

**LOCAL DEVELOPMENT FINANCE AUTHORITY
OF THE VILLAGE OF DUNDEE**

DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

**FOR
DISTRICT NO. 3**

Plan approved by the Board of Directors of the Local Development Finance Authority of the Village of Dundee on 4-29, 2003.

Plan approved by the Village Council of the Village of Dundee on 5-20, 2003, subsequent to a public hearing held on 3-18, 2003.

INTRODUCTION TO THE
DEVELOPMENT PLAN AND TAX INCREMENT FINANCING PLAN

The Village of Dundee (the "Village") created the Local Development Finance Authority of the Village of Dundee (the "Authority" or the "LDFA") pursuant to Act 281, Public Acts of Michigan, 1986, as amended ("Act 281") on February 20, 1990. The purpose of the Authority is to prevent conditions of unemployment and promote economic growth through the use of tax increment financing to finance infrastructure and other public facilities.

District No. 1: The Authority was originally created in 1990 to allow for public infrastructure improvements for the 26 acre industrial park which was originally occupied by Tecumseh Products Company, Dundee Wire and Manufacturing and Diamond Electric Manufacturing Corporation.

District No. 2: In 1992, District No. 2 was created to provide for infrastructure improvements to accommodate the additional business growth for Holnam in the northern portion of the Village.

District No. 3: District No. 3 is being created to pay part of the cost of public infrastructure improvements to facilitate the development of an engine manufacturing plant on a 242 acre site to be constructed by Global Engine Alliance, LLC (the "Company"), a manufacturer of automobile engines for the global automobile manufacturing market, which is a joint venture between Daimler Chrysler Corporation, Mitsubishi and Hyundai. The LDFA will undertake to acquire, construct and install various infrastructure improvements, including roads, sanitary sewer lines, water mains, storm sewer improvements, wastewater treatment plant improvements, curb, gutter and sidewalk improvements, electric utility improvements and other necessary public facilities.

This Development Plan and Tax Increment Financing Plan are intended to meet the requirements of Section 12(1) and 15(2) of Act 281.

DEVELOPMENT PLAN

Designation of boundaries of the property to which the plan applies in relation to the boundaries of the authority district and legal description of the property

The Plan applies to all the property located in Authority District No. 3 which consists of three parcels totaling 242.2 acres, formerly referred to as the Heath Property and two Davis Properties. All of the property in the District is owned by the Company or its affiliates and are included as the eligible property in this Plan.

See the legal description of the LDFA boundaries at Exhibit A.

Designation of boundaries of the property to which the plan applies in relation to highways, streets, and otherwise

District No. 3 is in the northern portion of the Village and is bounded on the west by Ann Arbor Road, on the east by Dundee-Azalia Road.

See map of the District No. 3 site at Exhibit B.

The location and extent of existing streets and other public facilities in the vicinity of the property to which the plan applies; the location, character, and extent of the categories of public and private land uses then existing and proposed for the property to which the plan applies, including residential, recreational, commercial, industrial, educational, and other uses.

Existing Streets and Public Facilities

Dundee-Azalia Road runs north-south along the eastern boundary of the District and Ann Arbor Road runs north-south along the western boundary of the District. The Woodruff Drain and Cassidy Drains pass through the property located in the District. The property was previously used for agricultural purposes and it is proposed to be used for industrial and manufacturing purposes.

The proposed construction of Ty Circle Drive will also provide direct access to Dundee-Azalia Road. The property is west of the existing rail line owned by Ann Arbor Railroad and a rail spur is contemplated to be added to connect to the site.

Land Uses

The property was previously zoned both industrial and residential and is now zoned for industrial purposes. The property is currently vacant. Adjoining and nearby properties are a combination of vacant, under development, or developed lots.

It is proposed that the property in the District will be used as the site of an engine manufacturing facility.

Description of public facilities to be acquired for the property to which the plan applies, a description of any repairs and alterations necessary to make those improvements, and an estimate of the time required for completion of the improvements.

The public facilities to be constructed by the LDFA within the development area consist of primarily public infrastructure improvements, including roads, traffic signal improvements, sanitary sewer lines, water mains, storm sewer improvements, wastewater treatment plant improvements, curb, gutter and sidewalk improvements, electric utility improvements and other necessary public facilities.

It is expected that construction will begin on various improvements in spring 2003 and will be completed by December 2004.

The location, extent, character and estimated cost of the public facilities for the property to which the plan applies, and an estimate of the time required for completion.

1. Street Improvements: The LDFA will extend Ty Circle Drive from its current eastern terminus to Dundee-Azalia Road, improve Ann Arbor Road from its northerly intersection with Industrial Parkway as a Class A road to the north property line of the District and improve bridges on Ann Arbor Road over the Bear Swamp Drain north of the District. Grading, base, and street and sidewalk installation is required. Portions of the street will have curb and gutter with an asphalt surface. Future street improvements may include the construction of Circle 7 Drive south of the District. In addition, other road and bridge improvements along with traffic signal improvements may be completed as necessary to improve access to and around the eligible property and to improve road facilities to the extent required by the traffic flow to be generated by the eligible property. The streets will be constructed in accordance the Village of Dundee standards. The estimated construction cost of the street improvements is \$1,300,000.
2. Sanitary Sewer Improvements: The project will include new sanitary sewer improvements including the installation of a 12-inch water line within the right-of-way from where it now terminates at the end of the existing Ty Circle Drive to Dundee Azalia Road, and a tap to the sanitary sewer manhole now located at the end of the existing Ty Circle Drive and extending 8 inch sanitary sewer the full length of the extension of Ty Circle Drive. The sanitary improvements will allow for service leads and manholes to be installed at this time. Additional sanitary sewer improvements may be constructed inside or outside the District as necessary for the development and improvement of sanitary sewer service necessary to service the eligible property. The estimated cost of the sanitary sewer improvements is \$400,000.
3. Water Main Improvements: The project will include new water main improvements to be constructed in public right-of-ways along the existing streets surrounding the District and the new streets to be constructed as part of this project. Additional water main improvements may be constructed in and around the eligible property as necessary for the development and improvement of water service necessary to service the eligible property. The estimated cost of the water main improvements is \$300,000.
4. Wastewater Treatment Plant Expansion: The project includes the design and construct of an expansion of the existing wastewater treatment plant to accommodate an additional need of 50,000 gallons per day plus extra normal loading. The estimated cost of the wastewater treatment plant expansion is \$5,500,000.
5. Storm Water and Drainage Improvements: The project includes the abandonment of a portion of the Cassidy Drain and rerouting to the Woodruff Drain. The project also includes storm water improvements in connection with the construction and expansion of various streets in and around the District and all related wetlands mitigation. Additional storm water drainage improvements may be constructed in and around the eligible property as necessary for the development and improvement of drainage necessary to

service the eligible property. The estimated cost of the storm water and drainage improvements is \$600,000.

6. Rail Spur: The project may include the construction of a railroad spur from the existing Ann Arbor Railroad to the Company property. The estimated cost of the rail spur installation is \$320,000.
7. Utility Improvements: The project will include the construction and installation of various utility improvements, including the construction of electric transmission lines. The estimated cost of the utility improvements and related work is \$500,000.
8. Other Public Facilities: The project may include the construction of various other public facilities, including street lighting, curb and gutter, sidewalk improvements, or other public facilities. The estimated cost of the other public facilities improvements is \$500,000.
9. Other Related Costs: The project also includes all administrative costs related to the above improvements, including but not limited to architects', engineering, legal, financial advisor, building inspection and other financing and related costs. The estimated cost of these costs is \$200,000.

Construction of public improvements is expected to begin in spring 2003 and be completed by December 1, 2004.

Estimated Costs of Improvements

1.	Road Improvements	\$1,300,000
2.	Sanitary Sewer Improvements	\$ 400,000
3.	Water Main Improvements	\$ 300,000
4.	Wastewater Treatment Plant Improvements	\$5,500,000
5.	Storm Water and Drainage Improvements	\$ 600,000
6.	Rail Spur Improvements	\$ 320,000
7.	Utility Improvements	\$ 500,000
8.	Other Public Facilities	\$ 500,000
9.	Other Related Costs	\$ 200,000
		<u>\$9,620,000</u>

Statement of the construction or stages of construction planned, and the estimated time of completion of each stage.

The construction of the manufacturing building on the Company site is expected to begin in April 2003.

Construction of various street improvements, drainage improvements and related sanitary sewer, storm sewer and water main improvements is expected to begin in spring 2003 and be completed by the end of 2003.

Construction on the sewer plant improvements is expected to begin in late 2003 or early 2004 and be completed by December 30, 2004.

Additional road improvements including Circle 7 Drive and other improvements related to the eligible property, including the rail spur, are expected to be constructed in 2004 or later.

Description of any portions of the property to which the plan applies, which the Authority desires to sell, donate, exchange, or lease to or from the Village of Dundee, and the proposed terms.

Not Applicable.

Description of desired zoning changes and changes in streets, street levels, intersections and utilities.

The proposed project will involve the construction of several new streets and the expansion of water, sewer, storm sewer and electric utility service in and around the eligible property as described in this Development Plan.

Estimate of the cost of the public facility or facilities, statement of proposed method of financing the public facility or facilities, and ability of the Authority to arrange the financing.

The estimated cost of the public facilities, as shown above, is \$9,620,000.

The LDFA and the Village expect to use a variety of sources to pay for the costs of the public facilities, including federal and state grant funds, Michigan Economic Development Corporation grant funds, Michigan Department of Transportation and Monroe County Road Commission funds, contributions from various utilities, and contributions from the Company. In addition, the Authority expects to use tax increment revenues to pay a portion of the cost of the necessary public facilities described in this Development Plan. The Authority has the ability to arrange the necessary financing for the public facilities. In addition to other sources of funding, the Authority expects to use tax increment revenues to pay all or a portion of the debt service on the following obligations:

1. The LDFA intends to borrow \$2,000,000 from Michigan Economic Development Corporation pursuant to Section 10(h) of Act 281 to pay a portion of the cost of the public facilities and related costs. The LDFA will enter into a Loan Agreement with the Michigan Economic Development Corporation to evidence the loan. The loan will be payable solely from tax increment revenues of the LDFA.
2. All or a portion of the cost of the wastewater treatment plant improvements are expected to be financed by the issuance of bonds by Monroe County pursuant to Act 342, Public Acts of Michigan, 1939, as amended. The LDFA expects to use tax increment revenues to pay the portion of the cost of the wastewater treatment plant necessary to service the eligible property.
3. The LDFA may issue bonds pursuant to Act 281 in one or more series for the purpose of paying part of the cost of the public facilities. Bonds will be payable from tax increment revenues and may be issued with or without the limited tax full faith and credit support of the Village.
4. The Village may also issue bonds pursuant to various state statutes to pay a portion of the cost of the public facilities described in this Development Plan. The LDFA may pledge its tax increment revenues for payment of other obligations incurred by the Village which relate to public facilities necessary to service the eligible property.

Designation of person or persons, natural or corporate, to whom all or portion of the public facility or facilities is to be leased, sold, or conveyed and for whose benefit the project is being undertaken, if that information is available to the Authority.

The public facilities are expected to be owned by various public agencies, including the Village, the County of Monroe, the Monroe County Drain Commissioner and the Monroe County Road Commission. The electric transmission lines are expected to be owned by the Company or the public utility providing electrical service to the eligible property.

The project is being undertaken primarily for the Company to provide the necessary infrastructure to service the proposed engine manufacturing facility to be constructed in the District.

Procedures for bidding for the leasing, purchasing, or conveying of all or a portion of the public facility or facilities 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 to those persons.

Not applicable.

Estimates of number of persons residing on the property to which the plan applies and the number of families and individuals to be displaced. If occupied residences are designated for acquisition and clearance by the Authority, the 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 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.

There are no persons residing on the property to which the Plan applies.

Plan for establishing priority for the relocation of persons displaced by the development.

Not applicable.

Provision for 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, 42 U.S.C. 4601 to 4655.

Not applicable.

Plan for compliance with Act No. 227 of the Public Acts of 1972, as amended, being sections 213.321 to 213.332 of the Michigan Compiled Laws.

Not applicable.

Other material which the Authority or Village Council deems pertinent.

Not applicable.

TAX INCREMENT FINANCING PLAN

A statement of the reasons that the Plan will result in the development of captured assessed value that could not otherwise be expected.

The Plan is expected to result in the development of captured assessed value due to the fact that the public facilities which are to be constructed pursuant to the Plan are necessary to induce the Company to construct its engine manufacturing facility on 242.2 acres of land within the Authority District. The Company has indicated that its decision to locate the plant in the Village is based upon a variety of financial incentives from the Village and the State of Michigan, including payment of the cost of constructing the public facilities described in this Plan. The proposed development would not occur without the LDFA providing the necessary public improvements.

An estimate of the captured assessed value for each year of the Plan.

See the attached schedules in Exhibit C.

The estimated tax increment revenues for each year of the Plan.

The Authority intends to capture and use only 80% of the Tax Increment Revenues generated from the Captured Assessed Value in the District. The revenues generated by the remaining 20% of Captured Assessed Value shall not be considered Tax Increment Revenues and will be transmitted to the various taxing jurisdictions on an annual basis provided that there are sufficient tax increment revenues captured by the Authority to pay the debt service on its obligations and other costs required to be paid pursuant to this Plan. The Authority reserves the right to capture and use an amount greater than 80% as determined annually by the Authority based on the amount of tax increment revenues to be generated and the debt service and other costs required to be paid with the tax increment revenues.

See the attached schedules in Exhibit C for the estimated tax increment revenues based on both 80% of the Tax Increment Revenues and 100% of the Tax Increment Revenues.

A detailed explanation of the tax increment procedure.

Tax increment financing permits the Authority to capture tax revenues attributable to increases in the value of real and personal property resulting from implementation of a development plan as defined in Act 281. Property value increases will be attributable to the development projects.

At the time the Plan was initially approved by the Village Council, the value of the eligible property within the boundaries of the Authority District (the "Initial Assessed Value") was established. The Initial Assessed Value is the most recently equalized Taxable Value of the eligible property on that date, which is \$208,868 (based on the 2002 Taxable Value).

In each subsequent year for the duration of the tax increment financing plan, the "Current Assessed Value" of the taxable property will be determined. The Current Assessed Value for each year is the Taxable Value of the taxable property for that year.

The amount by which the Current Assessed Value exceeds the Initial Assessed Value in any one year is the "Captured Assessed Value." For the duration of the tax increment financing plan, the local taxing jurisdictions will continue to receive tax revenues based upon the Initial Assessed Value. The Authority, however, (subject to the provisions in this Plan or any agreements for the sharing of Captured Assessed Value) receives that portion of the tax levy of all taxing jurisdictions paid each year on the Captured Assessed Value of the taxable property included in the tax increment financing plan, other than the State, local school district and intermediate school district tax levies or any taxes specifically levied for the payment of principal and interest of obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit or specific local taxes attributable to such ad valorem property taxes.

For example, in the first year a tax increment financing plan relating to taxable property having a Taxable value of \$200,000 is established. The Initial Assessed Value is \$200,000. Assume that the tax rate of all taxing jurisdictions subject to capture applicable to all eligible property in the District is 20 mills. In the first year the taxes on the property will be \$4,000 (20 mills times \$200,000). None of those taxes will be paid to the Authority. In the second year, because of the construction of new property and the increased value of property where the public improvements have lent advantage to the property, the taxable value of the taxable property in the Development Area is \$10,000,000. The Captured Assessed Value in year two is \$9,800,000 and the taxes paid on the Captured Assessed Value will be \$196,000 (the "Tax Increment Revenues"). As collected, the Village Treasurer and County Treasurer are required to pay to the Authority the Tax Increment Revenues, and to pay to the other taxing units the tax revenues derived from the application of their millages to the Initial Assessed Value of all eligible property in the District.

The maximum amount of bonded indebtedness to be incurred.

The maximum amount of bonded indebtedness to be incurred by or on behalf of the LDFA for the purpose of financing the Development Plan shall not exceed \$9,700,000.

The amount of operating and planning expenditures of the Authority and the Village, the amount of advances extended by or indebtedness incurred by the Village, and the amount of advances by others to be repaid from tax increment revenues.

The costs of planning, engineering and any construction costs incurred by the Village of Dundee on behalf of the LDFA prior to the issuance of bonds will be reimbursed from tax increment revenues or from proceeds of bonds or debt incurred by the LDFA, the County or the Village. Miscellaneous operating and planning costs of the Authority in an estimated amount of \$60,000 per year will be paid from tax increment revenues as received.

The costs of the Plan anticipated to be paid from tax increment revenues as received.

It is expected that the costs of the implementation of the Development Plan and Tax Increment Financing Plan will be paid primarily from the proceeds of bonds or other indebtedness. The tax increment revenues as received are expected to be used to pay debt service, although tax increment revenues not needed to pay debt service may be used by the LDFA to pay costs of the Plan on a pay-as-you-go basis as received.

The duration of the Development Plan and Tax Increment Financing Plan.

This Plan shall not expire until June 30, 2027, or such other date as may be determined by an amendment to the Plan.

The Village Council may abolish the Plan prior to that date if it finds that the purposes for which the Plan was established are accomplished. However, the Plan may not be abolished until the principal of and interest on bonds or other obligations of the LDFA have been paid or funds sufficient to make that payment have been segregated and placed in an irrevocable trust for the benefit of the holders of the bonds or obligations.

An estimate of the impact of tax increment financing on the revenues of all taxing jurisdictions in which the eligible property is located.

It is anticipated that the LDFA will only capture tax increment revenues from the Village, Monroe County Community College and the County of Monroe, (based on the Township of Dundee opting out of capture) and therefore there will be no adverse impact of the tax increment financing on other taxing jurisdictions as they will receive the full benefit of the increase in taxable value in the District.

It is anticipated that the Authority will capture 80% of the tax increment revenues available in the District unless such percentage is amended as provided in this Plan. The estimated tax increment revenues to be captured from the Village, County and Monroe Community College are set forth at Exhibit C.

A legal description of the eligible property to which the tax increment financing plan applies.

The eligible property includes all the real and personal property related to the manufacturing and high technology activities of the Company or its successors located within the boundaries of the District as described in the legal description of the LDFA boundaries at Exhibit A.

An estimate of the number of jobs to be created as a result of implementation of the tax increment financing plan.

The construction of the plant by the Company is anticipated to result in hundreds of construction jobs and when completed, will create an estimated 400 full time jobs at the Company's facility located in the District. The construction of the plant is also expected to result in additional development and new jobs in the Village related to suppliers and other facilities which will be necessary to service the plant.

EXHIBIT A

LEGAL DESCRIPTION OF LDFA DISTRICT NO. 3

LEGAL DESCRIPTION

Situated in the Village of Dundee, Monroe County, Michigan, being all that part of the south half of Section 1, and the North Half of Section 12, Town 6 South, Range 6 East, further described as:

BEGINNING at the Northwest corner of said Section 12;

Thence N. $88^{\circ} 50' 22''$ E., on the north line of said section 12, a distance of 2665.80 feet, to the north one-quarter corner of said section 12;

Thence N. $01^{\circ} 57' 08''$ W., a distance of 369.31 feet;

Thence N. $88^{\circ} 56' 22''$ E., a distance of 2100.01 feet, to the nominal centerline of Dundee-Azalia Road;

Thence S. $01^{\circ} 49' 27''$ E., on the nominal centerline of said Dundee-Azalia Road, a distance of 404.99 feet;

Thence S. $01^{\circ} 54' 51''$ E., continuing on said centerline, a distance of 119.80 feet;

Thence S. $88^{\circ} 05' 09''$ W., a distance 440.00 feet;

Thence S. $01^{\circ} 54' 51''$ E., a distance of 290.00 feet;

Thence N. $88^{\circ} 05' 09''$ E., a distance 440.00 feet, to the nominal centerline of Dundee-Azalia Road;

Thence S. $01^{\circ} 54' 51''$ E., on said centerline, a distance of 743.75 feet;

Thence S. $89^{\circ} 04' 24''$ W., a distance of 171.83 feet;

Thence S. $01^{\circ} 54' 51''$ E., a distance of 929.50 feet;

Thence N. $88^{\circ} 04' 24''$ E., a distance 171.80 feet, to the nominal centerline of Dundee-Azalia Road;

Thence S. $01^{\circ} 54' 51''$ E., on said centerline, a distance of 369.17 feet;

Thence S. $88^{\circ} 50' 30''$ W., a distance 2738.38 feet, to the east line of Ty-Circle Drive;

Thence N. $01^{\circ} 19' 12''$ W., a distance of 100.00 feet, to a point of intersection with the north line of said Ty-Circle Drive;

Thence S. $88^{\circ} 50' 30''$ W., on the north line of said Ty-Circle Drive, a distance 726.85 feet;

Thence N. $01^{\circ} 38' 21''$ E., a distance of 84.42 feet;

Thence N. $03^{\circ} 30' 51''$ E., a distance of 157.54 feet;

Thence N. $04^{\circ} 43' 10''$ W., a distance of 171.87 feet;

Thence N. $00^{\circ} 06' 03''$ W., a distance of 660.31 feet;

Thence S. $88^{\circ} 50' 30''$ W., a distance 1461.71 feet, to the west line Section 12, T. 6 S., R. 6 E.;

Thence N. $01^{\circ} 32' 58''$ W., on the west line of said Section 12, a distance of 1316.84 feet, to the

POINT OF BEGINNING. Contains a Total of 250.01 Acres of land, subject to legal Highways, easements and restrictions of record.

Prepared by

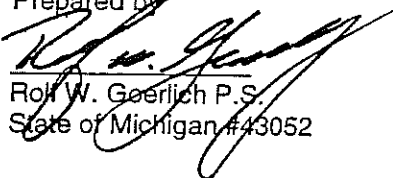
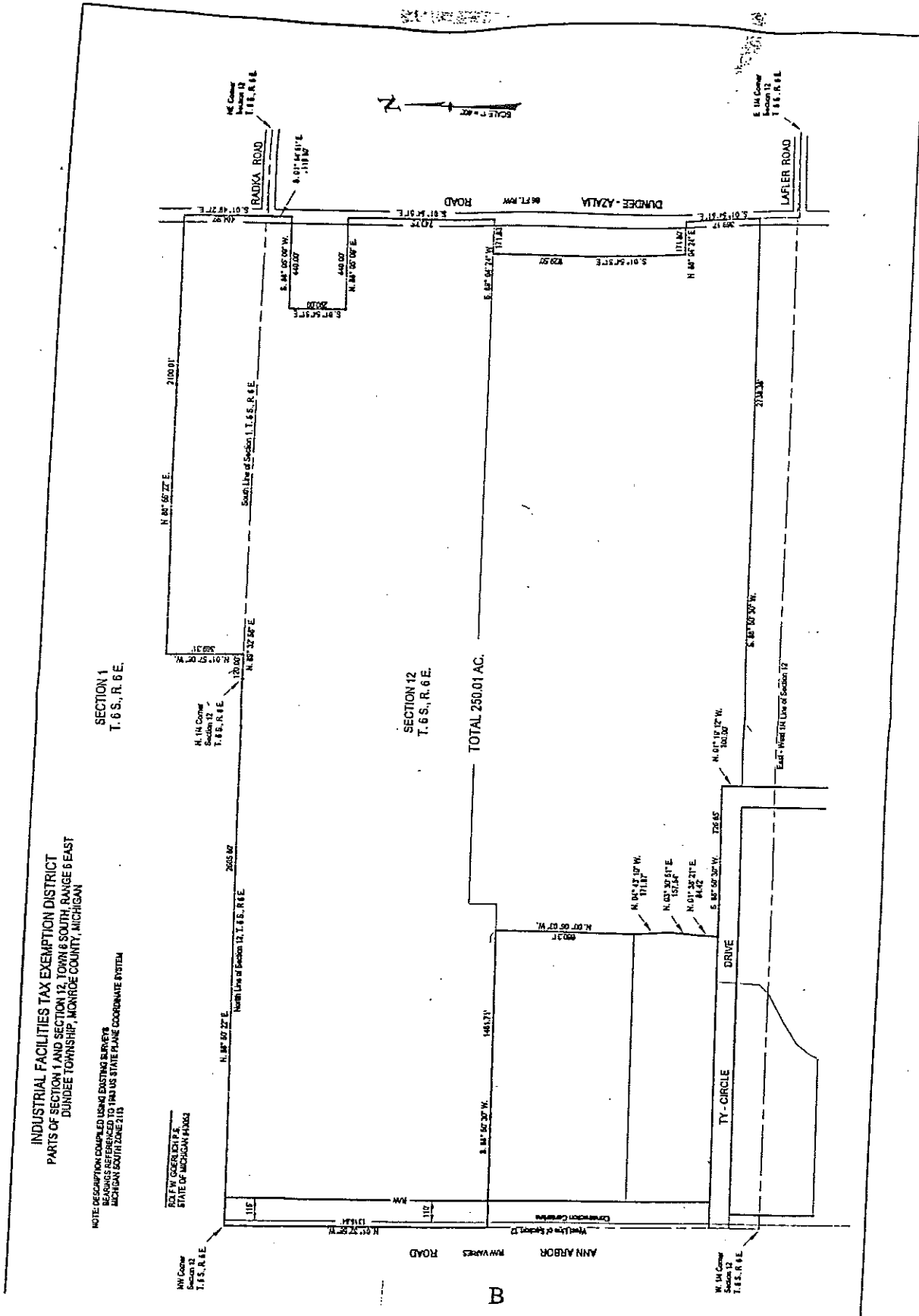

Roy W. Goerlich P.S.
State of Michigan #43052

EXHIBIT B

MAP OF LDFA DISTRICT NO. 3



VILLAGE OF DUNDEE LDFA

IMPACT ON TAXING JURISDICTIONS

Tax Year	Projected "Equiv." Captured Taxable Value	Village of Dundee		County of Monroe		County Library		Community College		TOTAL	
		12.00 mills 100.00% Capture	Projected Capture at 12.00 mills 80.00% Capture	5.4768 mills 100.00% Capture	Projected Capture at 5.4768 mills 80.00% Capture	0.8173 mills 100.00% Capture	Projected Capture at 0.8173 mills 80.00% Capture	2.1949 mills 100.00% Capture	Projected Capture at 2.1949 mills 80.00% Capture	20.4890 mills 100.00% Capture	Projected Capture at 20.4890 mills 80.00% Capture
2004	\$3,511,132	\$42,134	\$33,707	\$19,230	\$15,384	\$2,870	\$2,296	\$7,707	\$6,165	\$71,340	\$57,552
2005	\$39,141,682	\$469,700	\$375,760	\$214,371	\$171,497	\$31,990	\$25,592	\$85,912	\$68,730	\$801,974	\$641,579
2006	\$47,546,708	\$570,560	\$456,448	\$260,404	\$208,323	\$38,860	\$31,088	\$104,360	\$83,488	\$974,185	\$779,348
2007	\$42,436,517	\$509,238	\$407,391	\$232,416	\$185,933	\$34,883	\$27,747	\$93,144	\$74,515	\$869,482	\$695,585
2008	\$38,481,859	\$461,782	\$369,428	\$210,757	\$168,606	\$31,451	\$25,161	\$84,464	\$67,571	\$788,455	\$630,764
2009	\$35,117,733	\$421,413	\$337,130	\$192,333	\$153,866	\$28,702	\$22,961	\$77,080	\$61,664	\$719,527	\$575,622
2010	\$32,318,640	\$387,824	\$310,259	\$177,003	\$141,602	\$26,414	\$21,131	\$70,936	\$56,749	\$662,177	\$529,741
2011	\$30,033,580	\$360,403	\$288,322	\$164,488	\$131,590	\$24,546	\$19,637	\$65,921	\$52,737	\$615,358	\$492,286
2012	\$28,390,053	\$340,681	\$272,545	\$155,487	\$124,369	\$23,203	\$18,563	\$62,313	\$49,851	\$581,684	\$465,347
2013	\$26,194,309	\$314,332	\$251,465	\$143,461	\$114,769	\$21,409	\$17,127	\$57,494	\$45,995	\$536,695	\$429,356
2014	\$26,103,098	\$301,237	\$240,990	\$137,485	\$109,988	\$20,517	\$16,413	\$55,099	\$44,079	\$514,337	\$411,470
2015	\$23,459,671	\$281,516	\$225,213	\$128,484	\$102,787	\$19,174	\$15,339	\$51,492	\$41,193	\$480,665	\$384,532
2016	\$22,368,526	\$268,422	\$214,738	\$122,508	\$98,006	\$18,282	\$14,625	\$49,097	\$39,277	\$458,309	\$366,647
2017	\$21,277,416	\$255,329	\$204,263	\$116,532	\$93,228	\$17,390	\$13,912	\$46,702	\$37,361	\$435,953	\$348,762
2018	\$40,422,644	\$485,072	\$388,057	\$221,387	\$177,109	\$33,037	\$26,430	\$98,724	\$70,979	\$828,220	\$662,576
2019	\$34,923,898	\$419,087	\$335,289	\$191,271	\$153,017	\$28,543	\$22,835	\$76,654	\$61,324	\$715,556	\$572,445
2020	\$34,947,711	\$419,373	\$335,498	\$191,402	\$153,121	\$28,563	\$22,850	\$76,707	\$61,365	\$716,044	\$572,835
2021	\$34,971,583	\$419,659	\$335,727	\$191,532	\$153,226	\$28,582	\$22,866	\$76,759	\$61,407	\$716,533	\$573,226
2022	\$34,995,516	\$419,946	\$335,957	\$191,663	\$153,331	\$28,602	\$22,881	\$76,812	\$61,449	\$717,023	\$573,618
2023	\$35,019,508	\$420,234	\$336,187	\$191,795	\$153,436	\$28,621	\$22,897	\$76,864	\$61,491	\$717,515	\$574,012
2024	\$35,043,560	\$420,523	\$336,418	\$191,927	\$153,541	\$28,641	\$22,913	\$76,917	\$61,534	\$718,008	\$574,406
2025	\$35,067,673	\$420,812	\$336,650	\$192,059	\$153,647	\$28,661	\$22,929	\$76,970	\$61,576	\$718,502	\$574,801
2026	\$35,091,845	\$421,102	\$336,882	\$192,191	\$153,753	\$28,681	\$22,944	\$77,023	\$61,618	\$718,997	\$575,197
2027	\$35,116,078	\$421,393	\$337,114	\$192,324	\$153,859	\$28,700	\$22,960	\$77,076	\$61,661	\$719,493	\$575,595
		\$9,251,771	\$7,401,417	\$4,222,508	\$3,378,007	\$630,123	\$504,098	\$1,692,226	\$1,353,781	\$15,796,628	\$12,637,303

KLM \$37,726
KLM \$37,726

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