
Transportation Reinvestment Zone Number One

Public Hearing



City of El Paso
City Council
November 18, 2008
6:00 P.M. MST

Summary

- **Capture revenue stream created by increase in property valuation related to transportation improvements**
- **Created along transportation corridors**
- **Authorized by state legislature at last session**



Summary

- **El Paso is among the first in Texas to begin implementation of TRZ**
 - **Hidalgo County and the City of Forney are also creating TRZ**
- **Proposed as one funding source for the 2008 Comprehensive Mobility Plan**
- **Projected to generate \$70 million to fund projects in the plan**



Summary

July 22, 2008

- ✓ **Council Endorsed 2008 CMP**

August – October 2008

- ✓ **TTI completed the economic model for TRZ corridors**
- ✓ **City financial advisors evaluated TTI Report**
- ✓ **City prepared documentation to create TRZ**



Summary

November 4, 2008

- ✓ **City Council passes resolution:**
 - 1. Expressing intent to create zone**
 - 2. Setting date for public hearing**
(November 18, 2008 6:00pm)
 - 3. Authorizing City Manager to publish notice of public hearing**

November 5, 2008

- ✓ **Notice Published in El Paso Times**



Today's Action

November 18, 2008

- ❑ **Council holds public hearing during regular Council meeting**
 - **Must occur at least 30 days prior to hearing for final adoption**



Next Steps

December 16, 2008

- ❑ Ordinance introduced at City Council

December 23, 2008

- ❑ **Council considers ordinance creating TRZ Number One in El Paso**
- ❑ **Captures 2008 as the base year for property valuation**
- ❑ **Revenue collection begins in 2010**



Clarifications

- ❑ **Creation of TRZ Number One does not increase taxes**
- ❑ **Would impact only City portion of tax bill**
 - **Roughly 25%**
 - **Affects property tax only**
- ❑ **Vacant property can become commercially viable**
 - **Occupied property can become more commercially viable**



Requested Responses, 11-04-08

Q: *Can excess annual funding from TRZ be dedicated to Transit?*

A: Only If Project is within TRZ and is subject to Pass Thru Toll Agreement with TXDOT

Issues:

- ❑ **Statute to be re-opened this Legislative Session:**
 - **Potential Separation of TRZ from Pass Thru Toll**



Requested Responses, 11-04-08

Q: *Can boundaries be re-aligned PRIOR TO adoption?*

A: Yes, but consequences may prevent creation;

- Smaller: New Economic Analysis Required**
- Larger: Requires new Public Hearing Process**



Requested Responses, 11-04-08

Q: *Can Boundaries be re-aligned AFTER adoption?*

A: Unclear: Statute does not address re-alignment. Potentially could with new economic analysis and new public hearing process

Issues:

- May be addressed in next Legislative Session**
- Item for Legislative Priorities**



Requested Responses, 11-04-08

Q: Can TRZ time frame be extended to fund transit after debt has been satisfied ?

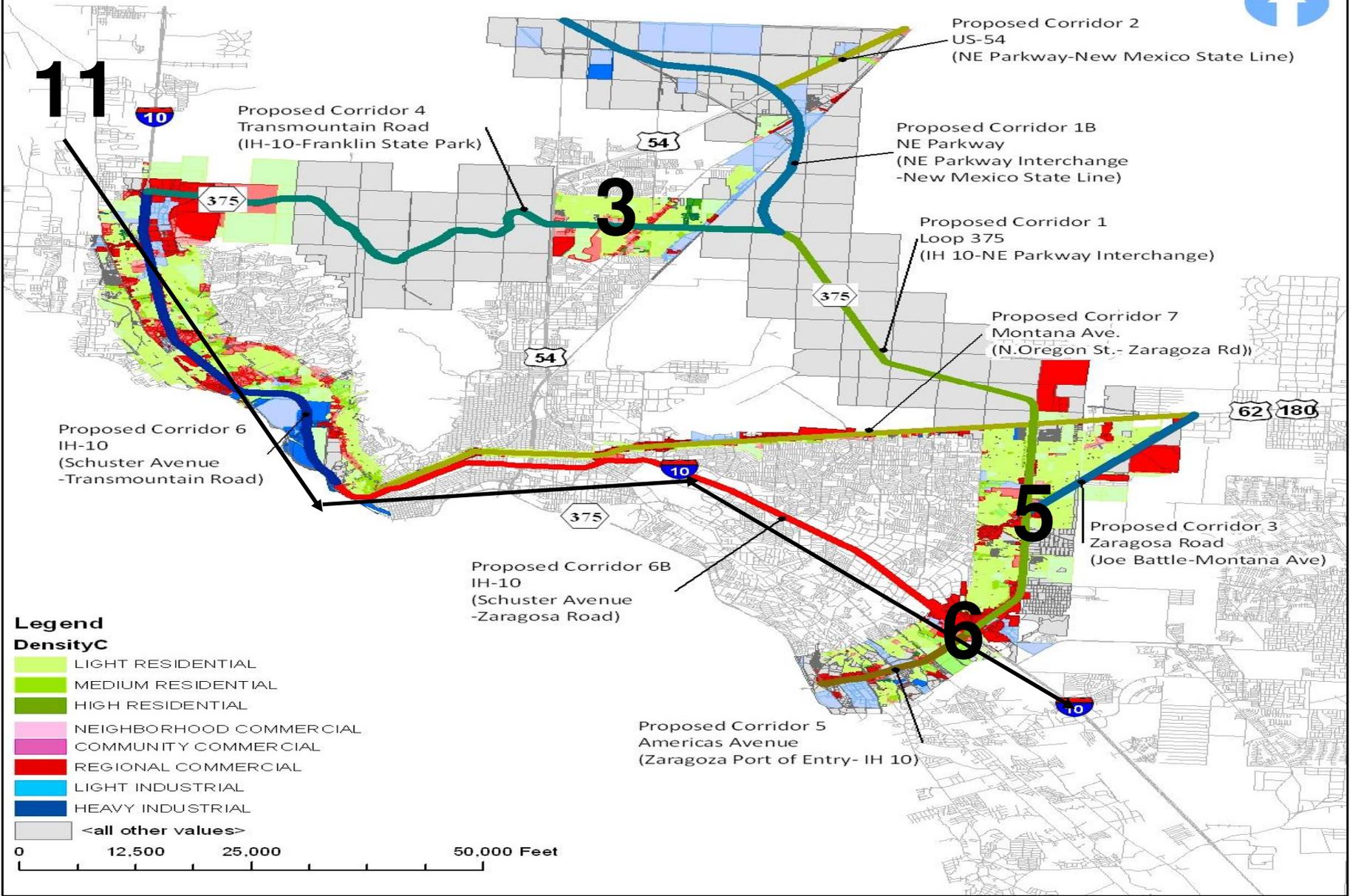
A: No. There are no provisions in the statute for allowing continuation beyond Dec. 31 of the year the debt is satisfied. Proposed Ordinance sets termination date at Dec. 31, 2025, whether or not the debt has been paid.

Issues:

- ❑ Again, Could be addressed in next Legislative Session**
- ❑ Item for Legislative Priorities**



Proposed TRZ Corridors



Proposed Corridor 2
US-54
(NE Parkway-New Mexico State Line)

Proposed Corridor 1B
NE Parkway
(NE Parkway Interchange
-New Mexico State Line)

Proposed Corridor 1
Loop 375
(IH 10-NE Parkway Interchange)

Proposed Corridor 7
Montana Ave.
(N.Oregon St.- Zaragosa Rd)

Proposed Corridor 3
Zaragosa Road
(Joe Battle-Montana Ave)

Proposed Corridor 5
Americas Avenue
(Zaragoza Port of Entry- IH 10)

Proposed Corridor 6B
IH-10
(Schuster Avenue
-Zaragosa Road)

Proposed Corridor 6
IH-10
(Schuster Avenue
-Transmountain Road)

Proposed Corridor 4
Transmountain Road
(IH-10-Franklin State Park)

- Legend**
DensityC
- LIGHT RESIDENTIAL
 - MEDIUM RESIDENTIAL
 - HIGH RESIDENTIAL
 - NEIGHBORHOOD COMMERCIAL
 - COMMUNITY COMMERCIAL
 - REGIONAL COMMERCIAL
 - LIGHT INDUSTRIAL
 - HEAVY INDUSTRIAL
 - <all other values>

0 12,500 25,000 50,000 Feet

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