Revenue Summary	
TIF	**YES**
Special Tax	**NO**
Transfer Fee	**NO**
Impact Fee	**YES**

50% New Starts **Yes**


Corridor Cities Transitway: Blended Approach
Projected Program Debt Service (Compared to Revenues Available)
(millions)
$50
$40
$30
$20
$10
$0
2005
2007
2009
2011
2013
2015
2017
2019
2021
2023
2025
2027
2029
Fiscal Year
2005 Bonds
2006 Bonds
2007 Bonds
Pledged Revenues

Corridor Cities Value Capture
Blended Approach TIF / DIF

Senior Debt Rating is in "A" Category
Minimum Bond Coverage Target (1.50x)
25 Year Debt

Summary of Revenues Available for Debt Service and Coverage

		Revenues Available for Debt Service			Debt Service Coverage				Cumulative
Fiscal Year	Revenue Growth Rate	Pledged Revenues	Other	Total Revenues	Bonds Debt Service	Senior Debt Only Coverage	Total Debt Service	Coverage	Remaining Revenues
2005	0.00%	18,867,182	0	18,867,182	3,660,000	5.15 x	3,660,000	5.15 x	15,207,182
2006	10.34%	20,817,371	0	20,817,371	8,175,000	2.55 x	8,175,000	2.55 x	12,642,371
2007	-24.51%	15,714,201	0	15,714,201	10,500,000	1.50 x	10,500,000	1.50 x	5,214,201
2008	-16.65%	13,098,367	0	13,098,367	8,750,000	1.50 x	8,750,000	1.50 x	4,348,367
2009	12.87%	14,784,266	0	14,784,266	9,875,000	1.50 x	9,875,000	1.50 x	4,909,266
2010	-9.73%	13,345,390	0	13,345,390	8,915,000	1.50 x	8,915,000	1.50 x	4,430,390
2011	9.28%	14,583,994	0	14,583,994	9,740,000	1.50 x	9,740,000	1.50 x	4,843,994
2012	8.49%	15,822,875	0	15,822,875	10,570,000	1.50 x	10,570,000	1.50 x	5,252,875
2013	7.83%	17,062,041	0	17,062,041	11,400,000	1.50 x	11,400,000	1.50 x	5,662,041
2014	7.26%	18,301,498	0	18,301,498	12,225,000	1.50 x	12,225,000	1.50 x	6,076,498
2015	-22.29%	14,222,964	0	14,222,964	9,500,000	1.50 x	9,500,000	1.50 x	4,722,964
2016	8.98%	15,500,033	0	15,500,033	10,355,000	1.50 x	10,355,000	1.50 x	5,145,033
2017	8.22%	16,774,091	0	16,774,091	11,205,000	1.50 x	11,205,000	1.50 x	5,569,091
2018	7.58%	18,045,064	0	18,045,064	12,055,000	1.50 x	12,055,000	1.50 x	5,990,064
2019	7.03%	19,312,875	0	19,312,875	12,900,000	1.50 x	12,900,000	1.50 x	6,412,875
2020	-26.66%	14,163,929	0	14,163,929	9,465,000	1.50 x	9,465,000	1.50 x	4,698,929
2021	8.84%	15,416,180	0	15,416,180	10,295,000	1.50 x	10,295,000	1.50 x	5,121,180
2022	8.07%	16,661,016	0	16,661,016	11,135,000	1.50 x	11,135,000	1.50 x	5,526,016
2023	7.43%	17,898,253	0	17,898,253	11,960,000	1.50 x	11,960,000	1.50 x	5,938,253
2024	6.87%	19,127,700	0	19,127,700	12,780,000	1.50 x	12,780,000	1.50 x	6,347,700
2025	0.51%	19,224,784	0	19,224,784	12,845,000	1.50 x	12,845,000	1.50 x	6,379,784
2026	9.83%	21,115,114	0	21,115,114	14,105,000	1.50 x	14,105,000	1.50 x	7,010,114
2027	8.91%	22,996,353	0	22,996,353	15,370,000	1.50 x	15,370,000	1.50 x	7,626,353
2028	8.14%	24,868,273	0	24,868,273	16,615,000	1.50 x	16,615,000	1.50 x	8,253,273
2029	7.49%	26,730,642	0	26,730,642	17,865,000	1.50 x	17,865,000	1.50 x	8,865,642
2030	6.93%	28,583,221	0	28,583,221	19,100,000	1.50 x	19,100,000	1.50 x	9,483,221
Total		473,037,679	0	473,037,679	301,360,000		301,360,000		171,677,679

Appendix I:

Summary of Value Capture Base Case and Sensitivities

Corridor Cities Transitway Value Capture Study
Base Case and Sensitivities

General Residential and Non-Residential Development Assumptions			
Commercial SF/Employee (2000) /4	307	County property tax rate (per $100) /5	$0.751
Industrial SF/Employee (2000)	550	Annual household turnover rate	7%
Assessment value adjustment factor /5	88%	Annual non-residential turnover rate	7%
Non-residential vacancy rate	5%	Annual DIF fee escalation	2.50%
Residential vacancy rate	3%	Annual construction cost escalation	2.50%
Property tax exempt employment /5	10.40%	Annual O&M cost escalation	2.50%
Percent of property tax collected /5	99%	Annual fare box collection escalation	2.50%

	Case /1	TIF Percent	Special Assessment (per $100)	Recordation Fee (per $100)	Average DIF Fee Rate: Households (per Unit)	Average DIF Fee Rate: Non-Res (per SF)	Debt Service Coverage	Millions: Total Project Cost (YOE$)	Non-FTA Funded Portion (50%): %	Non-FTA Funded Portion (50%): $	% of Non-FTA Capital Cost Financed with VC	Non-FTA Capital Cost Funded with VC	% of Total Capital Cost Financed with VC	O&M Net of Fare Box Funded with VC /7
BASE CASE: Bus Rapid Transit (2/3 of Non-Federal Cost Financed with Value Capture)														
Tax Increment Finance	1	**28.30%**					1.50	$463	50%	$232	66.7%	$154	33.3%	$11.6
Special Assessment	2		**$ 0.065**				1.50	$463	50%	$232	66.7%	$154	33.3%	$11.6
Recordation Fee	3			**$ 0.98**			1.50	$463	50%	$232	66.7%	$154	33.3%	$11.6
Development Impact Fee	4				**$ 10,000**	**$ 7.80**	1.50	$463	50%	$232	66.7%	$154	33.3%	$11.6
TIF / DIF Blend /2	5	**23.00%**			**$ 2,321**	**$ 0.90**	1.50	$463	50%	$232	66.7%	$154	33.3%	$11.6
TIF / DIF Blend /3	6	**18.40%**			**$ 4,062**	**$ 2.25**	1.50	$463	50%	$232	66.7%	$154	33.3%	$11.6
SENSITIVITY A: Bus Rapid Transit (1/2 of Non-Federal Cost Financed with Value Capture)														
Tax Increment Finance	7	**21.20%**					1.50	$463	50%	$232	**50.0%**	$116	25.0%	$8.7
Special Assessment	8		**$ 0.049**				1.50	$463	50%	$232	**50.0%**	$116	25.0%	$8.7
Recordation Fee	9			**$ 0.73**			1.50	$463	50%	$232	**50.0%**	$116	25.0%	$8.7
Development Impact Fee	10				**$ 7,500**	**$ 5.90**	1.50	$463	50%	$232	**50.0%**	$116	25.0%	$8.7
TIF / DIF Blend /2	11	**16.00%**			**$ 2,321**	**$ 0.90**	1.50	$463	50%	$232	**50.0%**	$116	25.0%	$8.7
TIF / DIF Blend /3	12	**11.40%**			**$ 4,062**	**$ 2.25**	1.50	$463	50%	$232	**50.0%**	$116	25.0%	$8.7
SENSITIVITY B: Light Rail (100% of Non-Federal Cost Financed with Value Capture)														
Tax Increment Finance	13	**56.50%**					1.50	$741	50%	$371	**100.0%**	$371	50.0%	$17.3
Special Assessment	14		**$ 0.131**				1.50	$741	50%	$371	**100.0%**	$371	50.0%	$17.3
Recordation Fee	15			**$ 1.95**			1.50	$741	50%	$371	**100.0%**	$371	50.0%	$17.3
Development Impact Fee	16				**$ 21,000**	**$ 16.50**	1.50	$741	50%	$371	**100.0%**	$371	50.0%	$17.3
TIF / DIF Blend /2	17	**51.00%**			**$ 2,321**	**$ 0.90**	1.50	$741	50%	$371	**100.0%**	$371	50.0%	$17.3
TIF / DIF Blend /3	18	**47.00%**			**$ 4,062**	**$ 2.25**	1.50	$741	50%	$371	**100.0%**	$371	50.0%	$17.3
SENSITIVITY C: Base Case with 1.0 Times Coverage to Simulate Participation Level with No Revenue Shortfall														
Tax Increment Finance	19	**22.90%**					**1.00**	$463	50%	$232	66.7%	$154	33.3%	$11.6
Special Assessment /6	20		**$ 0.053**				**1.00**	$463	50%	$232	66.7%	$154	33.3%	$11.6
Recordation Fee /6	21			**$ 0.79**			**1.00**	$463	50%	$232	66.7%	$154	33.3%	$11.6
Development Impact Fee	22				**$ 8,000**	**$ 5.75**	**1.00**	$463	50%	$232	66.7%	$154	33.3%	$11.6
TIF / DIF Blend /2	23	**17.70%**			**$ 2,321**	**$ 0.90**	**1.00**	$463	50%	$232	66.7%	$154	33.3%	$11.6
TIF / DIF Blend /3	24	**13.10%**			**$ 4,062**	**$ 2.25**	**1.00**	$463	50%	$232	66.7%	$154	33.3%	$11.6
SENSITIVITY D: Shady Grove to Metropolitan Grove Segment Only														
Tax Increment Finance	25	**22.50%**					1.50	$276	50%	$138	66.7%	$92	33.3%	$7.8
Special Assessment	26		**$ 0.067**				1.50	$276	50%	$138	66.7%	$92	33.3%	$7.8
Recordation Fee	27			**$ 0.75**			1.50	$276	50%	$138	66.7%	$92	33.3%	$7.8
Development Impact Fee	28				**$ 9,000**	**$ 7.50**	1.50	$276	50%	$138	66.7%	$92	33.3%	$7.8
TIF / DIF Blend /2	29	**18.00%**			**$ 2,321**	**$ 0.90**	1.50	$276	50%	$138	66.7%	$92	33.3%	$7.8
TIF / DIF Blend /3	30	**14.00%**			**$ 4,062**	**$ 2.25**	1.50	$276	50%	$138	66.7%	$92	33.3%	$7.8
SENSITIVITY E: Potential Debt Capacity Given a 10% TIF Increment Allocation														
Tax Increment Finance /8	31	**10.00%**					1.50	$463	50%	$232	25.8%	**$60**	12.9%	$3.5
SENSITIVITY F: Required Participation Levels Assuming O&M Costs are Paid from Other Sources /9														
Tax Increment Finance	32	**16.00%**					1.50	$463	50%	$232	66.7%	$154	33.3%	**$0.0**
Special Assessment	33		**$ 0.037**				1.50	$463	50%	$232	66.7%	$154	33.3%	**$0.0**
Recordation Fee	34			**$ 0.56**			1.50	$463	50%	$232	66.7%	$154	33.3%	**$0.0**
Development Impact Fee	35				**$ 6,000**	**$ 4.80**	1.50	$463	50%	$232	66.7%	$154	33.3%	**$0.0**
TIF / DIF Blend /2	36	**10.80%**			**$ 2,321**	**$ 0.90**	1.50	$463	50%	$232	66.7%	$154	33.3%	**$0.0**
TIF / DIF Blend /3	37	**6.30%**			**$ 4,062**	**$ 2.25**	1.50	$463	50%	$232	66.7%	$154	33.3%	**$0.0**
SENSITIVITY G: Bus Rapid Transit (1/3 of Non-Federal Costs Funded with Value Capture)														
Tax Increment Finance	38	**14.10%**					1.50	$463	50%	$232	33.3%	$77	16.7%	$5.8
Special Assessment	39		**$ 0.033**				1.50	$463	50%	$232	33.3%	$77	16.7%	$5.8
Recordation Fee	40			**$ 0.49**			1.50	$463	50%	$232	33.3%	$77	16.7%	$5.8
Development Impact Fee	41				**$ 5,000**	**$ 4.00**	1.50	$463	50%	$232	33.3%	$77	16.7%	$5.8
TIF / DIF Blend /2	42	**8.90%**			**$ 2,321**	**$ 0.90**	1.50	$463	50%	$232	33.3%	$77	16.7%	$5.8
TIF / DIF Blend /3	43	**4.30%**			**$ 4,062**	**$ 2.25**	1.50	$463	50%	$232	33.3%	$77	16.7%	$5.8

/1 Each Case represents a different combination of revenues needed to fund the entire Local (County and Property Owner) share of the Non-FTA costs

/2 DIF fee rates for collections within the Study Area, dedicated to the Corridor Cities Transitway, are set to make the Study Area's combined rates (existing and proposed) equal the Clarksburg district's rates (the highest rates in the County).

/3 DIF fee rates for collections within the Study Area, dedicated to the Corridor Cities Transitway, are set to make the Study Area's combined rates (existing and proposed) 25% higher than the Clarksburg district's rates.

/4 Calculated using a weighted average of office, retail, and other employment proportions from the MWCOG forecast

/5 Annual Information Statement, Montgomery County, Maryland Department of Finance, January 22, 2004

/6 Excess revenues reserved for coverage in the first year of debt service roll over to subsequent years so that the tax rate could fall to this level

/7 Annual O&M and fare box estimates are preliminary

/8 If 10% of the increment of property taxes after 2005 are dedicated to repaying the CCT Project debt, approximately $60 million could be borrowed

/9 No O&M costs are subtracted from (or fare box revenue added to) the value capture revenues stream in this scenario

Appendix J:

Table of Comparable Projects Using Value Capture Mechanisms

Corridor Cities Transitway
Matrix of Comparable Value Capture Facilities

Location	Value Capture Mechanism	Type of Infrastructure	Amount Financed	Description
Port of Greater Cincinnati, Cincinnati, Ohio	Tax Increment Finance	Transportation improvements and intermodal center	Not Yet Financed $300 million (estimate) payable from TIF and parking revenue	Preliminary plan of finance includes a relatively small undeveloped area in the downtown/riverfront vicinity from which 100% of the TIF increment would be dedicated to project debt repayment
Route 100 Development District, Anne Arundel County, Maryland	Tax Increment Finance	Public infrastructure transportation and utility improvements associated with Arundel Mills Mall	$28 million, payable from TIF revenues	100% of county property taxes from the 394 acre district are dedicated to the repayment of this debt. The district is the site of the Arundel Mills Mall plus 220 acres of auxiliary land that at pre-issue was valued at approximately $39 million.
State Water Control Board Loudoun County, Virginia	Tax Increment Finance	Sewer system infrastructure improvements		In the Broad Run Farms TIF District, 100% of increases in value of property located in the district are directed toward repayment of the State Water Control Board loan financing
West Germantown District, Montgomery County, Maryland	Special Tax / Assessment	Road construction and community amenities	$11.6 million, 2002	Special tax calculated annually and levied on homes within the development district in an amount equal to that year's debt service, generally between $300 and $1000 per household
Route 28, Loudoun/Fairfax County, Virginia	Special Tax / Assessment	Highway construction and improvements	$138.5 million 1988	The special tax of $0.20 per $100 of the assessed value of all commercially or industrially zoned properties is collected within the district to repay project debt. The votes of owners of 51% of the land area were required to adopt the district and tax
WMATA: New York Avenue Station, Washington DC	Special Tax / Assessment	Transit: Heavy Rail	Land Owner share equal to $25 million in DC G.O. debt	The council of the District of Columbia enacted legislation creating a Metro Benefit Assessment fee such that property owners within 2000 feet of the New York Avenue Station would bare the burden of repaying the debt service on $25 million in DC G.O. debt.
WMATA / Va Dept of Rail & Public Transportation: Dulles Rail Project Fairfax County, Virginia	Special Tax / Assessment	Transit: Heavy Rail	Local portion of the project's cost will be approximately 25% of the $3.4 billion cost, or $850 million	One of two districts has be approved by Fairfax County to fund the local share of the 23 mile extension of Metro Rail to Dulles Airport. A second district is still under review. Rates are expected to be $0.05 to $0.06 per $100 of assessed value, increasing to $0.20 after 5 to 6 years.
State Water Control Board Loudoun County, Virginia	Special Tax / Assessment	Sewer system infrastructure improvements	Portion of Water Control Board debt represented by these special taxes estimated at $1.5 million	Three special tax districts exist in Loudoun County that dedicate their revenues to the repayment of State of Virginia Water Control Board debt. Special tax rates range from $0.14 to $0.30 per $100 of assessed value
Transportation Corridor Agencies, Orange County, California	Development Impact Fee	Toll highway construction and O&M	Over $4 billion payable with tolls and DIF fees	Development impact fees are collected in in a very large area of benefit covering 2/3 of Orange County. Rates range from $1,700 - $2,400 for multifamily dwelling units, $2,900 - $4,200 for single family dwelling units and $3.50 to $6.00 per square foot of non-residential space depending on proximity to the roads. Annual rate increase range between 2% and 3%.
Montgomery County, Maryland	Development Impact Fee	Transportation improvements	Fully phased in in 2004, no bond financings have been done	Montgomery County collects DIFs county-wide. Rates vary by location ranging on average from $2,200 to $7,000 per dwelling unit and $2.00 to $5.00 per square foot of non-residential space. The rate structure is meant to provide incentives for development around metro stations (where rates are the lowest)
Roadway Development Program, Pima County, Arizona	Development Impact Fee	Roadway construction	Fees used for pay-as-you-go projects	Pima County collects DIFs in 10 benefit districts within the County for new roadway construction. Rates vary between $2,000 and $3,500 for dwelling units and between $1.00 and $12.00 per square foot of non-residential space, depending on the type of development. Office and general retail space fees range from $1.25 to $2.25 per square foot.