

Value Capture Incremental Growth Techniques and Case Studies

☐ Audio:

- Via Computer – No action needed
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☐ Presentations by:

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☐ Audience Q&A – addressed after each presentation, please type your questions into the chat area on the left side of the screen

☐ Closed captioning is available at: <https://www.captionedtext.com/client/event.aspx?EventID=3996225&CustomerID=321>

☐ Upcoming webinars:

- Visit https://www.fhwa.dot.gov/ipd/value_capture/capacity_building/webinar_series/

☐ Recordings and Materials from Webinars:

- <https://www.fhwa.dot.gov/ipd/>





Upcoming Webinars

WEBINAR TOPIC & REGISTRATION LINK	DATE	TIME
<u><i>Understand Value Capture Tools and Federal Resources</i></u> https://collaboration.fhwa.dot.gov/dot/fhwa/WC/SitePages/Register.aspx?WCID=2027	June 20, 2019	1:00 pm–2:30 pm ET
<u><i>Value Capture: Developer Contributions Techniques and Case Studies</i></u> https://collaboration.fhwa.dot.gov/dot/fhwa/WC/SitePages/Register.aspx?WCID=2036	June 27, 2019	1:00 pm–2:30 pm ET
<u><i>Value Capture: Capital Improvement Plan</i></u> https://collaboration.fhwa.dot.gov/dot/fhwa/WC/SitePages/Register.aspx?WCID=2037	July 18, 2019	1:00 pm–2:30 pm ET
<u>Value Capture: Special Assessment Techniques and Case Studies</u> https://collaboration.fhwa.dot.gov/dot/fhwa/WC/SitePages/Register.aspx?WCID=2038	July 24, 2019	1:00 pm–2:30 pm ET
<u>Value Capture: Incremental Growth Techniques and Case Studies</u> https://collaboration.fhwa.dot.gov/dot/fhwa/WC/SitePages/Register.aspx?WCID=2039	Aug. 22, 2019	1:00 pm–2:30 pm ET
<u>Value Capture: Joint Development, Use ROW Agreement, and Case Studies</u> https://collaboration.fhwa.dot.gov/dot/fhwa/WC/SitePages/Register.aspx?WCID=2040	Sept. 19, 2019	1:00 pm–2:30 pm ET
<u>Value Capture: Capture Value from Existing Assets to Fund Previously Unfunded Infrastructure Projects and Case Studies</u> https://collaboration.fhwa.dot.gov/dot/fhwa/WC/SitePages/Register.aspx?WCID=2041	Oct. 24, 2019	1:00 pm–2:30 pm ET
<u>Value Capture: Advertising, Naming Rights, and Case Studies</u> https://collaboration.fhwa.dot.gov/dot/fhwa/WC/SitePages/Register.aspx?WCID=2042	Nov. 21, 2019	1:00 pm–2:30 pm ET

EDC-Value Capture Implementation Team



Value Capture: Incremental Growth Technique & Case Studies

CAI Home

Every Day Counts

STIC Network

AID Demonstration

Resources



“The EDC-5 innovations support FHWA’s goals of enhancing safety, improving infrastructure, deploying innovation and serving America efficiently and effectively. We look forward to building on the success of past EDC cycles to expand adoption of proven innovations that save lives, money and time.”

- Acting Federal Highway Administrator
Brandye Hendrickson



Learn more about Every Day Counts >>

<https://www.fhwa.dot.gov/innovation/everydaycounts/>
https://www.fhwa.dot.gov/ipd/value_capture/

VALUE CAPTURE TECHNIQUES SUMMARY



DEVELOPER CONTRIBUTIONS

One-time charges collected by local governments from developers to offset the cost of infrastructure and services necessitated by new development.



SPECIAL ASSESSMENTS

An additional fee or tax assessed on businesses or residents in specified geographic areas benefitting proximity to a highway or other transportation facility or corridor.



FEES

Similar to a utility fee, transportation fees are assessed based on how individual businesses and households use transportation facilities.



INCREMENTAL GROWTH

A mechanism allocating back to infrastructure from some specified portion of increased property tax revenues fostered by new infrastructure—often for a specified period of time.



JOINT DEVELOPMENT

Sale or lease of land or air rights on or adjacent to transportation facilities. This can include donations of land or other in-kind resources from the private sector in ongoing commercial operations.



CONCESSIONS

Sale or lease of government-owned assets—such as toll roads or bridges—to private-sector investors/operators.



ADVERTISING AND NAMING RIGHTS

Sale of advertising space or naming rights on a transportation facility. Note: Commercial uses within Interstate Highway System right of way, including rest areas, is prohibited by law; however, they may be allowed on toll facilities and in transit stations.

Outline of Presentation

- Tax Incremental Finance Overview
- Why is There a Need for Incremental Revenues?
- Process to Create a TIF District
- Federal Roles
- Case Studies
- Q&A



EVERY DAY COUNTS INNOVATIONS
FEDERAL HIGHWAY ADMINISTRATION

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Tax Incremental Finance Overview

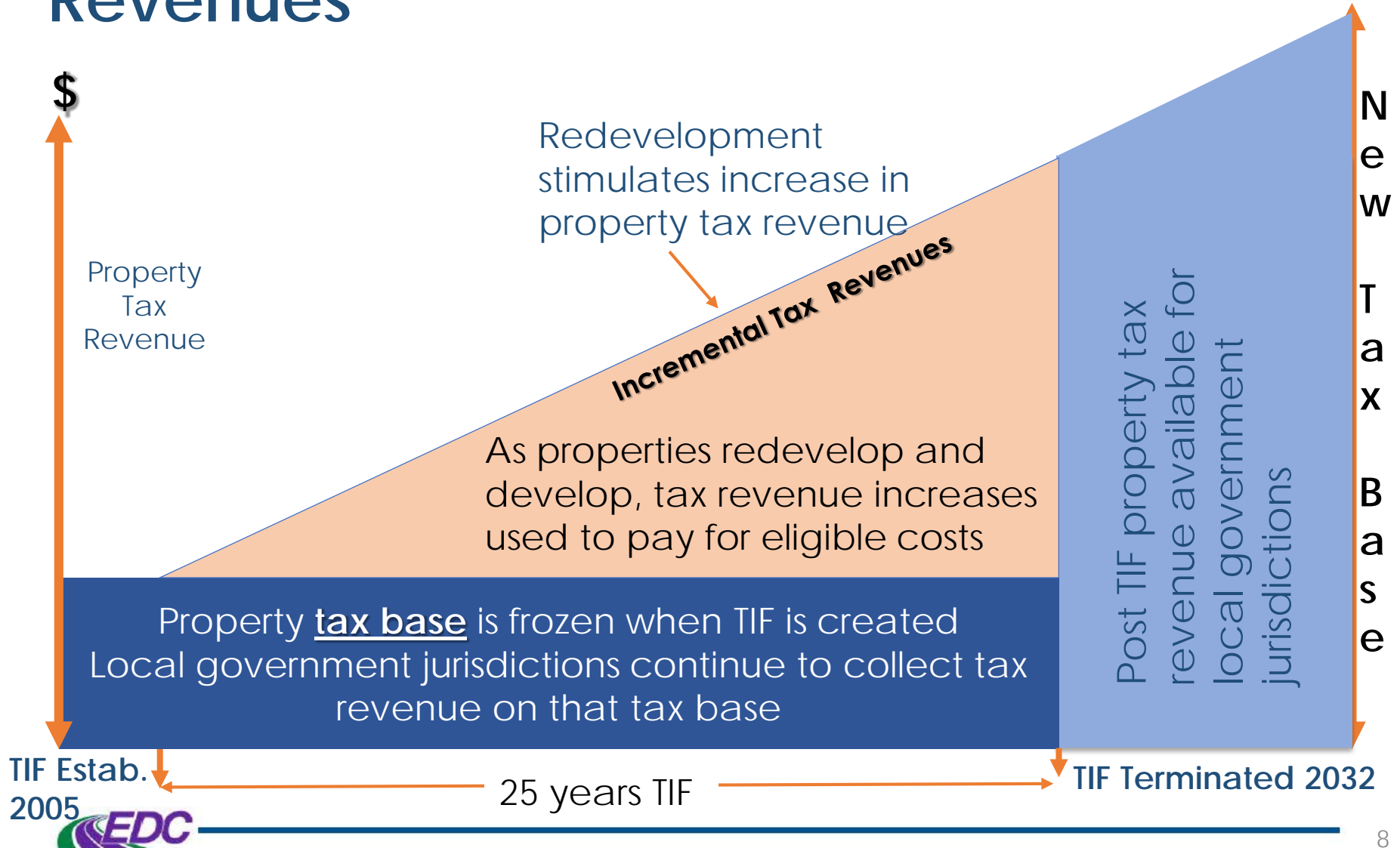
Glossary of Terms

- **Tax Incremental Financing (TIF):** a revenue/funding tool available to local authorities to encourage economic development that would not occur without public assistance.
- **A Tax Increment District (TID):** the contiguous geographical area within a municipality consisting solely of whole units of property that are assessed for general property tax purposes.

Glossary of Terms

- **“Blight”** – The legal term “blight” describes a wide array of urban problems, which can range from physical deterioration of buildings and the environment, to health, social, and economic problems in a particular area.
- **Neighborhood blight** and the presence of vacant and abandoned properties have profound negative impacts on afflicted communities. Blighted properties decrease surrounding property values, erode the health of local housing markets, pose safety hazards, and reduce local tax revenue.

Glossary of Terms: Base & Incremental Revenues



Tax Incremental Finance by Other Names

- California: Redevelopment Agency (RDA)
- **Georgia: Tax Allocation District (TAD)**
- Massachusetts: District Improvement Financing (DIF)
- New Jersey: Revenue Allocation District (RAD)
- North Carolina: Project Development Financing
- Pennsylvania: Transportation Revitalization Investment Districts (TRIDs)
- **Texas: Tax Increment Reinvestment Zones (TIRZ)**

Overview of TIFs

- A revenue tool that captures and uses increased property tax revenues from new development within a defined geographic area to fund public infrastructure
- Available in 49 of 50 states and the District of Columbia
- Represents the new tax revenues generated from new development properties within the Tax Incremental District and are split into two components:
 - ✓ Base Revenues
 - ✓ Incremental Revenues

Incremental Revenues Financing Tools

- Pay-as-you-go financing: expenditures are undertaken as incremental revenue is realized
- Developer financing: Local reimburses the developer for TIF-eligible costs as it obtains incremental revenues
- Municipal financing:
 - ✓ Revenue bonds & general obligation
 - ✓ Taxable revenue bond
- Municipal financing with developer participation: Local authority issues bonds while the developer simultaneously pledges to purchase all or a significant portion of bonds

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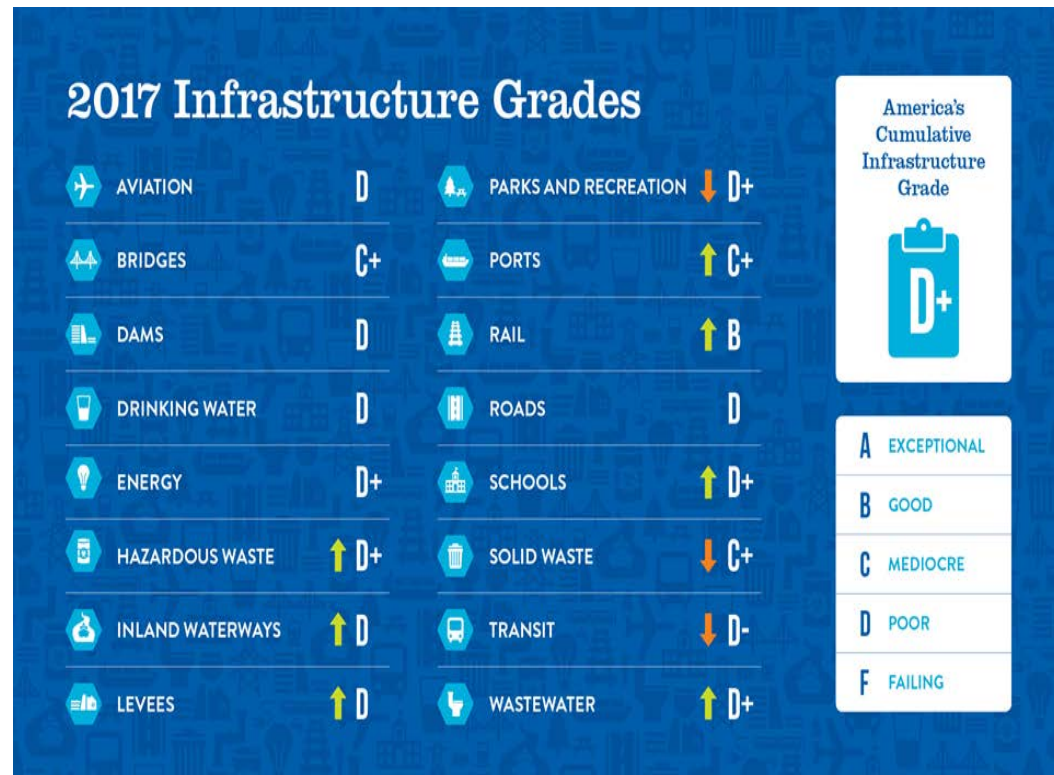


What is the Need for Value Capture: Tax Increment Finance?

Infrastructure Crisis

National Highway System Conditions (ASCE 2017)

- One out of every 5 miles of highway pavement is in poor condition
- 8% or 47,000 bridges rated in poor condition
- 43% or 260,209 bridges are over 50 years old
- \$836 billion backlog of highway and bridge capital needs



Source: ASCE Infrastructure Report Card 2017

Funding Challenges

- Eroding infrastructure diminishes mobility, public safety, and quality of life
- State and local governments often struggle to mobilize necessary funds to maintain, rebuild, and expand their local transportation networks
- Revenues at federal or state levels may be insufficient
- Debt ceilings may prevent local authorities from financing capital costs



Benefits-Tax Incremental Finance District

- Promotes development which leads to job creation, increases in property values, helps eliminate blighted areas, and protects the local tax base
- Allows the local authority to undertake economic development activities or provide subsidies that otherwise might not be possible
- Used to combat blight or deterioration within city districts or neighborhoods
- Appealing tool for politicians because they do not require the local authority to raise tax rates
- Preservation and strengthening of tax base

Who Can Form a TIF District?

- Locals (City, County, Township, etc.)
- Economic Development Authorities or EDAs
- Housing and Redevelopment Authorities or HRAs
- Port Authorities

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Process

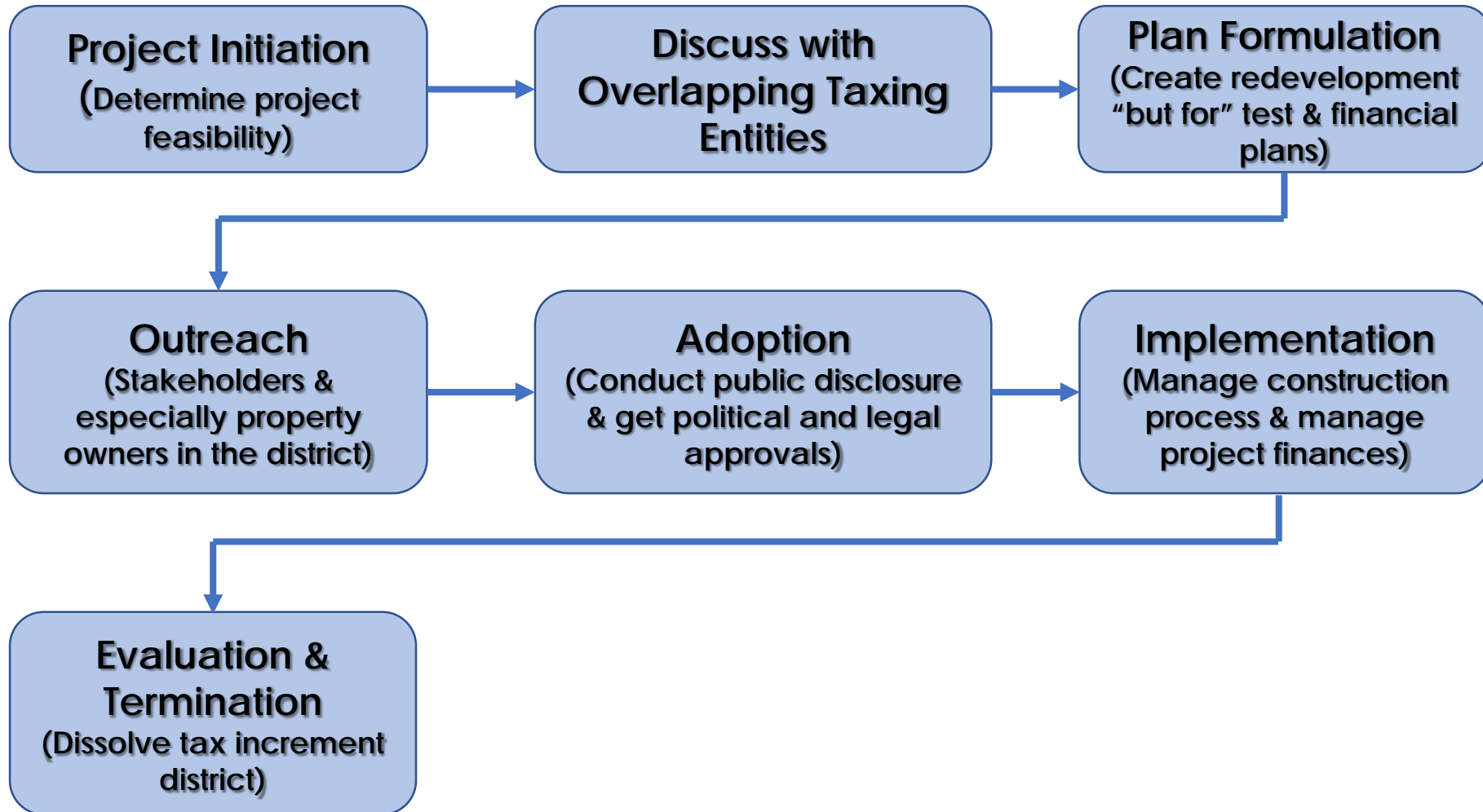
How Tax Incremental Finance Works



7. Debt paid, TIF expires, Property tax goes to all units

Source: Department of Agricultural Economics

Process to Create a TIF District



The “But For” Test

The “But-For” Test

- A key statutory requirement
- The fundamental purpose of TIF is to attract investment to an area in which little or no new development or growth would take place without the use of the TIF
- This is sometimes called the “but for” test - no growth/development would happen **but for** the use of TIF

TIF District Maintenance

- Annual TIF audited reports
- Update district database to provide information for interested parties
- On-going monitoring and continuing disclosure requirements
- Investor quarterly reports

Termination of Tax Incremental Finance District

- Reach the end of maximum Tax Incremental Finance District statutory life (25-30 years)
- A TIF District may be terminated by a resolution from the municipality's government
- The Department of Revenue must be notified
- A final accounting report (audited financial statement) must be completed

Challenges: Community Buy-In

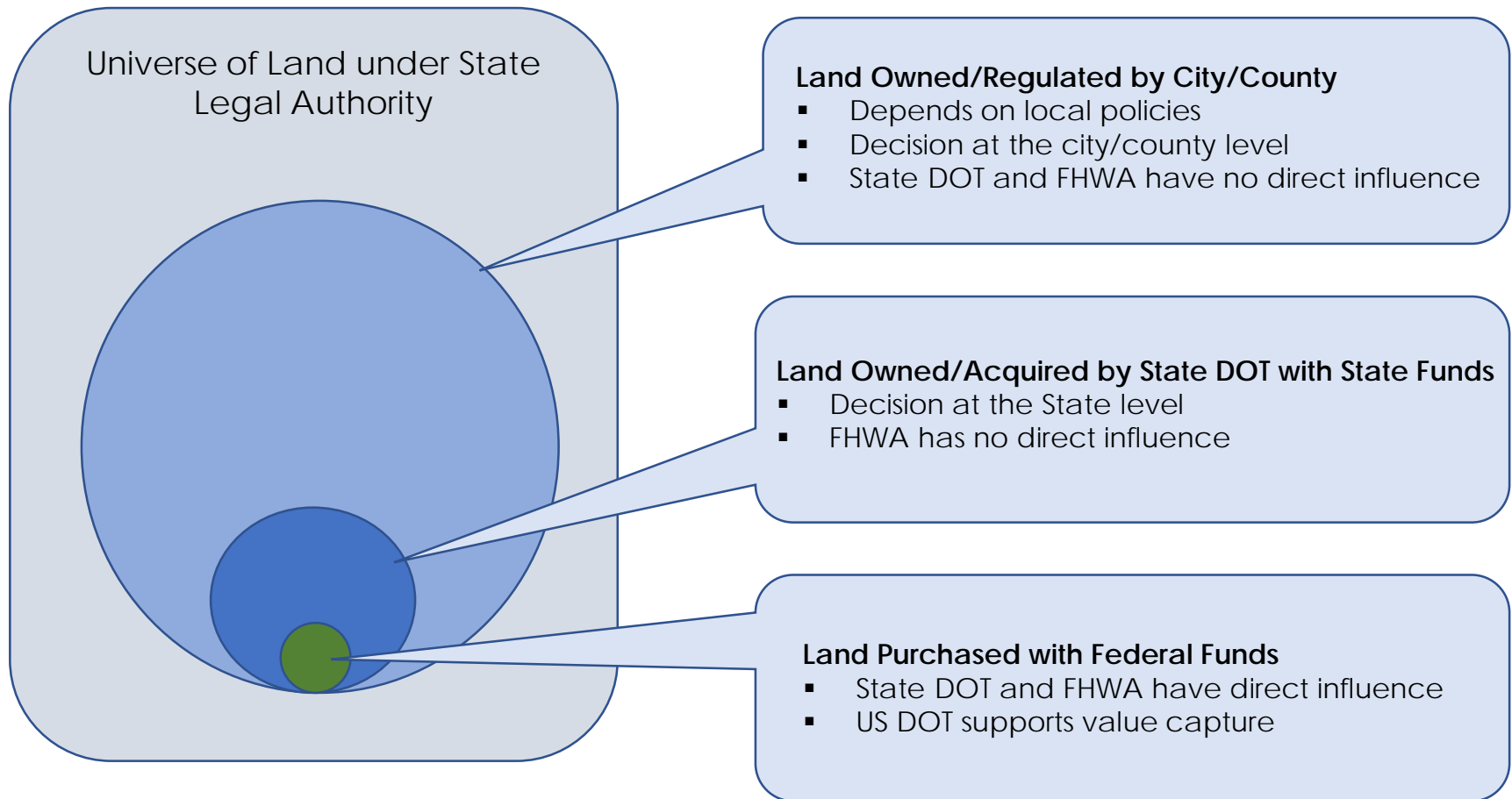
- Redevelopment and economic development do not happen in a vacuum, and the process can be highly political
- Diversion of tax dollars for private development can be controversial
- Raises policy questions regarding the proper role of government
- Issuance of “public” debt for “private” development can be unsettling
- Tax revenue “diverted” from other municipal services
- The TIF mechanism can be difficult to understand
- Redevelopment can trigger emotional responses

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Federal Roles

Federal Role in Value Capture Strategies



Value Capture Implementation Team

Co-Leads

- Thay Bishop, FHWA Center for Innovative Finance Support, OIPD
- Stefan Natzke, FHWA Office of Planning, Environment, and Realty

Members

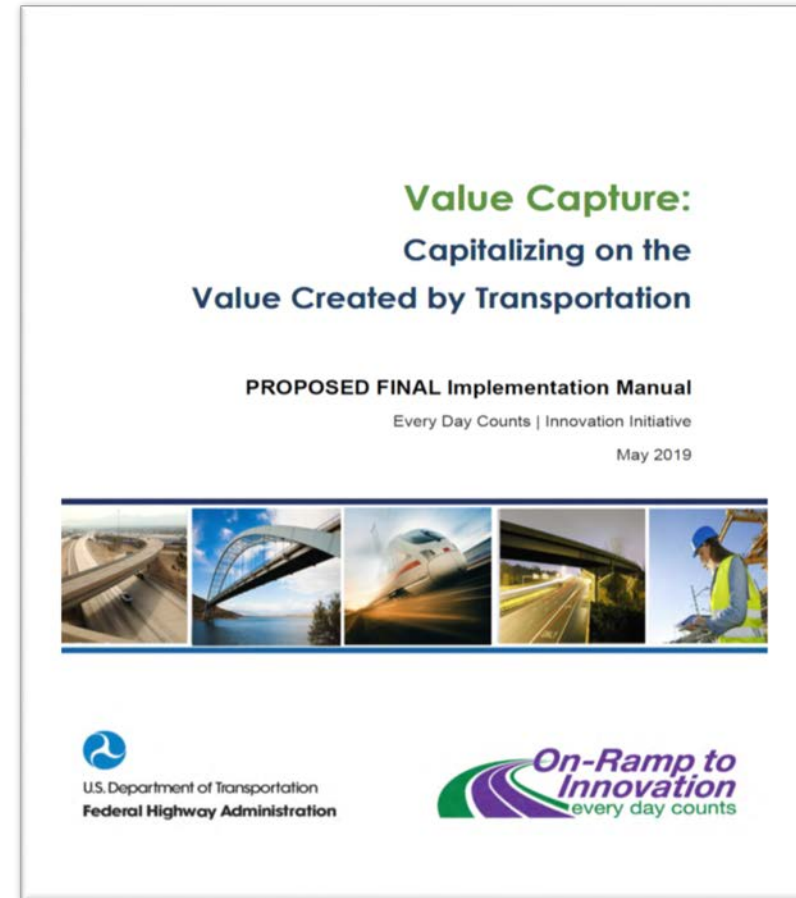
- Jennifer Ahlin, Virginia Department of Transportation
- Janine Ashe, FHWA District of Columbia Division
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- Ben Orsbon, South Dakota Department of Transportation
- Jill Stark, FHWA Office of Planning, Environment, and Realty
- Lindsey Svendsen, FHWA Office of Planning, Environment, and Realty
- Jim Thorne, FHWA Office of Planning, Environment, and Realty
- Bingxin Yu, FHWA Transportation Policy Studies

VCIT Focus Areas

- **Communication** – Developing the tools to help FHWA staff and others promote Value Capture to local public agencies (Value Capture Implementation Manual)
- **Technical assistance** – Providing technical assistance to local public agencies interested in pursuing Value Capture (Peer Program)
- **Clearinghouse** ([website](#)) – Identification of best practices and lessons learned and promoting further discussion on innovative funding options for local public agencies, lessons learned from past and current efforts, etc.

Value Capture Implementation Manual

- 1 Introduction
- 2 Assess Funding Options and Need for Value Capture
- 3-8 Select Appropriate Value Capture Technique
- 9 Develop Business and Economic Case and for Stakeholders
- 10 Address Real Estate Risk
- 11 Establish Regulatory Framework
- 12 Implement Funding and Financing Plan



Case Studies

Clearinghouse for Best Practices/Lessons Learned

- EDC-5 Value Capture Sessions:
https://www.fhwa.dot.gov/ipd/value_capture/resources/value_capture_resources/edc-5_resources.aspx.
- Project Profiles:
https://www.fhwa.dot.gov/ipd/value_capture/project_profiles/
- Factsheets:
https://www.fhwa.dot.gov/ipd/fact_sheets/
- Value Capture Resources:
https://www.fhwa.dot.gov/ipd/value_capture/resources/value_capture_resources/default.aspx

EDC-5 Funding Opportunities

State Transportation Innovation Council (STIC) Incentive

- Up to \$100,000 per STIC per year to standardize an innovation

<https://www.fhwa.dot.gov/innovation/stic/>

Accelerated Innovation Deployment (AID) Demonstration

- Up to \$1 million available per year to deploy an innovation not routinely used

<https://www.fhwa.dot.gov/innovation/grants>

EDC-Value Capture Implementation Team



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Questions & Answers



VALUE CAPTURE AROUND TRANSIT INVESTMENT

August 22, 2019



OUR VISION

OUR VISION IS TO MAKE ATLANTA THE MOST ECONOMICALLY DYNAMIC AND COMPETITIVE CITY IN THE WORLD.

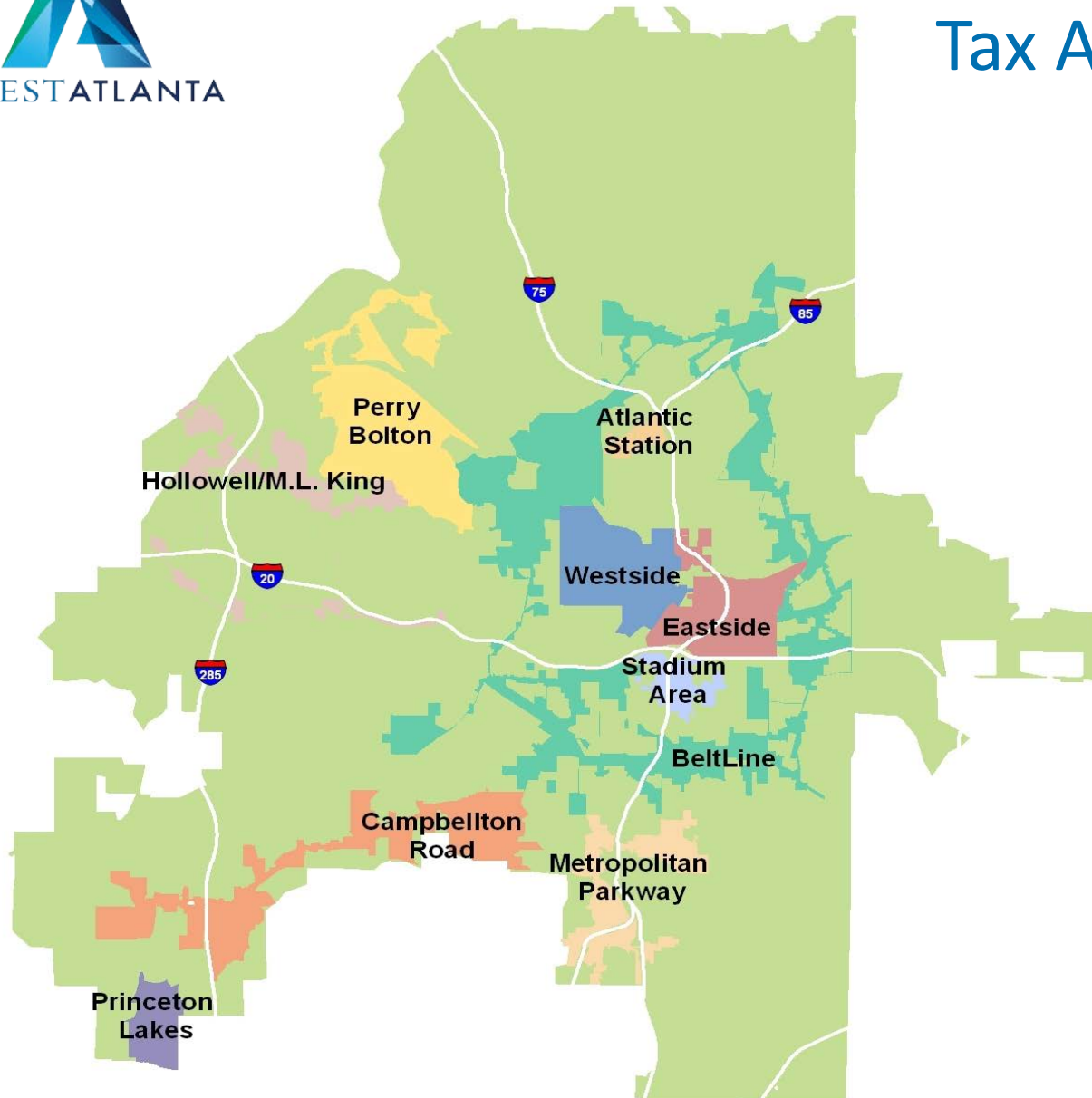
OUR MISSION

TO ADVANCE ATLANTA'S **GLOBAL COMPETITIVENESS** BY GROWING A **STRONG ECONOMY**, BUILDING **VIBRANT COMMUNITIES** AND INCREASING ECONOMIC **PROSPERITY** FOR ALL ATLANTANS.

Tax Allocation Districts and Corridors

Atlanta's Tax Allocation Districts

- Westside (1992/1998 expanded)
- Atlantic Station (1999) – All proceeds pledged to debt repayment. No new projects
- Princeton Lakes (2002) - All proceeds pledged to debt repayment. No new projects
- Perry Bolton (2002)
- Eastside (2003)
- Atlanta BeltLine (2005)
- Campbellton Road (2006)
- Hollowell/ML King (2006)
- Metropolitan Parkway (2006)
- Stadium Area (2006)



OBJECTIVES OF ATLANTA'S TAD PROGRAM

Each TAD was established with a redevelopment plan that addresses specific challenges.

Economic Development

- **Reinforce Atlanta's competitive position.** Create a "large number of jobs with a wide range of skills."
- Bring **residential and commercial development** to previously under-developed areas.
- Encourage **additional public and private investment** in Atlanta's redevelopment.

Community Redevelopment & Revitalization

- Revitalize blighted **residential neighborhoods**.
- Replace dilapidated **public housing** projects with mixed-income/mixed-use communities.
- Revitalize declining **commercial corridors**.
- Build **affordable housing**.
- Create an **attractive, pedestrian-oriented community**.
- **Connect assets**, including the CBD and universities.

Infrastructure, Sustainability and Open Space

- Support the creation of **pedestrian-oriented communities** near **public transportation**.
- Support **connections to public transportation**.
- Create new **open space and trails**.
- Build new **urban infrastructure**.
- Conduct **environmental remediation**.

Source: *Redevelopment Plans for Atlanta's TADs*, which describe goals and challenges for each district.
<https://www.investatlanta.com/developers/opportunities-incentives/tax-allocation-district-financing>

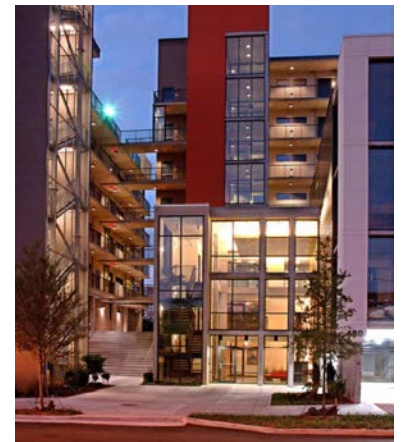
TAD SUCCESS STORIES

TAD funding has been utilized to develop a wide array of residential, office, retail, hotel, and public amenity projects.

- **Usage:** TAD bonds and incremental tax revenues have been committed to or already provided gap funding to leverage over **\$9.0 billion in private development.**
- **Projects:** TAD bonds and incremental tax revenues have helped fund or have been committed to:
 - Over **12 million square feet of new residential** development, producing over 12,000 units, more than 20% of which are affordable
 - Over **7 million square feet of new commercial** development, including hotels, stores, office buildings and a film production studio.
- The TAD program has also helped to fund **two fire stations, several community and educational facilities, open space and trail projects, and infrastructure improvement projects.**



*Moores Mill Village
Perry Bolton*



*Tribute Lofts
Eastside*



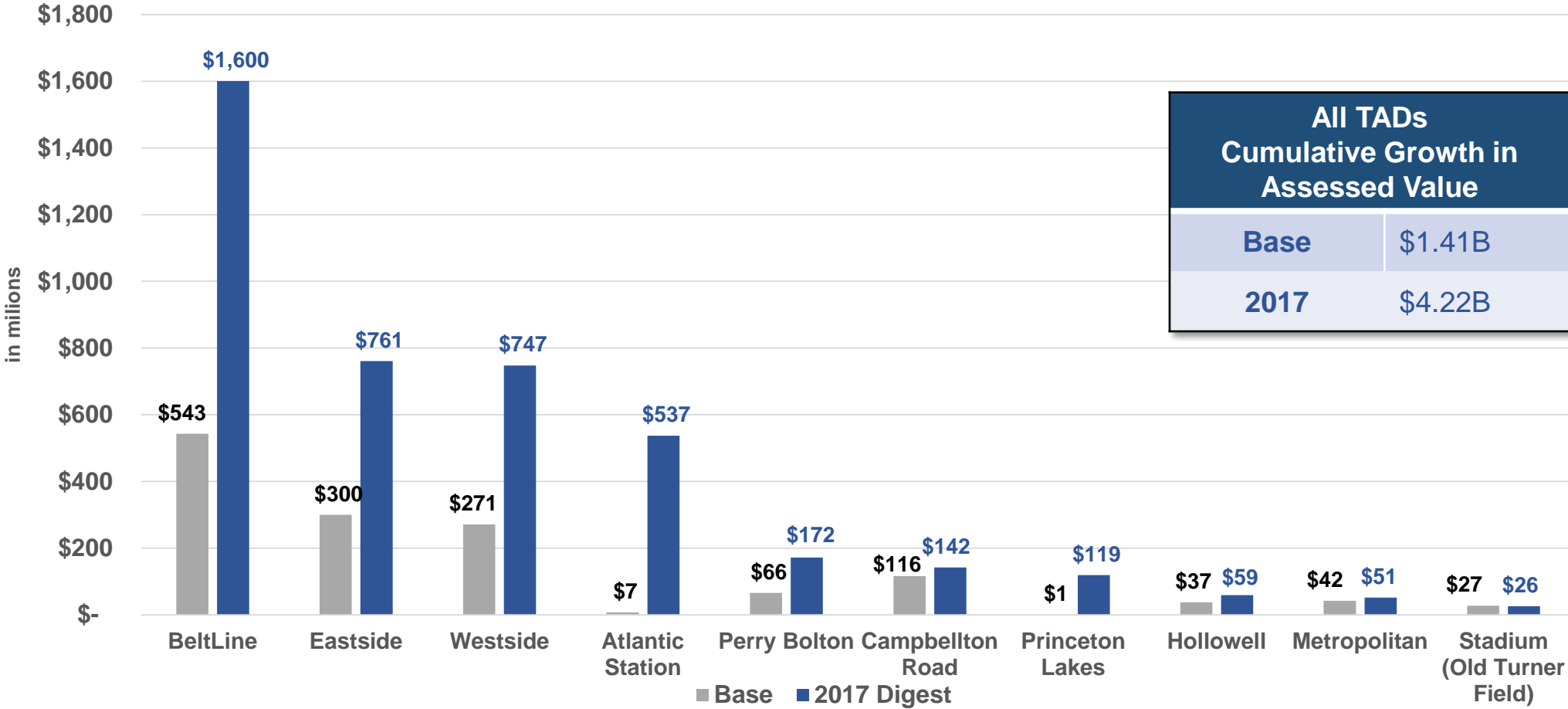
*Center for Civil & Human Rights
Westside*



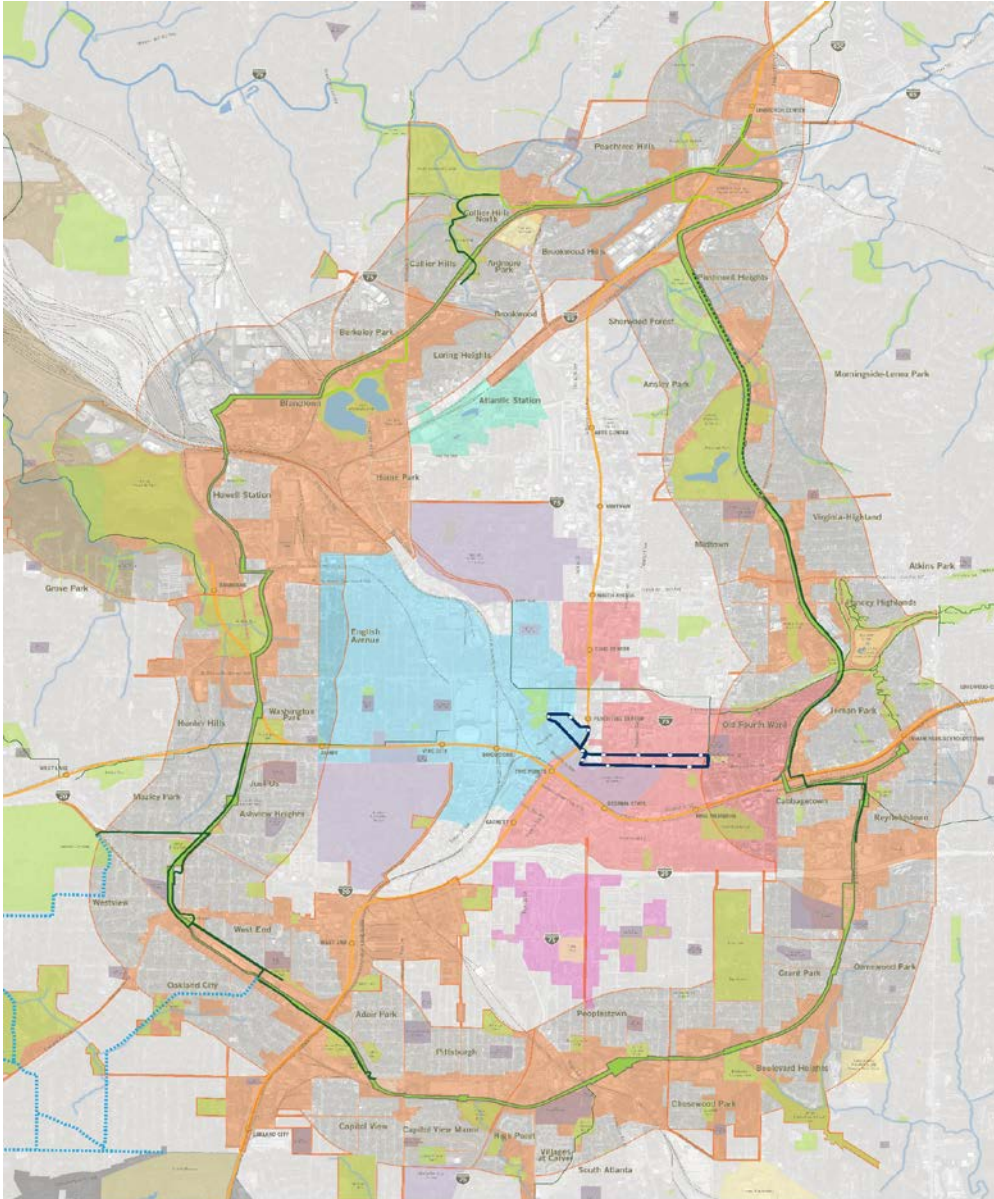
*The Remington Senior Housing
Hollowell-ML King*

HOW HAVE THE TADs PERFORMED?

Growth in Assessed Value



Since the creation of each TAD, the cumulative increment in assessed value for all TADs is \$2.81B.



ATLANTA BELTLINE

- Atlanta BeltLine, Inc. (ABI) was created in 2006.
- ABI is managing the planning, design and implementation of all aspects of the project.
- +/- 3,000 acres of underutilized land along the corridor will become available for public and private redevelopment opportunities.
- Funding for the Atlanta BeltLine project comes from a combination of federal, state, local, and private sources.

ATLANTA BELTLINE & TRANSIT

➤ A Coordinated Approach

- Two major efforts are underway to advance transit on the Atlanta BeltLine: the [More MARTA program](#) and federal NEPA studies. These support the [Atlanta Streetcar System Plan](#) (SSP), which focuses on connecting neighborhoods to key destinations and activity centers. The SSP is a supplement to the City's [Connect Atlanta Plan](#) and works in tandem with Atlanta BeltLine, Inc.'s [Strategic Implementation Plan](#) (SIP).

➤ More MARTA

- 16 projects throughout the City of Atlanta will be funded through the More MARTA sales tax. This includes approximately \$1.2 billion in funding for Atlanta BeltLine transit projects.

➤ The Big Picture

- The plan calls for 50 miles of new streetcar routes and 12 miles of connected transit, which includes investment in other forms of public transportation to provide additional connectivity to the streetcar system. The SSP was adopted by the Atlanta City Council on December 8, 2015.

ATLANTA BELTLINE CHALLENGES

➤ **AFFORDABLE HOUSING**

➤ **EQUITY & INCLUSION**

➤ **DISPLACEMENT**



THANK YOU



Incremental Growth Techniques: Transportation Reinvestment Zones

**Federal Highway Administration
EDC-5 Value Capture Webinar**

August 22, 2019

Outline

**Introduction and
Background**

The Texas TRZ

**Evolution of the
TRZ Legal
Framework**

**The TRZ
Implementation
Process**

**Opportunities
and Limitations**

**Active Texas
TRZs**

Introduction



**Funding
Transportation
Needs**



Creative Thinking

- Doing more with less
- Alternative funding sources



**Texas Legislature SB
1266 (2007) Created
TRZs**



**14 Local TRZs
Since 2007**

Background

Types of Value Capture Mechanisms used in Transportation #1 of 2

Mechanism	Definition	Applicable Purpose	Examples (State)
Impact Fees (IF)	<ul style="list-style-type: none">•One-time charge•Local governments collect from developers to finance new infrastructure and services for new development.	Cost recovery	<ul style="list-style-type: none">•Transportation System Development Charges•In OR used to fund existing and new capacity•Also used in WA and NJ
Special Assessment District (SAD)	<ul style="list-style-type: none">•Additional fee on properties benefiting from proximity to a new facility•District vote is needed•Projects require district vote	Capture of project expansion benefits	<ul style="list-style-type: none">•VA and OH (Downtown Improvement Districts),•IL Special Service Areas
Sales Tax District (STD)	<ul style="list-style-type: none">•Type of SAD requiring project beneficiaries to pay limited sales tax instead of property tax	Capture of project expansion benefits	<ul style="list-style-type: none">•IL Special Service Areas;•MO and KS Transportation DD
Negotiated Exaction (NE)	<ul style="list-style-type: none">•One-time charge similar to IFs but not requiring a formal process•Example: in-kind contributions to local infrastructure (roads, parks, etc.) for development approval	Capturing opportunity for value creation and cost recovery	<ul style="list-style-type: none">•VA proffer

Background

Types of Value Capture Mechanisms used in Transportation #2 of 2

Mechanism	Definition	Applicable Purpose	Examples (State)
Joint Development (JD or P3)	<ul style="list-style-type: none">•Development of a transit facility and adjacent private real estate•Private partner provides facility or makes financial contribution to offset construction costs	Capturing opportunity for value creation and cost sharing and revenue sharing with private sector	Massachusetts Turnpike (MA) and Washington Metropolitan Transit Authority (VA)
Air Rights (AR)	<ul style="list-style-type: none">•Form of JD•Dev. rights above or below infrastructure facility used to generate / capture incremental increase in land value	Capturing opportunity for value creation and cost sharing and revenue sharing with private sector	Massachusetts Turnpike (MA) Interstate 5 (WA)
Land Value Tax (LVT)	<ul style="list-style-type: none">•Tax imposed on land value benefiting from infrastructure	Capture of project expansion benefits	Pennsylvania counties (PA)
Transportation utility fees (TUFs)	<ul style="list-style-type: none">•Utility fees assessed on characteristics more closely related to transportation demand than property taxes	Cost recovery: operating and maintenance costs	Oregon TUF for pavement maintenance (OR)
<u>Tax increment financing (TIF)</u>	<u>•Mechanism to allocate any increase in total property tax revenues toward public investment within a designated district</u>	<u>Capture of project expansion benefits</u>	<u>TRZs (TX)</u>

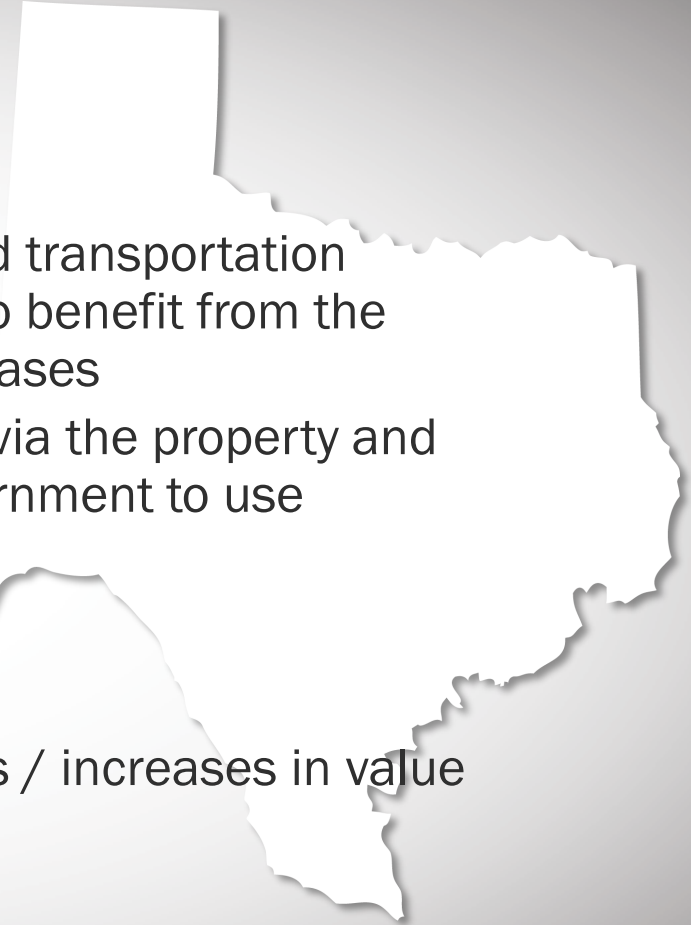
The Texas TRZ – Definition (#1 of 2)

▪ Texas TRZs

- Designated contiguous zone around a planned transportation improvement where properties are expected to benefit from the project through land development, value increases
- Legal arrangement to facilitate value capture via the property and sales tax mechanism and allow the local government to use incremental tax revenue as collateral

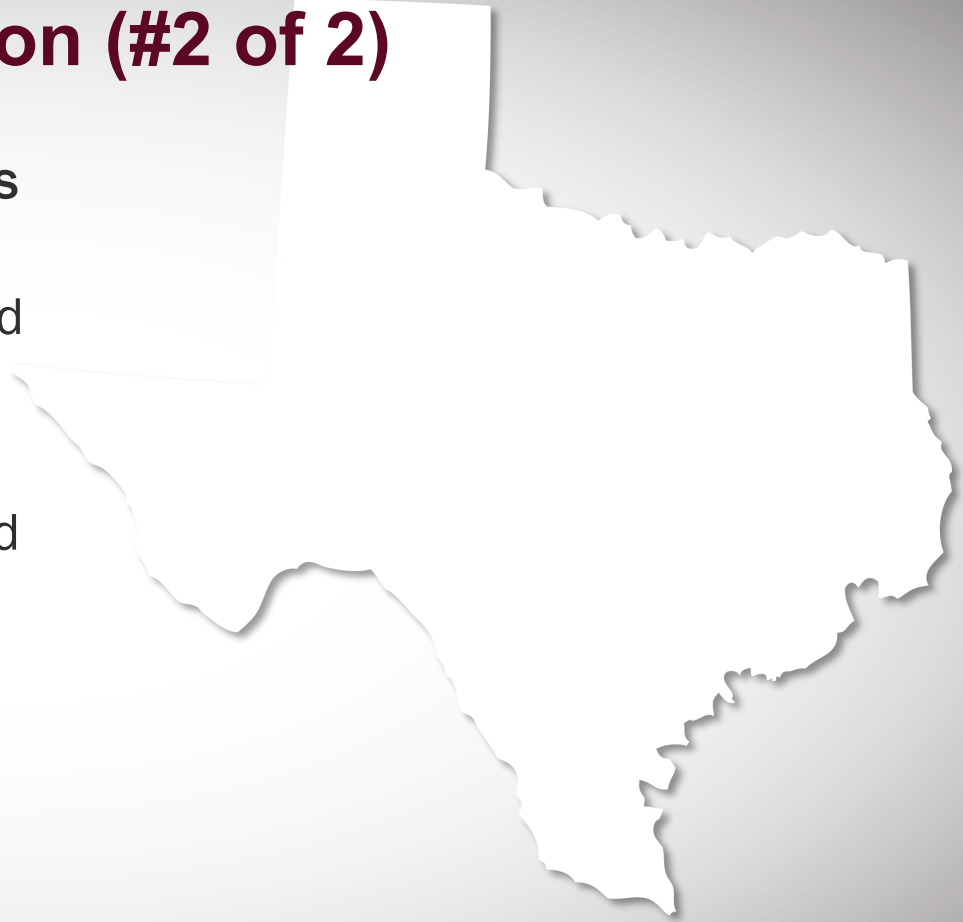
▪ Texas TRZs are not a new tax

- Tax rates do not change
- Revenue realized only if real property develops / increases in value

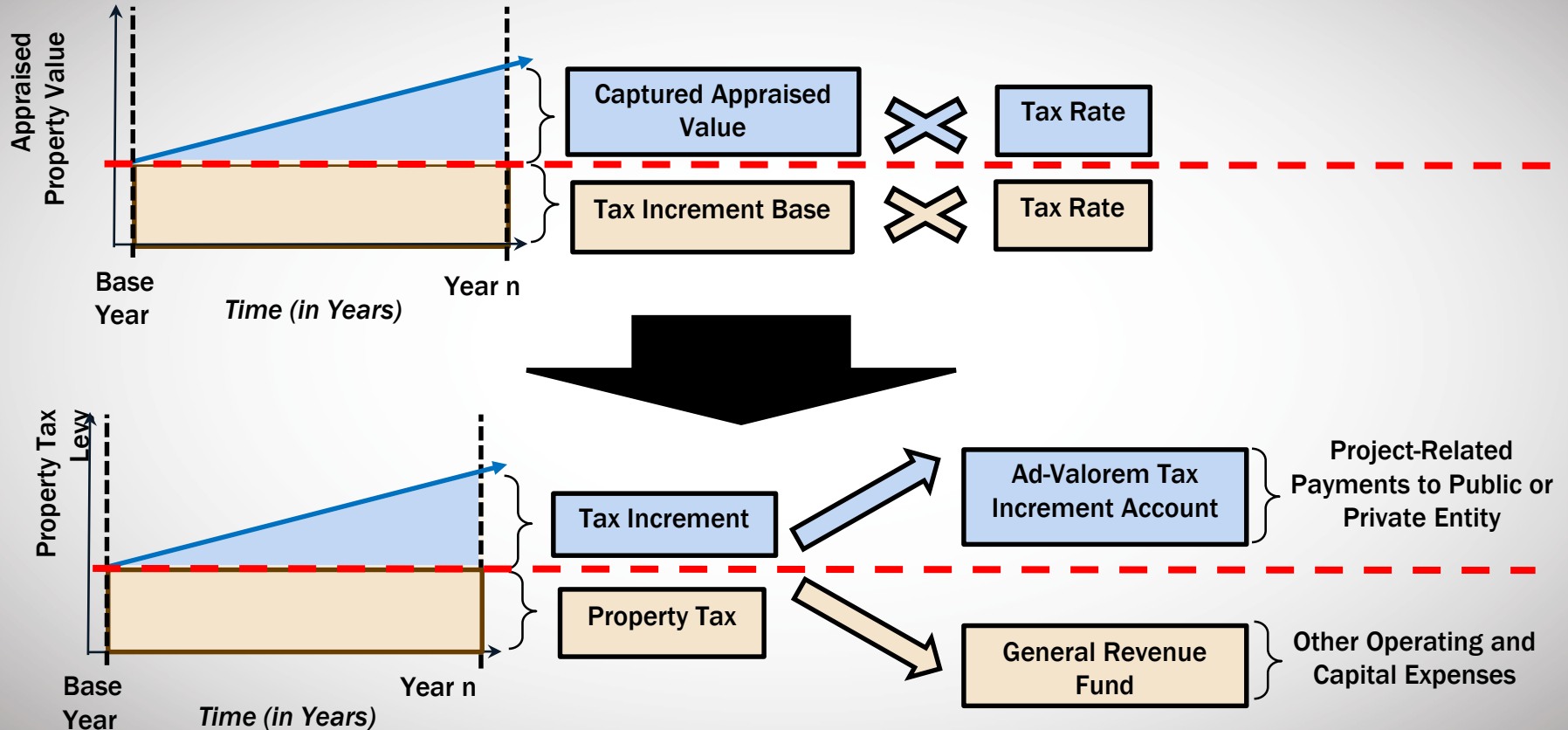


The Texas TRZ – Definition (#2 of 2)

- **TRZs Expedite Transportation Projects**
 - Local match contributions
 - Multiple funding sources leveraged
- **TRZ Legal Framework Has Evolved**
 - Process / requirements clarified
 - Uses / types modified or expanded
- **Three TRZ Types**
 - Municipal
 - County
 - Port Authority



The Texas TRZ – How it Works



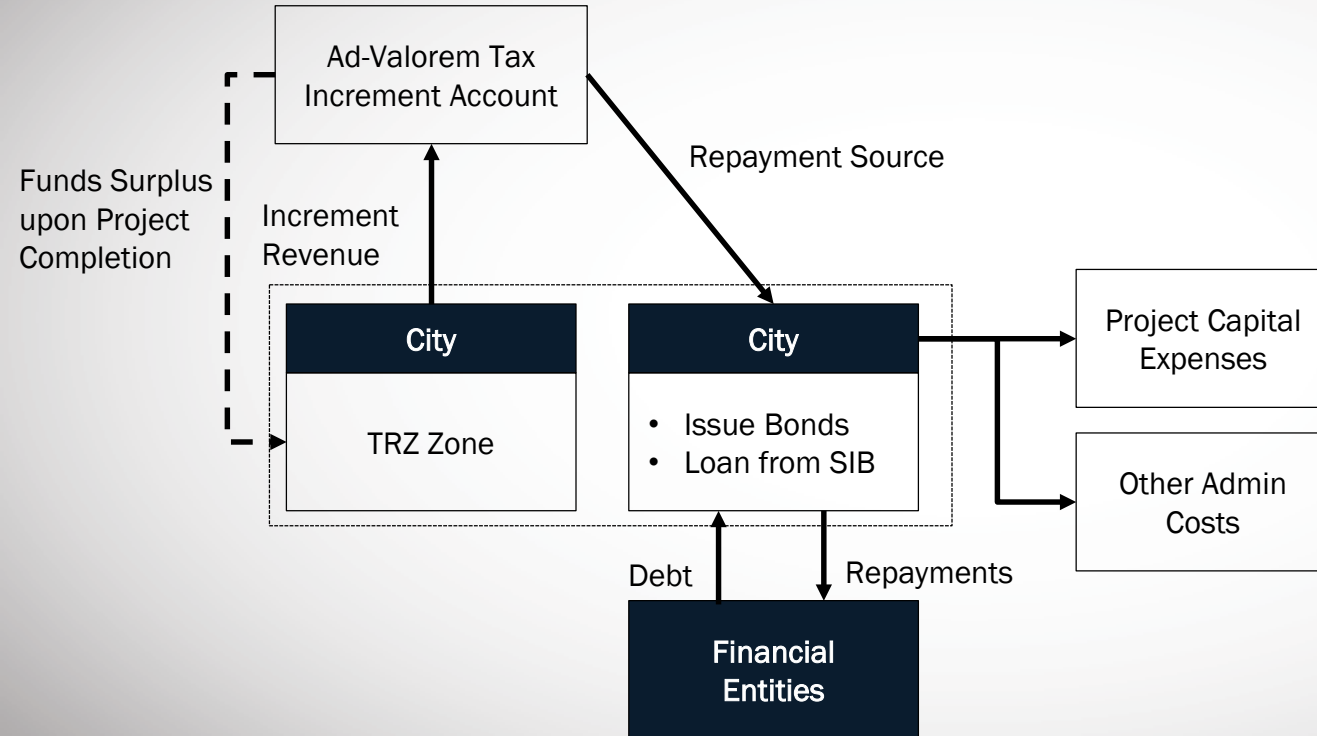
The Texas TRZ – Financing Options

Three Financing Options Available for TRZ Revenue Funds

Type	Form	Advantage	Disadvantage
Pay-as-you-go	<ul style="list-style-type: none">• Expenditure within the budget limit	<ul style="list-style-type: none">• No financial cost	<ul style="list-style-type: none">• Slow/late delivery due to capital constraints
Municipal bond financing	<ul style="list-style-type: none">• Public financing from capital markets	<ul style="list-style-type: none">• Earlier availability of capital• Flexibility to finance different project types	<ul style="list-style-type: none">• Higher transaction, interest costs• Faster than pay-as-you-go
State Infrastructure Bank (SIB)	<ul style="list-style-type: none">• Long-term debt from the state	<ul style="list-style-type: none">• Earlier availability of capital• Lower transaction, interest costs	<ul style="list-style-type: none">• Competition with other jurisdictions• Federalization: added time and cost• Restrictions on financing of projects off the state system

The Texas TRZ – How Funds Flow

Bond and SIB Loan Financing



Start: Public entity borrows money with TRZ revenue as collateral.

Construction: Government starts construction

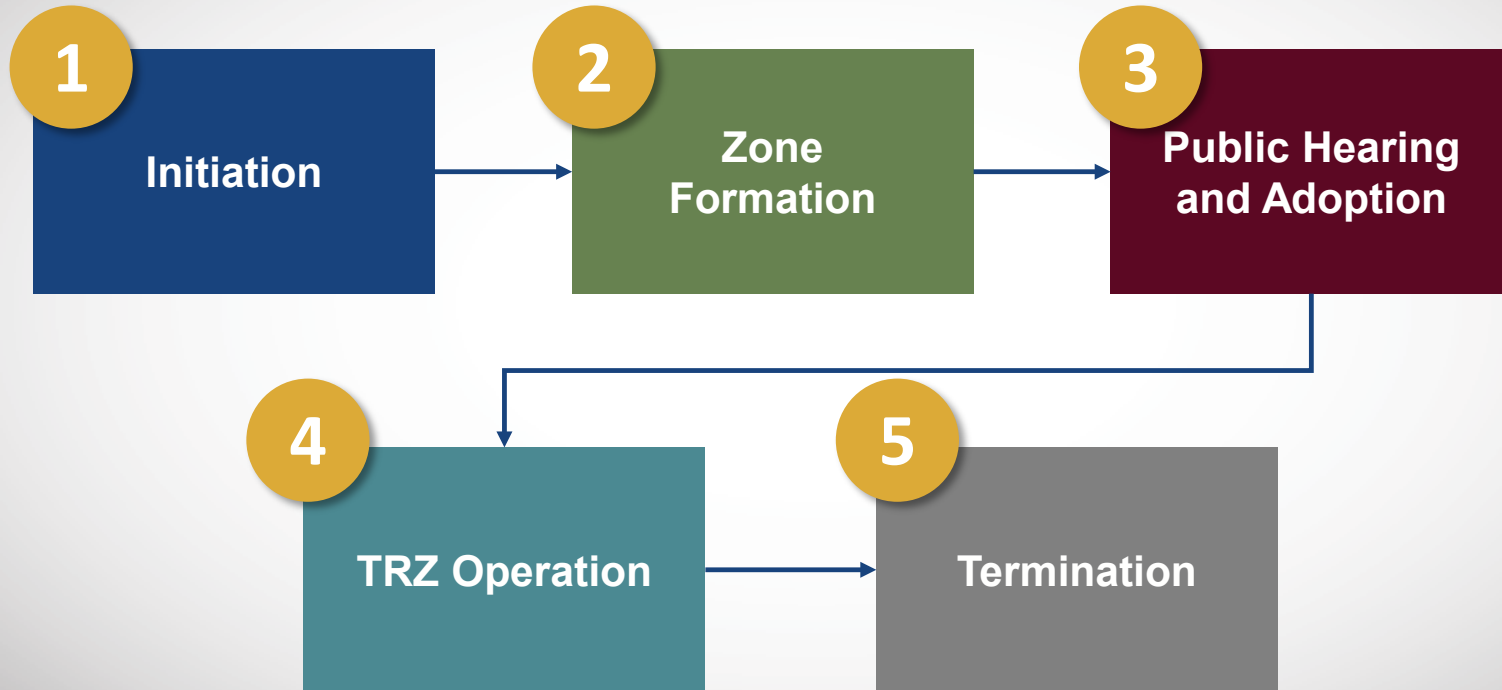
Operation: Government repays debt using tax increment

Evolution of the TRZ Legal Framework

Categories	2007 (SB 1266)	2011 (HB 563)	2013 (SB 1110 HB 2300 & SB 971)	2017 (SB 1305)
Project Type	<ul style="list-style-type: none"> State Highway (pass-through toll) 	<ul style="list-style-type: none"> State Highway Local Roads Transit 	<ul style="list-style-type: none"> Port Multimodal 	
TRZ Type	<ul style="list-style-type: none"> Municipal County 		<ul style="list-style-type: none"> County Energy Port Authority 	<ul style="list-style-type: none"> County Energy (Repealed)
TRZ Management	<ul style="list-style-type: none"> Property Tax TRZ 	<ul style="list-style-type: none"> Partial allocation of tax increment 10-year termination if project is not identified Contracting with public/private entities Bonding Real property may be added in future years 	<ul style="list-style-type: none"> Fund multiple projects TRZ joint administration Multiple administration for multiple TRZs 	

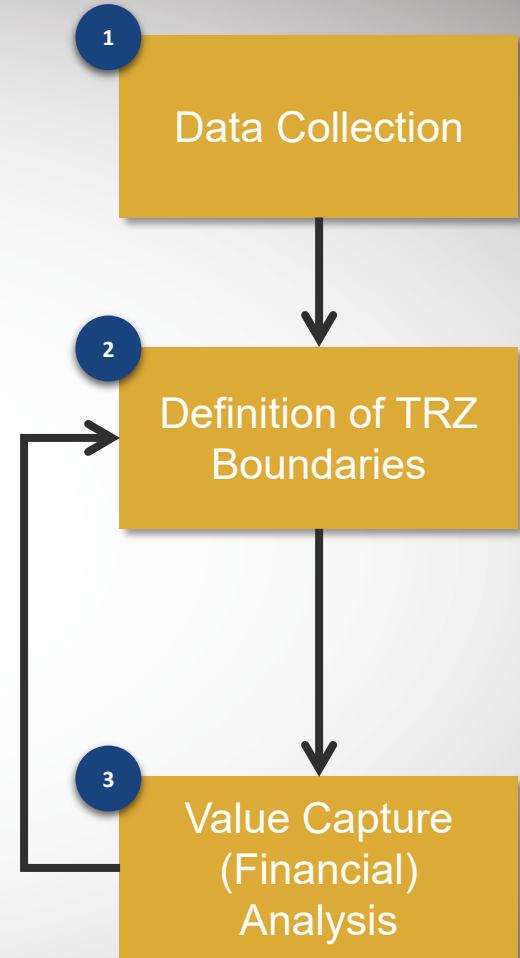
TRZ Implementation Process

Five Steps: Initiation to Termination



1. Initiation

- **Project Identification and Need**
 - Specific development/economic benefits from project(s)
 - Determine area eligibility/preliminary boundaries
 - Conduct preliminary feasibility analysis
- **Developing Stakeholder Relations and Champions**



2. Zone Formation

Refine

Refine Boundaries, Zones, Parcels

- Must be contiguous
- Unproductive/ underdeveloped region
- Practical considerations drive boundaries
- Can establish boundaries without knowing exact project limits

Establish

Establish Benchmark Year for Tax Increment Collection

Provide Notice

Provide 60-day Notice

- Hearing 30 Days Before Expected TRZ Designation

Analyze

Refine Value Capture Revenue Analysis

3. Public Hearing and Adoption

Public Hearing Timing



- Public notice
- What government can do during 30-day period
 - Update expected project costs
 - Consider joint funding agreements
 - Conduct final boundary/parcel review, assess expected revenue impacts
 - Finalize parcel list included in TRZ

30 Days after Hearing



- TRZ adopted/designated by order/resolution

4. Operation

Every Year after TRZ Adoption

- Tax increment transferred into account

Monitoring, Evaluation Become Critical

- Not a legal requirement
- Optimizes revenue, payment streams
- Monitoring information valuable
 - E.g., if revenue is below expectations, develop insights to activate contingency plan

5. Termination

Dissolution of TRZ

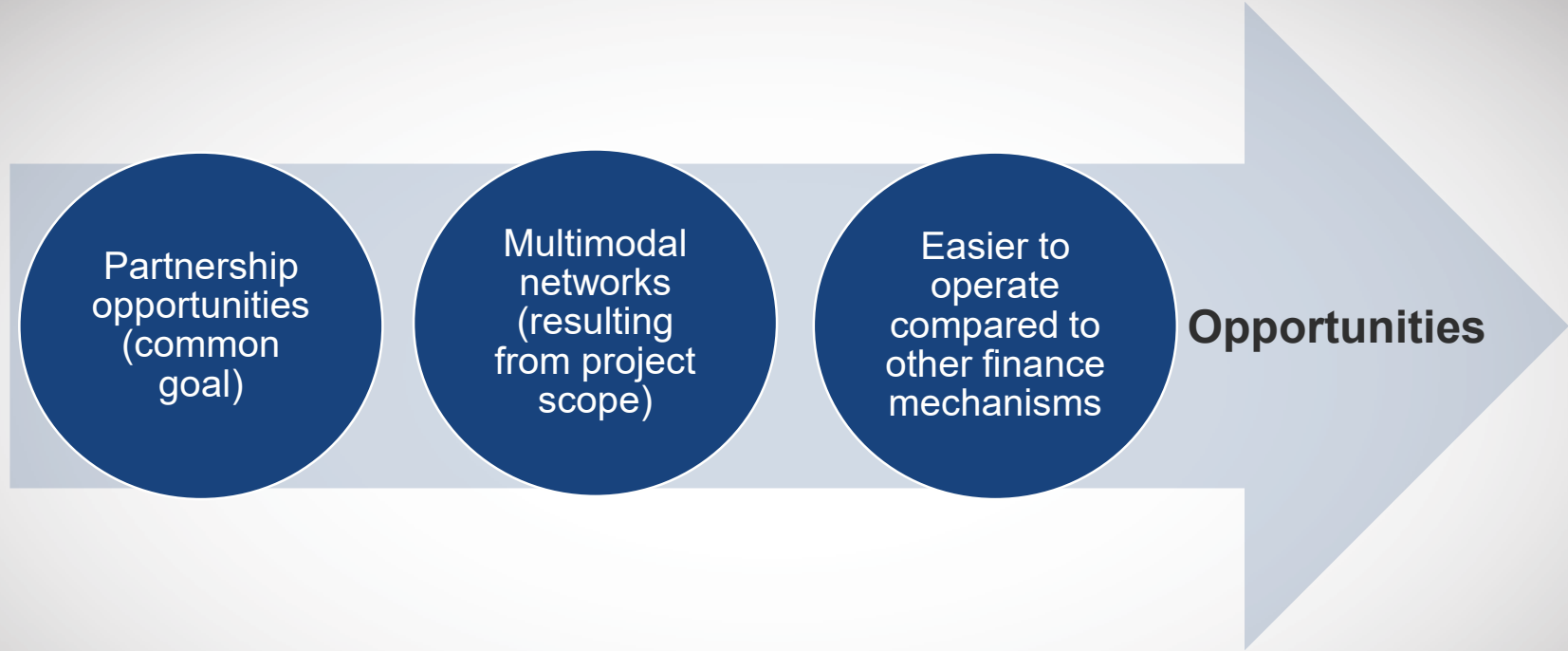
Dec. 31 of
compliance year
with contractual
requirement

OR

Dissolution of TRZ

Dec. 31 of the
10th year after
establishment if
not used

TRZs: Opportunities



TRZs: Limitations



Active TRZs – 14 in Planning or Operation Phase (2017)

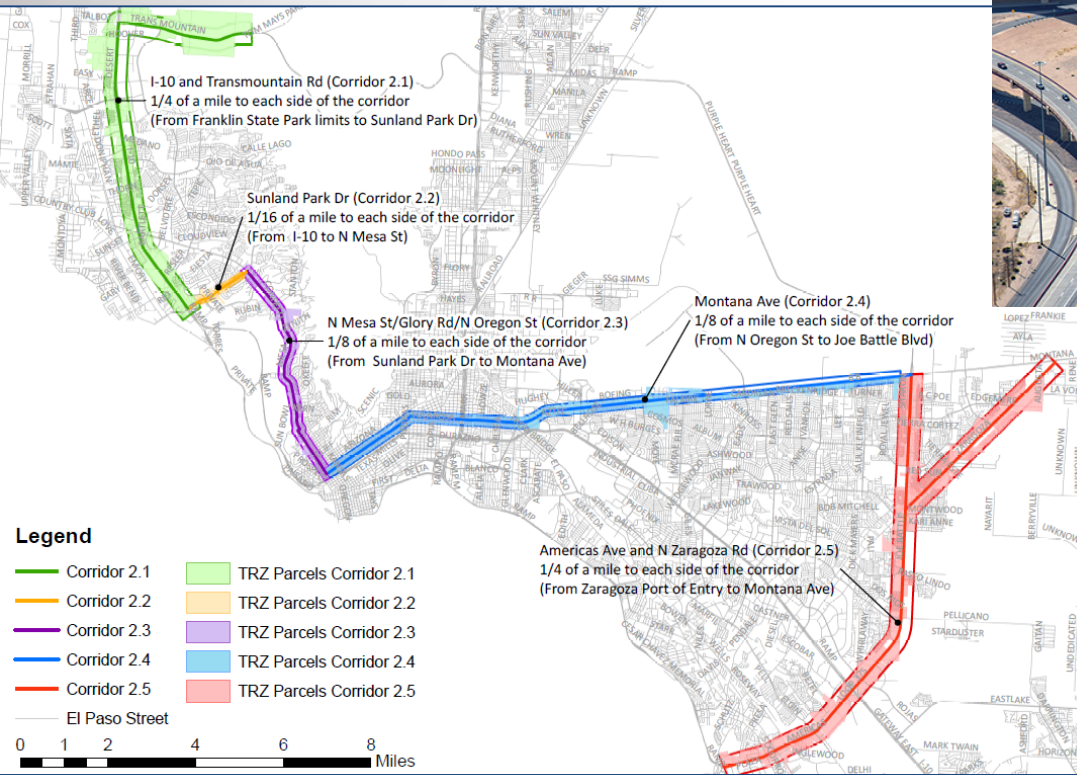
TRZ Name and Location	TRZ Type	Date Established
City of El Paso TRZ No. 2	Municipal	December 2010
City of El Paso TRZ No. 3	Municipal	December 2010
City of El Campo TRZ No. 1	Municipal	December 2012
Town of Horizon City TRZ No. 1	Municipal	November 2012
City of Socorro TRZ No. 1	Municipal	October 2012
City of San Marcos TRZ No. 1	Municipal	December 2013
Cameron County, TRZ No. 6	County	December 2015
Hidalgo County TRZ No. 2	County	December 2011
El Paso County TRZ No. 1	County	December 2012
Hays County TRZ No. 1	County	December 2013
Port of Beaumont TRZ No. 1	Port Authority and Navigation District	December 2013
Port of Arthur TRZ No. 1	Port Authority and Navigation District	December 2013
Sabine-Neches Navigation District TRZ No.1	Port Authority and Navigation District	December 2013
Port of Brownsville TRZ No. 1	Port Authority and Navigation District	December 2013

Active Texas TRZs: City of El Paso TRZ

- Comprehensive Mobility Plan 2008 ~ \$1 Billion investment in federal, state and local funds
- TRZ Contribution: \$70M (7%)
- Four project types:
 - Capacity expansion on existing roadways
 - Aesthetic improvements to I-10 corridor
 - Bus rapid transit corridors on arterials
 - New toll roads



Transportation Reinvestment Zone No. 2

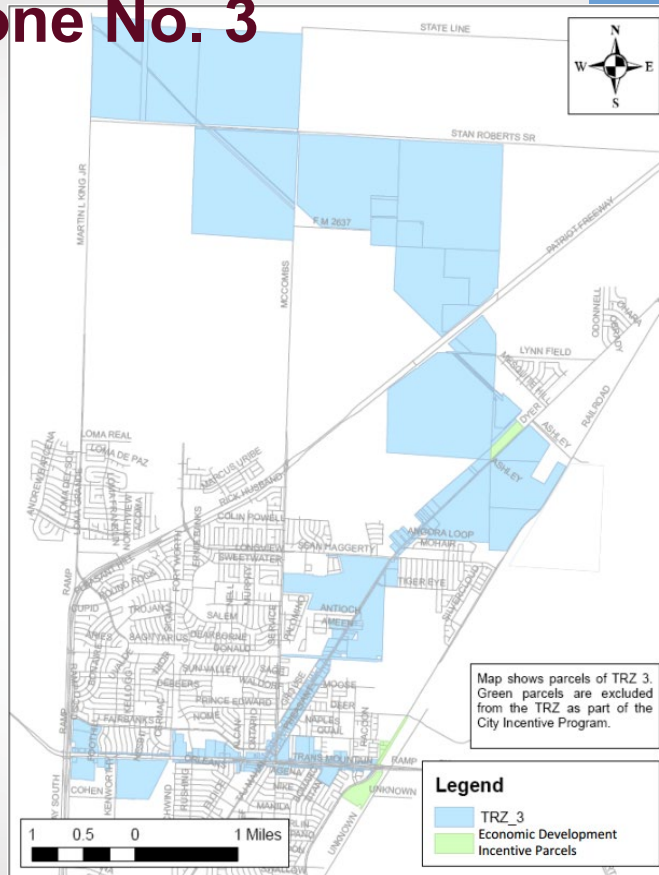


■ Boundaries:

- Between 1/16 - 1/4 miles from corridor centerline
- Area: 4,434 Acres
- Project: direct connectors from Loop 375 to I-10 (*Americas Interchange and Zaragoza DC*)

Transportation Reinvestment Zone No. 3

- Boundaries:
 - 1/16 - 1/4 mile from centerline
 - TRZ No.3: 5,513 Acres
 - Project: Loop 375 Transmountain NE Mainlane Expansion



TRZ Monitoring Dashboard

Link:
<https://tti-tamu.edu.shinyapps.io/TRZtool New/>

User Code:
GJH9Z1QDFATNECQ1UE22762LT
821U2



Enter Code

GJH

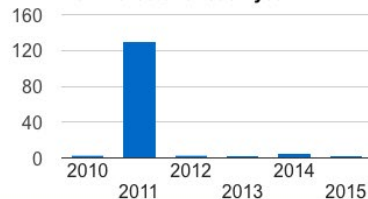
Select TRZ

3

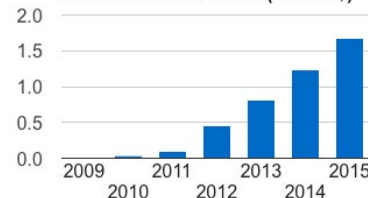
Select Year

2015

New Parcels for each year



Cummulative Revenue (Million \$)

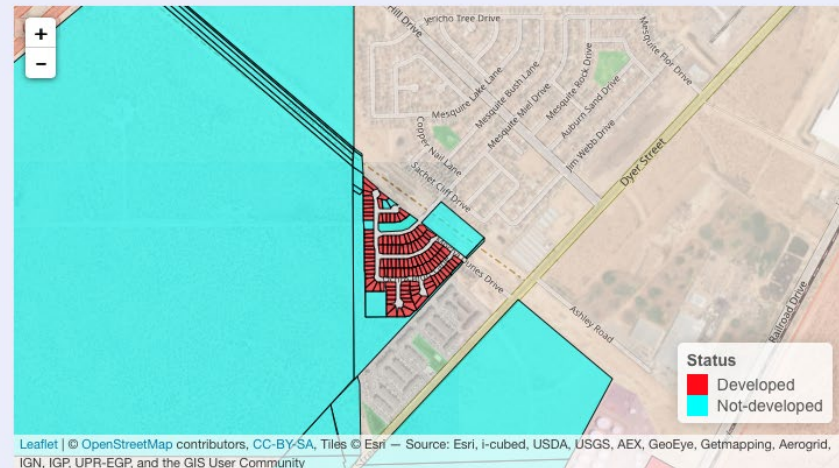


TRZ Report

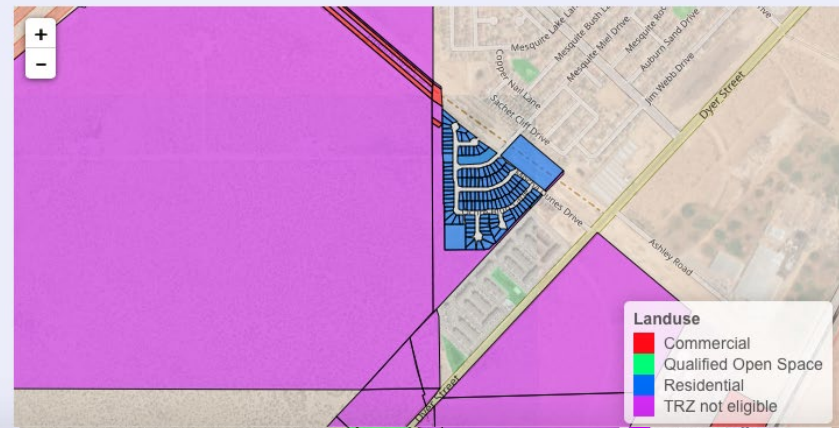
TRZ Data Table

New Parcels Table

TRZ Map: Development Status



TRZ Map: Landuse





Questions

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