

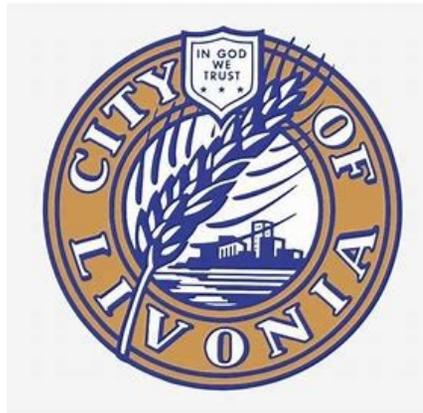
PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

AND

TAX INCREMENT FINANCING PLAN



Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council: February 25, 1998; March 27, 2013; and December 17, 2025.

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

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DEVELOPMENT PLAN

This Development Plan contains the information required by Section 217(2) of The Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Development Plan refer to Act 57. Additional information is available from the Planning and Economic Development Department, City of Livonia.

INTRODUCTION

The Plymouth Road corridor in Livonia represents a foundational element of the City's economy and a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the Jeffries (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of three regional shopping centers located in Livonia, four community-sized shopping centers, and several manufacturing facilities, including the Ford Motor Company Livonia Transmission Plant.

Therefore, to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") under Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993.

The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction, and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping, recreation improvements, street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area.

For the Development Plan to be successful, the cooperation and participation of the affected business property owners within the PRDA district will be encouraged and required.

DEVELOPMENT PLAN ELEMENTS

Section 217(2)(a)

THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, by Ordinance No. 2931, and by Ordinance No. 3239, and as the same may be amended in the future and from time to time. (See Exhibit A - PRDA District Map).

General Description of the Development Area: The boundaries of the PRDA District and Development Area are generally described as follows: Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

Section 217(2)(b)

THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares: Inkster Road, Middlebelt Road, Merriman Road, Farmington Road, and Newburgh Road, and four secondary thoroughfares: Levan Road, Wayne Road, Stark Road, and Hubbard Road. These major and secondary thoroughfares provide vehicle north/south access to and from the Development Area. There are on- and off-ramps to the I-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport, located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets that intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods and to commercial facilities along Plymouth Road, including adjacent parking areas. There are also public alleys located between residential and commercial uses in two areas, which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

City-owned public facilities located within the Development Area include:

- Fire Station No. 4, located on the east side of Middlebelt Road, north of Plymouth Road.
- Sesquicentennial Park, located on the southwest corner of Plymouth and Inkster Roads.
- Three municipal parking lots, located on the south side of Plymouth Road between Merriman Road and Hubbard Road.
- The former Alfred Noble Branch Public Library, located on the south side of Plymouth Road, east of Farmington Road.
- Shelden Park, located adjacent to the former Noble Branch Library south of Plymouth Road, east of Farmington Road.

- The Livonia Housing Transit Center, located on the east side of Farmington Road, south of Plymouth Road.

Other public facilities which, while not located within the Development Area, are either adjacent to or near it include:

- Wayne County Norton Yard, located west of Inkster Road, adjacent to the CSX Railroad.
- City-owned Elm Park, located south of the CSX Railroad, north of Plymouth Road, and west of Inkster Road.
- Fire Station No. 6, located on the north side of Plymouth Road, west of Newburgh Road.
- Newburgh Village (City-owned and operated public housing for the elderly), located on the west side of Newburgh Road, north of Plymouth Road.
- Wilson Barn, located on the east side of Middlebelt Road, south of Orangelawn Avenue.
- Wayne County Parks & Recreation Hines Park, located south of Plymouth Road, east of Newburgh Road.

Land Uses:

See Exhibit B, Land Use Map.

Legal Description:

See Exhibit C, PRDA District Legal Description.

Section 217(2)(c)

A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has no specific plans to demolish, repair, or alter existing privately-owned commercial or industrial improvements; however, the PRDA may assist the City in such efforts from time to time as described in Section 217(2)(d).

The PRDA may, over the Plan's life, demolish, repair, or alter the various streetscape improvements as part of its ongoing Asset Maintenance Program, and Shelden community park and former Noble Branch Library facilities, as described in Section 217(2)(d)(A). The Asset Maintenance Program shall remain on file with the City Planning Department, as updated from time to time.

Section 217(2)(d)

THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has identified the following projects and capital improvements within the Development Area that will be prioritized based on need and funding, and which may be completed over the life of the Plan:

CAPITAL IMPROVEMENTS

- A. Asset Maintenance Program, Landscaping, and Streetscape Improvements: The PRDA will continue to design, install, construct, and maintain various landscape and streetscape improvements within the Development Area. The improvements include but are not limited to trees, shrubs, flowers, irrigation, brick pavers, stamped concrete, decorative masonry walls, fencing, street furniture, lighting, plazas, bus stops, mast arms, traffic control devices, banners, and signage. Design consultants and contractors will be hired to develop the plans and supervise construction to accomplish the work done annually and in phases. These are ongoing projects over the plan's life. The yearly estimated cost to the PRDA is \$600,000.
- B. Shelden Park: Comprising roughly 25 acres, Shelden Park is the only community park in the district. The PRDA will assist the City and the Parks and Recreation Commission in planning, designing, funding, and constructing improvements to the park. On April 14, 2025, the PRDA approved a contract, not to exceed \$350,500, with DLZ for professional architectural and engineering design services, including construction administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths, and a pavilion. The project will be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed five million dollars (\$5,000,000). The bonds will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds, up to a maximum of \$160,000 annually, for 25 years, and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the 2024-25 fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. There will be a funding agreement between the City and PRDA formalizing this arrangement. The PRDA will be reimbursed for the architectural and design fees and construction administration from the bond proceeds.
- C. Former Fire Station and Alfred Noble Library Sites: The PRDA may assist the city with the long-range planning, design, and development of the unused and underutilized portions of the overall Shelden Park property, including the former Fire Station site on Farmington Road and the former Alfred Noble Library on Plymouth Road. The estimated cost of the planning phase of the project is \$75,000, which is expected to take approximately six months, beginning in late 2025. Following completion of the plan, the PRDA may pledge funds up to \$200,000 annually to assist with the renovation, removal, and/or construction of a new building and other public improvements on the sites. The estimated time for completion is 2-3 years.

- D. Roads and Alleys: The PRDA may assist other road agencies, including the Michigan Department of Transportation, Wayne County, and the City of Livonia, in planning, designing, and constructing the following road improvement projects within the Development Area. Additional projects may be identified over the Plan's life. The estimated cost to the PRDA is \$50,000 annually.
1. Resurface existing public alleys at the rear of the businesses on the south side of Plymouth Road from Hubbard Road to Merriman Road.
 2. Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue.
 3. Retrofit street sign lighting on mast arms to LED.
- E. Sidewalk Construction: The PRDA may help finance the construction of sidewalks in areas along Plymouth Road where gaps exist or safety improvements are needed. This will be an ongoing project with an estimated cost of \$100,000.
- F. Acquisition and Demolition of Vacant and Dilapidated Buildings: The PRDA may assist the city in identifying and funding the removal of vacant and dilapidated buildings that pose a public safety risk and adversely affect property values in the district. This will be an ongoing project with an estimated cost of \$100,000.

OTHER IMPROVEMENTS

- G. Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc. The estimated cost is \$100,000. This will be an ongoing project and an ongoing expense.
- H. Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital. The estimated cost: \$100,000 per year. This will be an ongoing project.

Section 17(2)(e)

A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The PRDA will seek to accomplish the capital improvements identified in Section 217(2)(d) in phases over the Plan's life, as follows:

Phase 1A – Landscaping of Merriman Road Plazas, Farmington Road Plazas, and Sesquicentennial Park. Estimated time: 2 years (2025-2027).

Phase 1B – Shelden Park Improvements. Estimated time: 2 years (2025-2027).

Phase 2 – Former Fire Station and Alfred Noble Library Sites. Estimated time: 4 years (2026-2029).

Phase 3A – Roads and Alleys. Ongoing (2026-2055).

Phase 3B – Sidewalk Construction. Ongoing (2026-2055).

Phase 3C – Acquisition and Demolition of Vacant and Dilapidated Buildings. Ongoing (2026-2055).

Section 217(2)(f)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property that it may acquire within the Development Area from time to time as open space.

Section 217(2)(g)

A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

The PRDA may sell, donate, exchange, or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance, which is proportional to the value that the PRDA has invested in such property.

The City may sell, donate, exchange, or lease property to the PRDA on such terms as it deems appropriate.

Section 17(2)(h)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, OR UTILITIES.

A zoning change may be required to enable the PRDA to redevelop certain portions of the former Fire Station site on Farmington Road, south of Plymouth Road, and the former Alfred Noble Library site on Plymouth Road.

No other zoning changes are expected to be required to accomplish the other activities described.

Minor changes to street levels may occur with the paving activities identified in Section 217(2)(d).

Section 17(2)(i)

AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The total cost of the economic development programs and projects set forth in this Development Plan, including the administrative costs associated with the design of the development and financing, is estimated not to exceed \$35,000,000 in the aggregate. The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement, and other programs may be financed from any revenues received by the PRDA, which may be lawfully available for such use.

Development costs may be financed by grants, donations, or transfers from the City or otherwise received by the PRDA, proceeds of a tax imposed pursuant to Section 212 of Act 57, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City, and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the PRDA.

Exhibit D indicates the estimated tax increment revenue available to the PRDA over the life of the Plan.

Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues, either separately or in combination, and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing that the PRDA may seek to use:

- A. Limited Tax General Obligation Bonds of the City: Section 216(1) of Act 57 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.
- B. Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments, and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from the general funds of the City, derived from the proceeds of taxes levied upon all property within the City.
- C. Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening, and lighting, the City may also borrow money and issue bonds pledging the City's receipts from the Michigan Transportation Fund in the manner provided by law

D. Capital Improvement Bonds of the City: Act 34 of 2001 permits the City to issue limited tax general obligation capital improvement bonds to pay the cost of any capital improvement projects in the City which may be supported in whole or in part from revenues pledged by the PRDA.

Section 217(2)(j)

DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

Property within the Development area may be leased, sold, or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

Section 217(2)(k)

THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS.

The PRDA shall abide by the applicable laws, ordinances, and rules that regulate leasing, purchasing, or conveying property and equipment that would otherwise apply to the City.

Section 217(2)(1)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

As of June 30, 2025, approximately 44 people reside in the development area. An appropriate ordinance amendment will adjust the PRDA district boundaries to exclude all residential properties from the district and the Development Area. The programs contained within this Plan will not displace families or individuals.

Section 217(2)(m)

A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA.

Not applicable.

Section 217(2)(n)

PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 42 USC 4601.

Not applicable.

Section 217(2)(o)

A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332.

Not applicable.

TAX INCREMENT FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 214 of the Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended (“Act 57”). Section references within this Tax Increment Financing Plan refer to Act 57.

Original Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to public hearing held on April 12, 1995. Revised and approved by City Council: February 25, 1998 and March 27, 2013.

Original Tax Increment Finance Plan terminated on December 17, 2025 in order to reset the initial assessed value of the District.

New Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on July 23, 2025, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on December 17, 2025, subsequent to public hearing held on September 29, 2025.

Additional information is available from the Planning and Economic Development Department, City of Livonia.

Section 214(1)

TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the PRDA is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties.

The initial assessed value is defined in Act 57 generally as the assessed value of all taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment finance plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted.

The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment finance plan.

“Captured assessed value” is defined by Act 57 to mean the amount in any year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

“Tax increment revenues” is defined by Act 57 to mean the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to several conditions set forth in Sec. 201(cc).

The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units not otherwise subject to exclusion within the development area to the captured assessed value.

Increases in assessed values within a development area that result in the generation of tax increment revenues can result from any of the following:

- a. Construction of new developments occurring after the date establishing the "initial assessed value."
- b. Construction of new rehabilitation, remodeling, alterations, or additions occurring after the date establishing the "initial assessed value."
- c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.
- d. Increases in property values which occur for any other reason, including increases from the benefits which accrue to the district as a result of this plan.

The initial assessed value and captured assessed value can also be affected by the addition or removal of properties within the development area through boundary amendments, a change in taxable status, or other means.

Tax increment revenues, if any, transmitted to the PRDA can be used as they accrue annually, held to accumulate amounts necessary to make improvements described in the Plan, or pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenue bonds issued by the PRDA.

If bonds are sold, and actual tax increment revenues fall below projections, any previously accumulated revenue would be devoted to the retirement of the bonds. Any tax increment revenues collected in excess of estimates will be used to pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act 57 are subject to the Revised Michigan Municipal Finance Act, Act No. 34, Public Acts of Michigan, 2001, as amended (“Act 34”), and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, Act 34 provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory, and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the

municipality's general fund.

The PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act 57. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 214(4) of Act 57, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is \$30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, 2055.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects, to pay debt service on bonds (if any), and to pay any other expenses of the PRDA or to accrue funds in anticipation of paying those expenses, excess tax increment will be returned to the taxing jurisdictions.

Exhibit D projects anticipated tax increment revenues based upon current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated performance of Captured Assessed Value, and the resulting tax increment revenues to be derived from the Development Plan. Exhibit D is a projection only, is based upon reasonable assumptions as of the date of approval of this Plan, and may be subject to change on account of changes in law or otherwise.

The PRDA proposes to strengthen the Development area, prevent stagnation and deterioration in property values, and encourage economic and tax base growth. This is to be accomplished by using tax increment revenues generated in the Development Area to make public improvements, induce private investment and redevelopment, and induce greater retail and commercial sales activity by consumers.

As provided by Act 57, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, capture will cease, and tax revenues will be distributed to the taxing jurisdictions in accordance with ad valorem

tax procedures then in effect.

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide long-term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions, which, to a significant degree, are dependent upon the economic well-being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property valuations throughout the entire community.



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

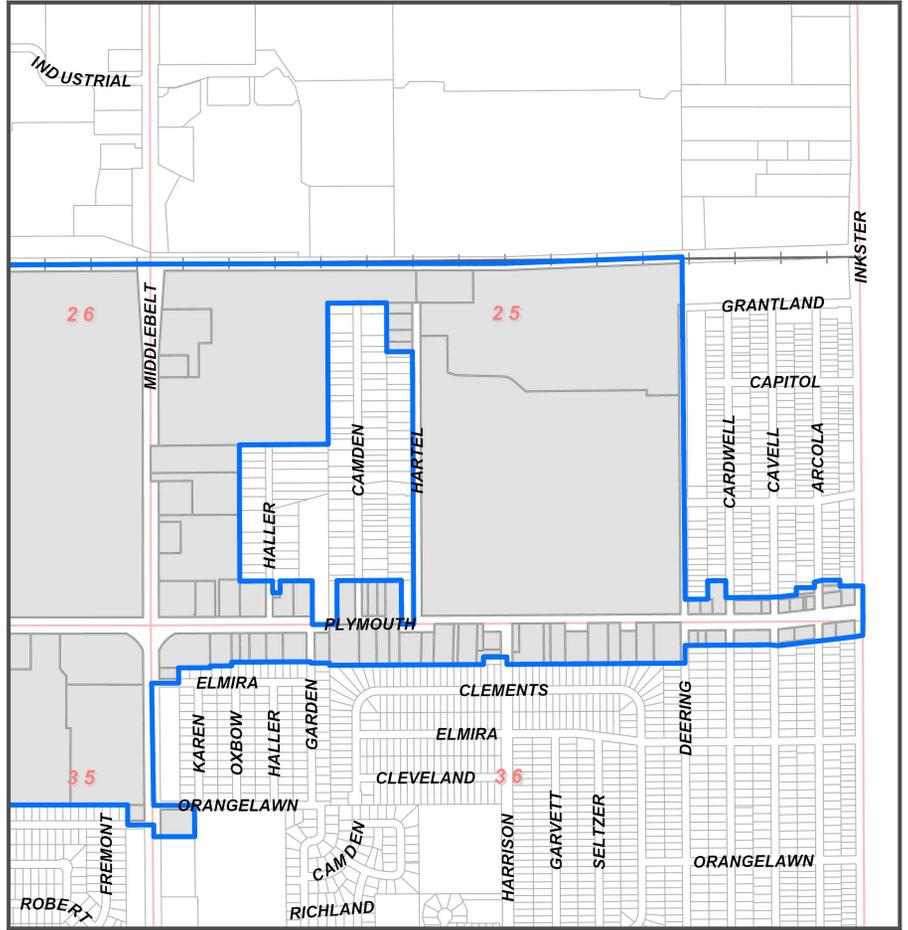
**EXHIBIT A
DISTRICT BOUNDARY**

Legend

-  PRDA District Boundary
-  Parcels in the PRDA District

LOCATION MAP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

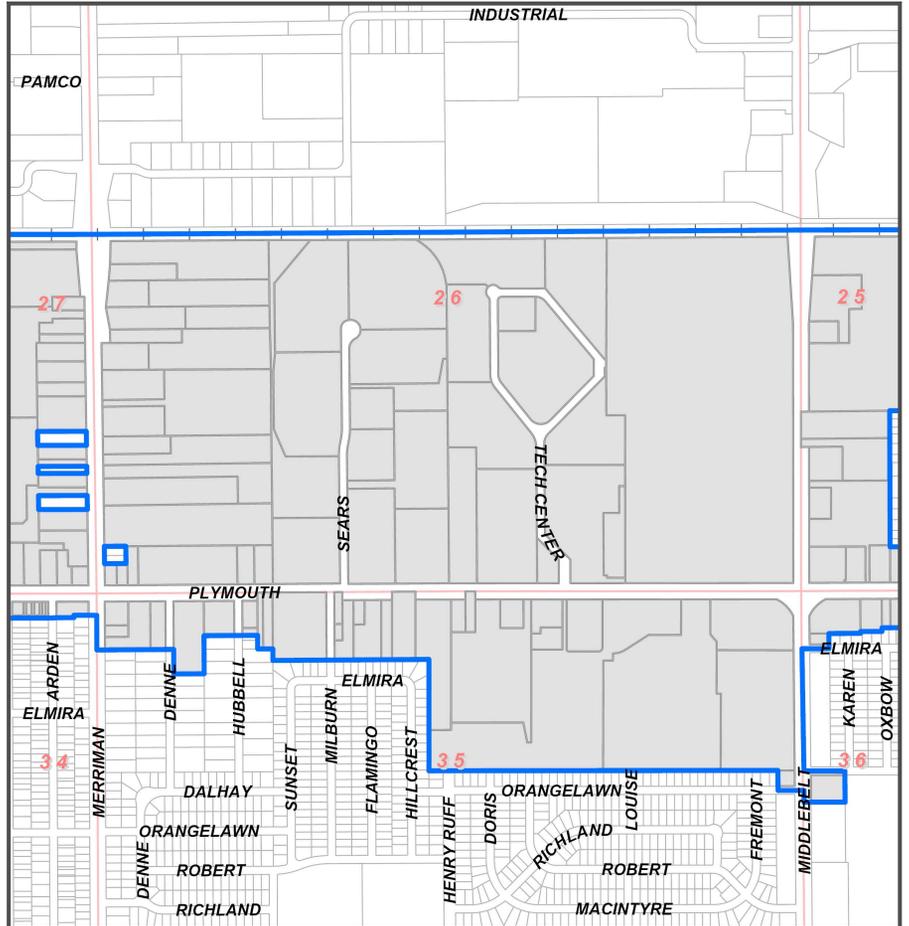
**EXHIBIT A
DISTRICT BOUNDARY**

Legend

-  PRDA District Boundary
-  Parcels in the PRDA District

LOCATION MAP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
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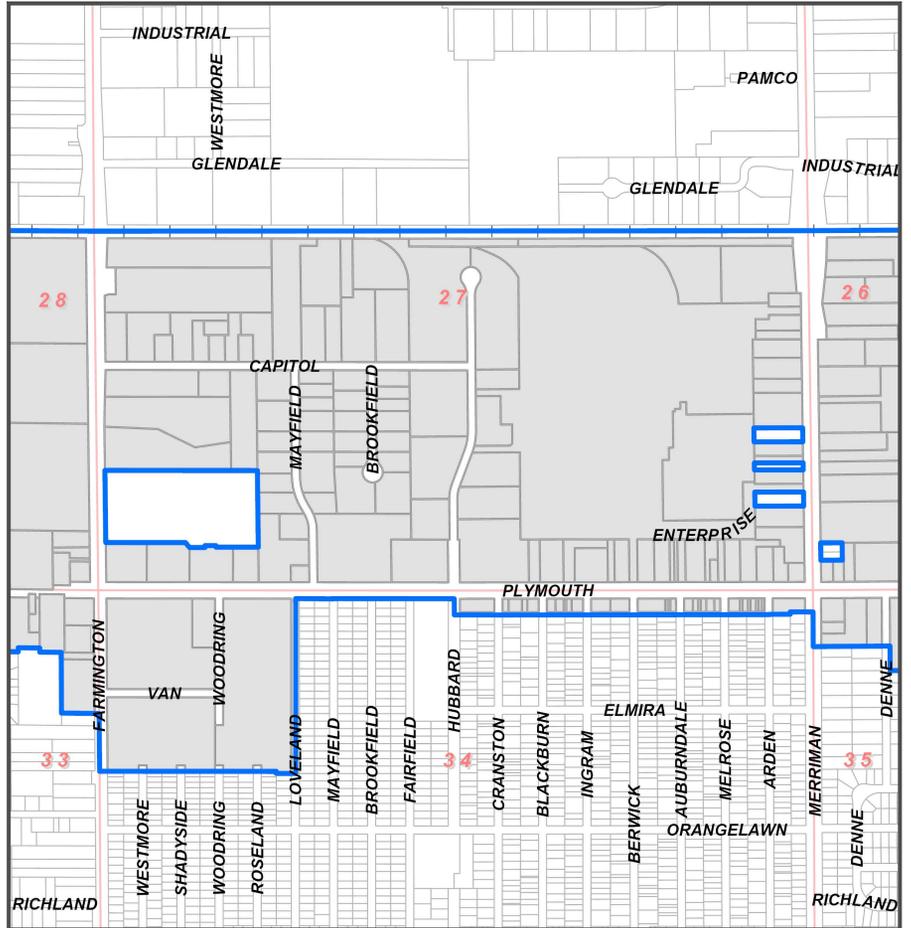
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PAGE 3 OF 6

Prepared by the City of Livonia Planning Department
November 2025



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

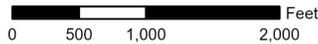
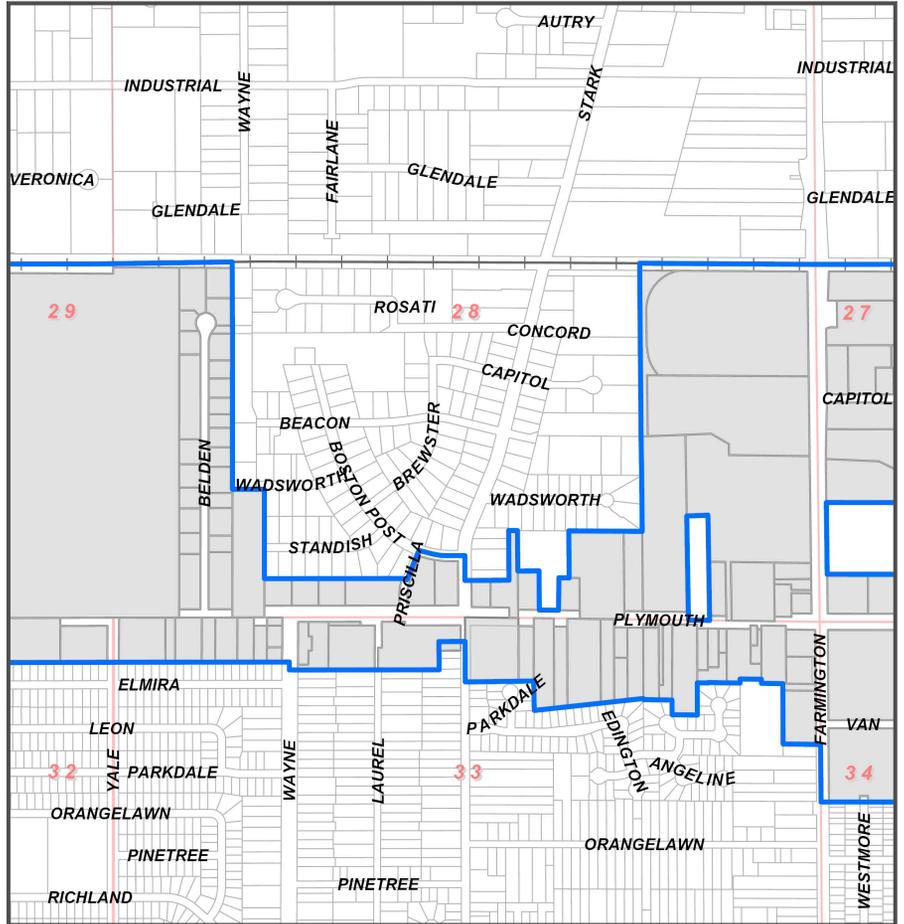
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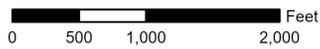
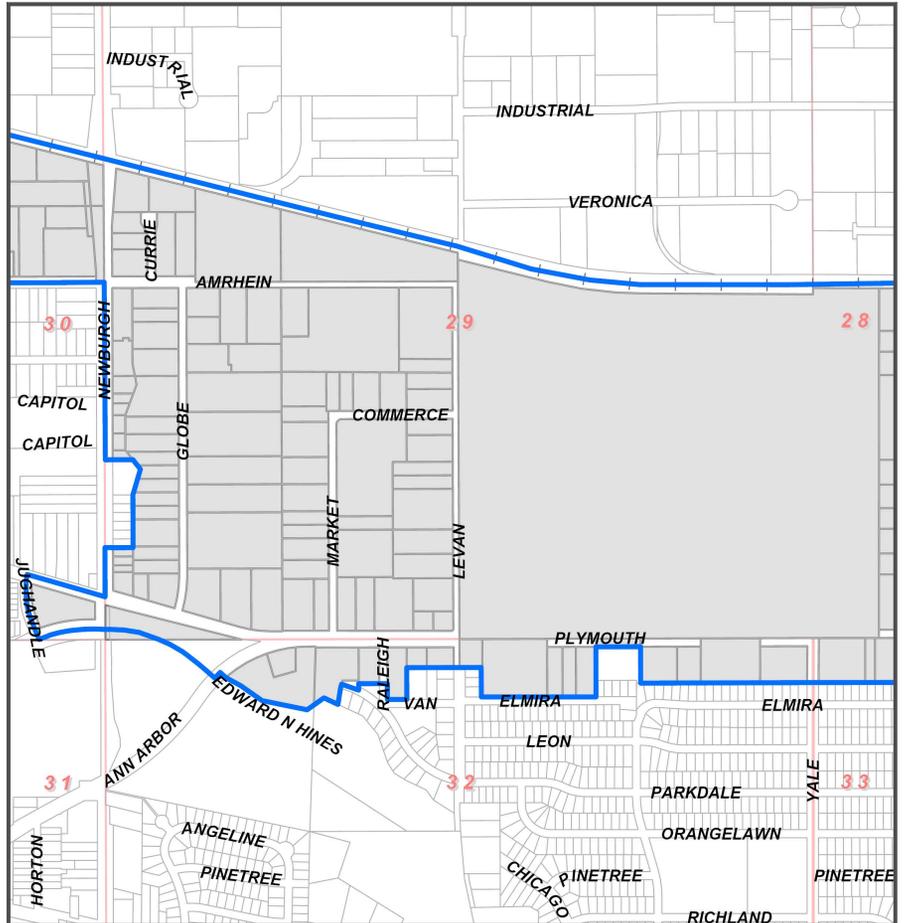
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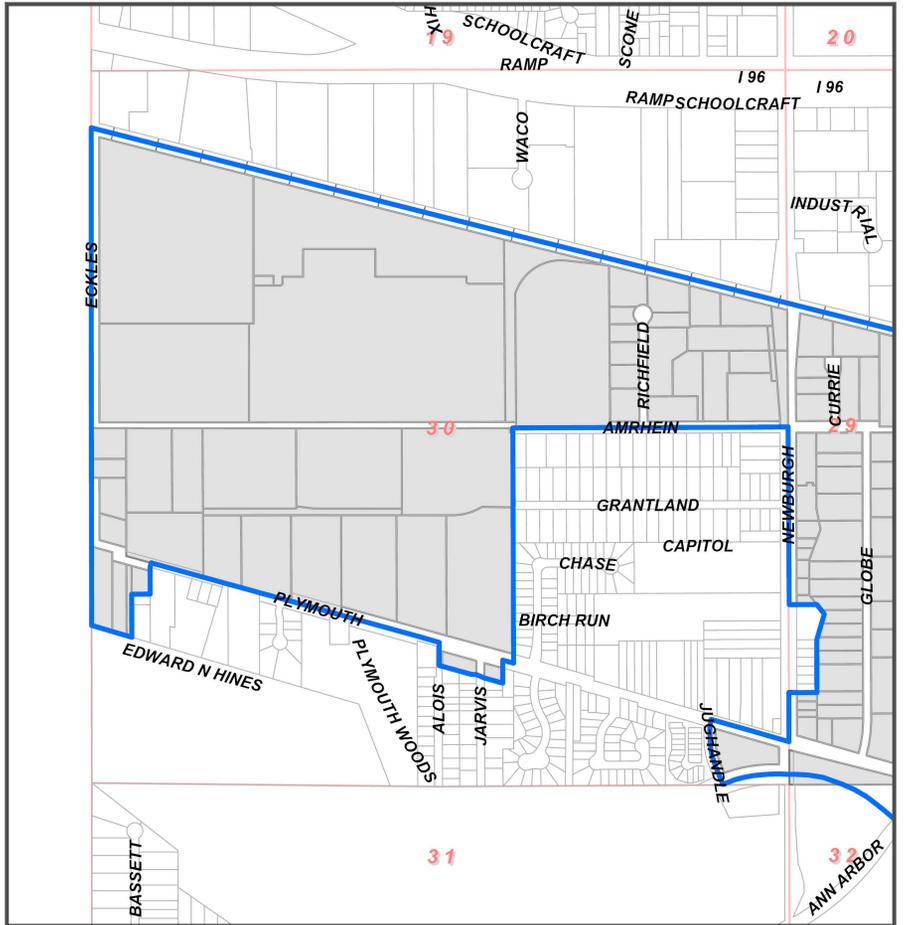
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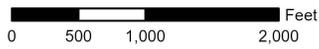
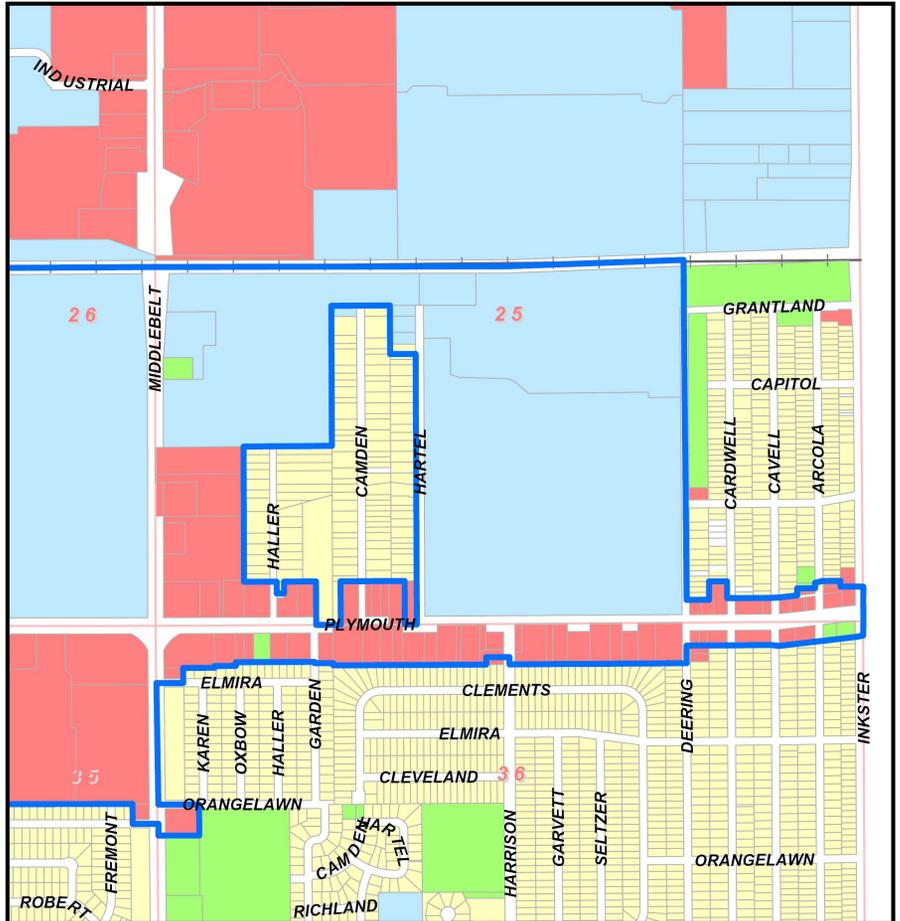
**EXHIBIT B
LAND USE MAP**

Legend

- PRDA District Boundary
- Land Use**
 - Public Land - Municipal Parks, Open Space, and Parking
 - Residential - Single-Family and Multi-Family
 - Commercial - Office, Retail, and Medical
 - Industrial - Warehousing, Manufacturing, Processing, and Storage
 - Vacant

LOCATION MAP

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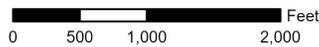
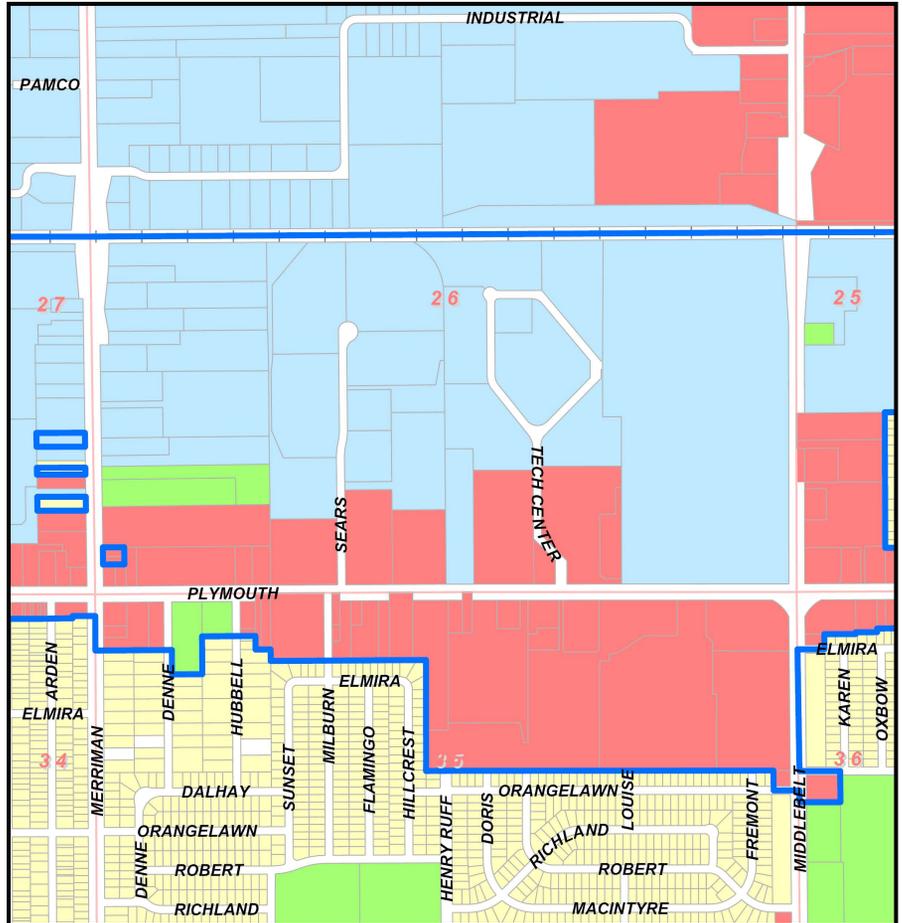
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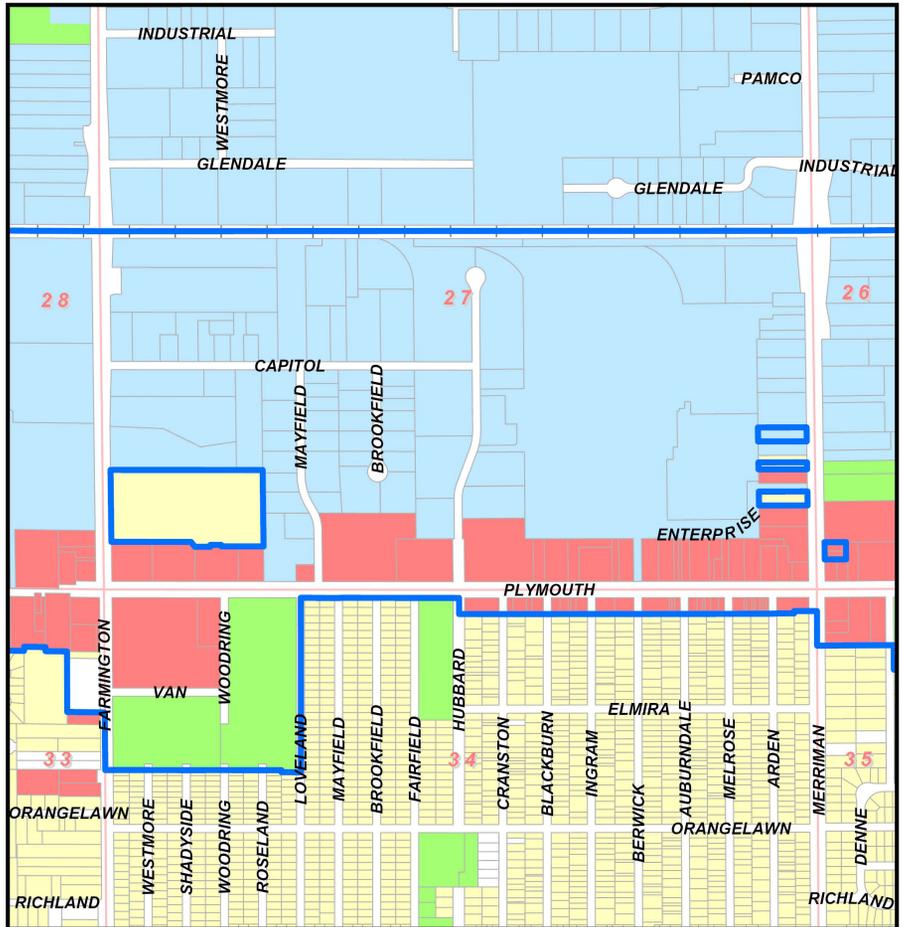
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City of Livonia

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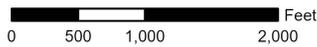
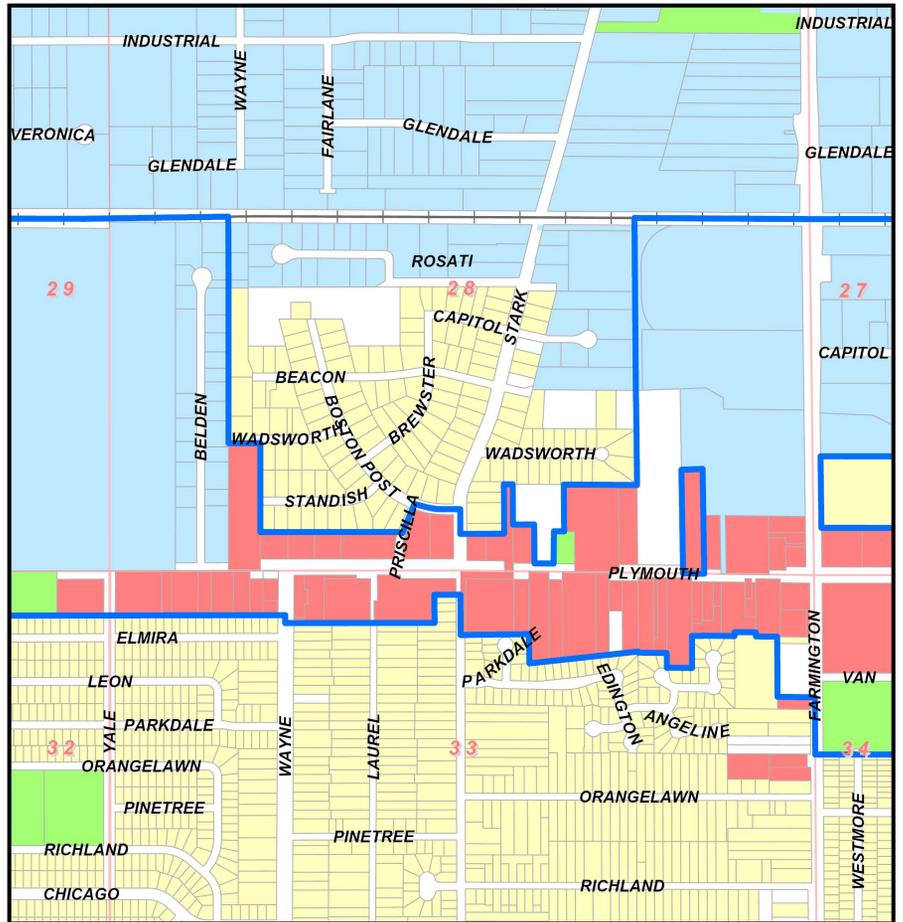
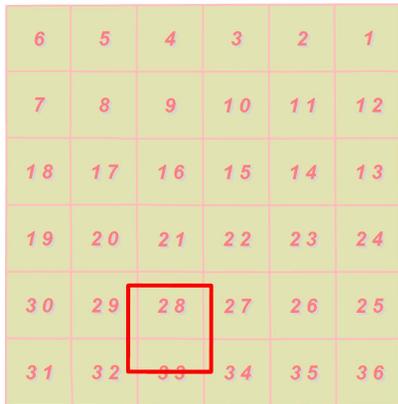
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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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LAND USE MAP**

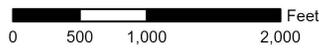
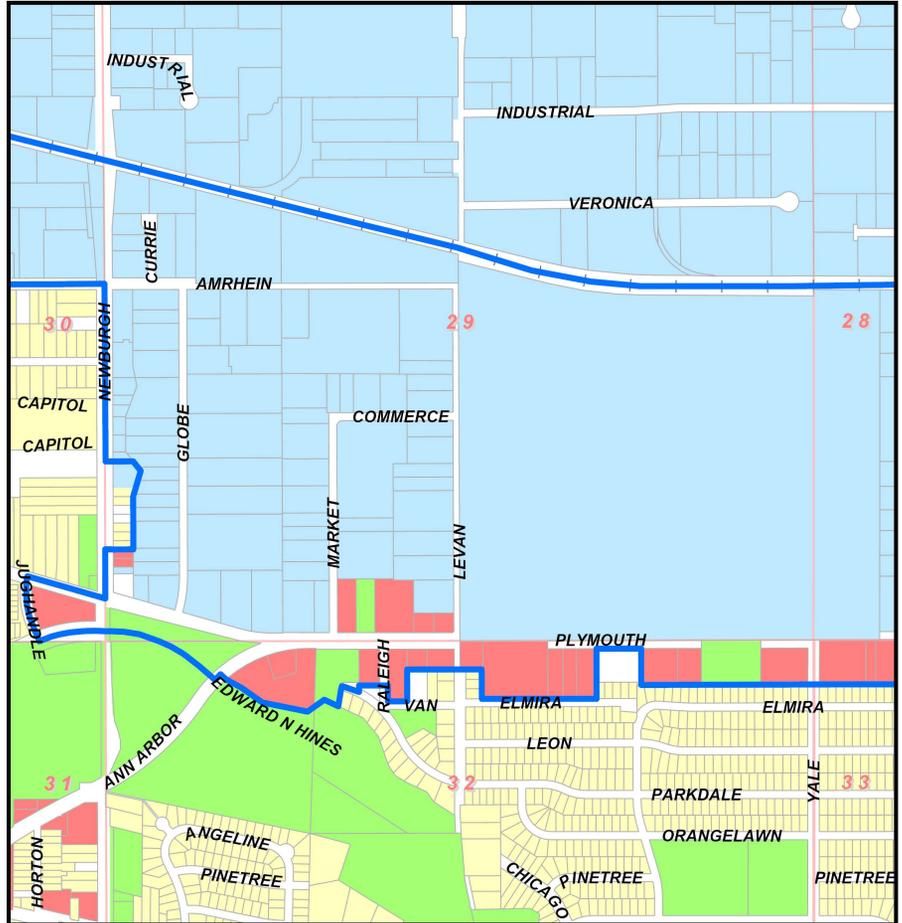
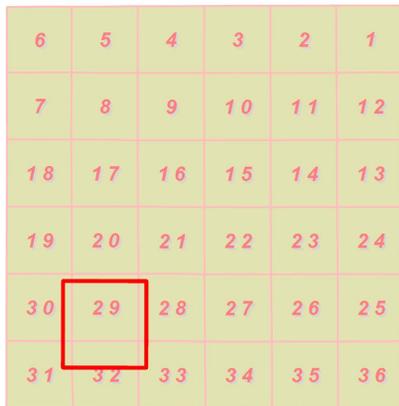
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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

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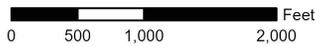
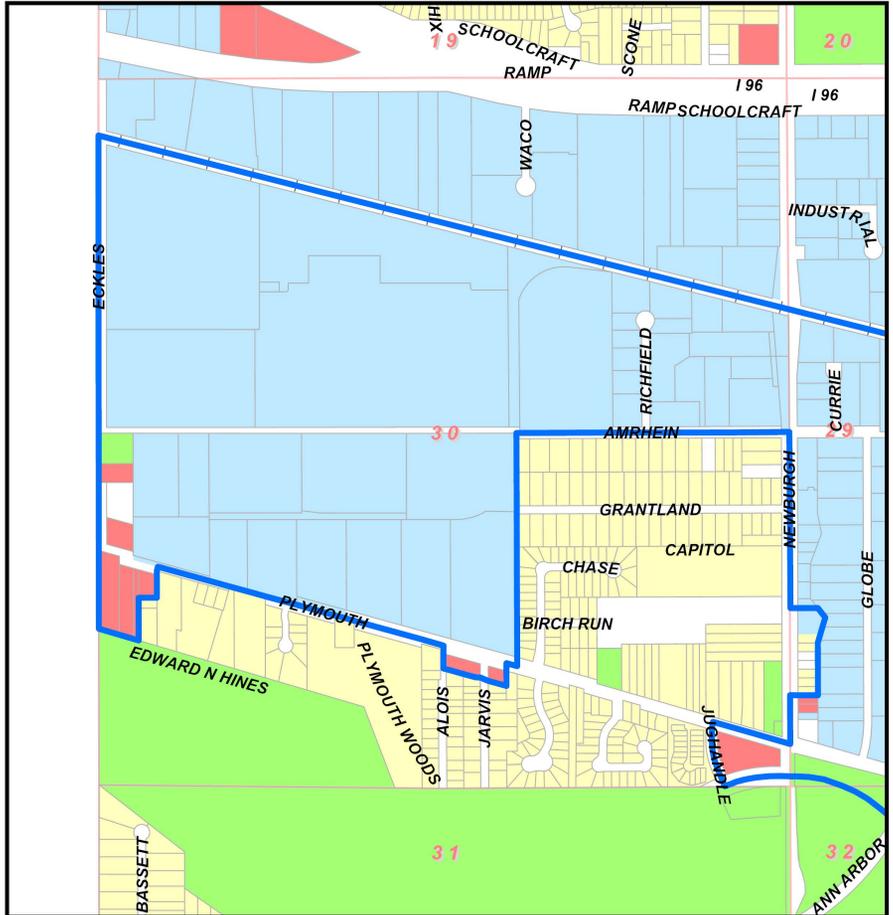


EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Farmington Road, 120 foot wide; thence continuing westerly along said railroad centerline to a point 1,320 feet west of the centerline of the Farmington Road Centerline; thence Southerly, 1,976 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision

line to the N.E. corner of Lot 19; thence Easterly 147 feet to the southeast corner of Rosati Industrial Park, (L. 122, P. 63-66 W.C.R.); thence Northerly along the west line of Rosati Industrial Park to a point on the centerline of the [Chesapeake](#) and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,310 feet to the north lot line as extended of Lot 17, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly, 210 feet to the N.E. corner of said Lot 17; thence Southeasterly, 90 feet to the East point of lot 19 of said Woodlands Village Subdivision; thence Southwesterly, 198 feet to the N.E. corner of Lot 22 of said subdivision; thence Southerly, 390 feet along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north

line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 446 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 421 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120' wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the

North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E. 1/4 corner of Section 25 and the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 480 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline 120 feet to the centerline of Hartel Avenue; thence North along said centerline, 2002 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West, 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE $\frac{1}{4}$ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE $\frac{1}{4}$ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE $\frac{1}{4}$ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Parcel #46-112-99-0028-000; That part of the SE $\frac{1}{4}$ of Section 28, Described as beginning at a point on the South section line distant North, 89 degrees, 17 minutes, 30 seconds West, 823.91 feet from the Southeast corner of Section 28 and proceeding thence North, 89 degrees, 17 minutes, 20 seconds West along said line, 158.74 feet; thence North 0 degrees, 59 minutes, 20 seconds West, 768.36 feet; thence North 87 degrees, 47 minutes, 30 seconds East, 158.71 feet; thence South 0 degrees, 59 minutes, 20 seconds East, 776.44 feet to the Point of Beginning, 2.81 acres subject to Plymouth Road easement over the South 33 feet.

Part of the Southwest $\frac{1}{4}$ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne

County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West, 563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
 CITY OF LIVONIA, MICHIGAN
 SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

<u>TAX YEAR</u>	<u>BASE YEAR TAXABLE VALUE</u>	<u>TAXABLE VALUE¹</u>	<u>CAPTURED TAXABLE VALUE</u>	<u>CITY LEVY (13.1638)</u>	<u>COUNTY LEVY (7.7177)</u>	<u>COLLEGE</u>		<u>TOTAL TIF REVENUE</u>
						<u>LEVY (2.2700)</u>	<u>HCMA LEVY (0.2062)</u>	
2025	452,246,735							
2026	452,246,735	456,769,202	4,522,467	59,533	34,903	10,266	933	105,634
2027	452,246,735	461,336,894	9,090,159	119,661	70,155	20,635	1,874	212,325
2028	452,246,735	465,950,263	13,703,528	180,391	105,760	31,107	2,826	320,083
2029	452,246,735	470,609,766	18,363,031	241,727	141,720	41,684	3,786	428,918
2030	452,246,735	475,315,864	23,069,129	303,677	178,041	52,367	4,757	538,842
2031	452,246,735	480,069,022	27,822,287	366,247	214,724	63,157	5,737	649,865
2032	452,246,735	484,869,712	32,622,977	429,442	251,774	74,054	6,727	761,998
2033	452,246,735	489,718,410	37,471,675	493,270	289,195	85,061	7,727	875,252
2034	452,246,735	494,615,594	42,368,859	557,735	326,990	96,177	8,736	989,639
2035	452,246,735	499,561,750	47,315,015	622,845	365,163	107,405	9,756	1,105,170
2036	452,246,735	504,557,367	52,310,632	688,607	403,718	118,745	10,786	1,221,856
2037	452,246,735	509,602,941	57,356,206	755,026	442,658	130,199	11,827	1,339,709
2038	452,246,735	514,698,970	62,452,235	822,109	481,988	141,767	12,878	1,458,741
2039	452,246,735	519,845,960	67,599,225	889,863	521,711	153,450	13,939	1,578,962
2040	452,246,735	525,044,420	72,797,685	958,294	561,831	165,251	15,011	1,700,386
2041	452,246,735	530,294,864	78,048,129	1,027,410	602,352	177,169	16,094	1,823,025
2042	452,246,735	535,597,812	83,351,077	1,097,217	643,279	189,207	17,187	1,946,889
2043	452,246,735	540,953,790	88,707,055	1,167,722	684,614	201,365	18,291	2,071,993
2044	452,246,735	546,363,328	94,116,593	1,238,932	726,364	213,645	19,407	2,198,347
2045	452,246,735	551,826,962	99,580,227	1,310,854	768,530	226,047	20,533	2,325,965
2046	452,246,735	557,345,231	105,098,496	1,383,496	811,119	238,574	21,671	2,454,859
2047	452,246,735	562,918,684	110,671,949	1,456,863	854,133	251,225	22,821	2,585,042
2048	452,246,735	568,547,870	116,301,135	1,530,965	897,577	264,004	23,981	2,716,527
2049	452,246,735	574,233,349	121,986,614	1,605,807	941,456	276,910	25,154	2,849,327
2050	452,246,735	579,975,683	127,728,948	1,681,398	985,774	289,945	26,338	2,983,454
2051	452,246,735	585,775,439	133,528,704	1,757,745	1,030,534	303,110	27,534	3,118,923
2052	452,246,735	591,633,194	139,386,459	1,834,855	1,075,743	316,407	28,741	3,255,747
2053	452,246,735	597,549,526	145,302,791	1,912,737	1,121,403	329,837	29,961	3,393,939
2054	452,246,735	603,525,021	151,278,286	1,991,397	1,167,520	343,402	31,194	3,533,513
2055	452,246,735	609,560,271	157,313,536	2,070,844	1,214,099	357,102	32,438	3,674,482

Millage rates shown as established in 2025, and are subject to change.

¹ Assumes a 1.0% annual increase.