

CITY OF FRESNO ENHANCED INFRASTRUCTURE FINANCING DISTRICT

INFRASTRUCTURE FINANCING PLAN

Prepared For:

The City of Fresno



Prepared By:



JUNE 2020

Table of Contents

Section	Page
1.0 Introduction	3
2.0 Description of the Proposed District.....	6
3.0 Description of Proposed Facilities and Development.....	7
4.0 Finding of Communitywide Significance	10
5.0 Financing Section.....	11
6.0 Removal of Dwelling Units and Replacement Housing Plan	15
7.0 Goals of the District	16
8.0 Appendices	17

Index of Appendices

- Appendix A: Map of Boundaries of the Fresno EIFD
- Appendix B: Legal Description of the Fresno EIFD
- Appendix C: Projected Tax Increment Revenue Analysis
- Appendix D: Fiscal Impact Analysis
- Appendix E: Southern Blackstone Avenue Smart Mobility Plan
- Appendix F: General Plan Master Environmental Impact Report

1.0 Introduction

1.1 Background & Purpose

The proposed Fresno Enhanced Infrastructure Financing District (“EIFD” or “District”) is intended to serve as a catalyst for private sector investment and critical infrastructure with transformative potential for the EIFD area and the City of Fresno (“City”) as a whole. The Fresno EIFD encompasses approximately 4,237 acres of land, representing approximately 5.8% of the City’s total approximately 73,400 acres. The Fresno EIFD includes the City’s Downtown Planning Area and the southern portion of the Blackstone Avenue Bus Rapid Transit (“BRT”) Corridor as characterized in the City General Plan. The District includes overlap with the Tower District Specific Plan, Fulton Corridor Specific Plan, and Fresno Chandler Downtown Airport Specific Plan areas. These areas were chosen based on their capacity to benefit from catalytic infrastructure improvements with communitywide and regional benefit.

1.2 Contents and Overview of this Infrastructure Financing Plan (“IFP”)

Pursuant to Government Code Sections 53398.59 through 53398.74, this IFP comprises the following information:

- a) A map and legal description of the District, [included herein as Appendix A and Appendix B, respectively.](#)
- b) A description of the public facilities and other forms of development or financial assistance that is proposed in the area of the district, including those to be provided by the private sector, those to be provided by governmental entities without assistance under this chapter, those public improvements and facilities to be financed with assistance from the proposed district, and those to be provided jointly. The description shall include the proposed location, timing, and costs of the development and financial assistance. [This information is included in Section 3 of this IFP.](#)
- c) If funding from affected taxing entities is incorporated into the financing plan, a finding that the development and financial assistance are of communitywide significance and provide significant benefits to an area larger than the area of the district. [This information is included in Section 4 of this IFP.](#)
- d) A financing section ([included in Section 5 of this IFP](#)), which shall contain all of the following information:
 - a. A specification of the maximum portion of the incremental tax revenue of the city or county and of each affected taxing entity proposed to be committed to the district for each year during which the district will receive incremental tax revenue.

The portion need not be the same for all affected taxing entities. The portion may change over time. The maximum portion of the City's property tax increment to be committed to the District will be 30% throughout the duration of the District lifetime, which is projected to be forty five (45) years from the date on which the first issuance of bonds or acquisition of a loan is approved by the Public Financing Authority ("PFA").

- b. A projection of the amount of tax revenues expected to be received by the district in each year during which the district will receive tax revenues, including an estimate of the amount of tax revenues attributable to each affected taxing entity for each year. Section 5.3 of this IFP includes a projection of tax revenues to be received by the District by year over the course of forty five (45) years from the date on which the first issuance of bonds or acquisition of a loan is approved by the PFA. These projections are based on research and analysis of available data at the time of IFP preparation for purposes of illustration. Actual results may differ from those expressed in this document. Appendix C provides additional detail for the projected revenue analysis.
- c. A plan for financing the public facilities to be assisted by the district, including a detailed description of any intention to incur debt. Section 5.4 of this IFP includes a plan for financing the public facilities to be assisted by the District. The PFA governing the District intends to incur debt only when it is financially prudent to do so. It is estimated at this time that approximately \$100 million (in current 2020 dollars) of public improvements will be funded from a combination of tax increment bond or loan proceeds (multiple issuances may be necessary) and pay-as-you-go tax increment funding over the District lifetime.
- d. A limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan. The total number of dollars or taxes that may be allocated to the District shall not exceed \$315,000,000. This maximum has been set based on preliminary underwriting of various debt issuance alternatives evaluated to fund approximately \$100 million (in current 2020 dollars) of essential public improvements over the District lifetime.
- e. A date on which the district will cease to exist, by which time all tax allocation to the district will end. The date shall not be more than 45 years from the date on which the issuance of bonds is approved pursuant to subdivision (a) of Section 53398.81, or the issuance of a loan is approved by the governing board of a local agency pursuant to Section 53398.87. The District will cease to exist the earlier of: (i) forty five (45) years from the date on which the first issuance of bonds or acquisition of a loan is approved by the PFA, or (ii) June 30, 2071. This IFP assumes that the District will be formed in Fiscal Year 2020-2021 and will begin receiving tax revenues in Fiscal Year 2021-2022.

- f. An analysis of the costs to the city or county of providing facilities and services to the area of the district while the area is being developed and after the area is developed. The plan shall also include an analysis of the tax, fee, charge, and other revenues expected to be received by the city or county as a result of expected development in the area of the district. Appendix D to this IFP includes, as part of the Fiscal Impact Analysis, an analysis of the costs to the City for providing facilities and services to the area of the District. It is estimated that, at Year 20 of the District lifetime (slightly beyond General Plan horizon), annual costs to the City will be approximately \$18.5 million.
- g. An analysis of the projected fiscal impact of the district and the associated development upon each affected taxing entity. Appendix D to this IFP includes an analysis of the projected fiscal impact of the District and the associated development upon the City, as the only affected taxing entity that is contributing tax increment revenues to the District at this time. It is estimated that, at Year 20 of the District lifetime, the District area will generate an annual net fiscal surplus of \$1.3 million to the City.
- h. A plan for financing any potential costs that may be incurred by reimbursing a developer of a project that is both located entirely within the boundaries of that district and qualifies for the Transit Priority Project Program, pursuant to Section 65470, including any permit and affordable housing expenses related to the project. At this time, the PFA does not intend to finance any potential costs that may be incurred by reimbursing a developer of a project that is both located entirely within the boundaries of the District and qualifies for the Transit Priority Project Program, pursuant to Section 65470.
- e) If any dwelling units within the territory of the district are proposed to be removed or destroyed in the course of public works construction within the area of the district or private development within the area of the district that is subject to a written agreement with the district or that is financed in whole or in part by the district, a plan providing for replacement of those units and relocation of those persons or families consistent with the requirements of Section 53398.56. The PFA does not anticipate that any housing units will be removed as a result of any project identified in this IFP. However, if any relocation of dwelling units is deemed to be required in the future for a project financed by the District, the PFA will comply with the requirements of Government Code Section 53398.56.
- f) The goals the district proposes to achieve for each project financed pursuant to Section 53398.52. Section 7 of this IFP summarizes the goals of each project to be financed by the District.

2.0 Description of the Proposed District

The Fresno EIFD encompasses approximately 4,237 acres of land, representing approximately 5.8% of the City's total approximately 73,400 acres. The Fresno EIFD includes the City's Downtown Planning Area and the southern portion of the Blackstone Avenue BRT Corridor as characterized in the City General Plan. The District includes overlap with the Tower District Specific Plan, Fulton Corridor Specific Plan, and Fresno Chandler Downtown Airport Specific Plan areas. These areas were chosen based on their capacity to benefit from catalytic infrastructure improvements with communitywide and regional benefit.

Land use designations in the District primarily include residential and commercial / retail / office. Appendix A includes a map of the proposed District, and Appendix B is a legal description of the District.

3.0 Description of Proposed Facilities and Development

3.1 Anticipated Future Private Development

Anticipated future private development within the EIFD is summarized in Table 1 below, with greater detail provided in Appendix C. Buildout and absorption of these land uses are forecasted in the first 20 years of the District lifetime (slightly beyond General Plan horizon).

Table 1: Anticipated Future Private Development

Development Type	SF / Units	AV Per SF / Unit	Estimated AV at Buildout (2020\$)
Rental Residential	8,856 units	\$200,000 per unit	\$1,771,260,000
For Sale Residential	1,200 units	\$400,000 per unit	\$480,000,000
Commercial / Retail	200,000 SF	\$200 PSF	\$40,000,000
Hotel	350 rooms	\$175,000 per room	\$61,250,000
Estimated Total			\$2,352,510,000

Source: City of Fresno General Plan (July 2019)

3.2 Public Facilities to be Financed with Assistance from the Fresno EIFD

The PFA intends to utilize the District to assist the funding of approximately \$100 million (current 2020 dollars) in multi-modal transportation, mobility, and related improvements, including but not limited to the following:

- Safety and accessibility improvements for all modes of travel (car / bicycle / pedestrian)
- Roadway and bus infrastructure investments
- Streetscape, urban greening, and lighting enhancements
- Improved gateway and wayfinding signage.

Infrastructure improvements delineated in the Southern Blackstone Avenue Smart Mobility Strategy ("SBASMS") have been prioritized to be at least partially funded from EIFD proceeds. The SBASMS outlines a range of right-of-way, bicycle, pedestrian, streetscape, and transit infrastructure improvements with significant potential to catalyze private investment and provide communitywide and regional benefit. The SBASMS is included as Appendix E, and Table 2 outlines an order-of-magnitude level of cost estimates categorized by time horizon.

Table 2: Order-of-Magnitude Cost Estimates for SBASMS Improvements

Time Horizon	Estimated Costs
Near-term (Corridor-wide)	\$3.3 to \$5.0 million
Long-term (Corridor-wide)	\$53 million

Source: Southern Blackstone Avenue Smart Mobility Strategy (March 2019)

Additional expenditures by the EIFD will be subject to consideration by the PFA. Eligible expenditures in accordance with Government code sections 53398.52, 53398.56 and 53398.57 include the purchase, construction, expansion, improvement, seismic retrofit, or rehabilitation of any real or other tangible property with an estimated useful life of 15 years or longer. The EIFD may finance planning and design activities that are directly related to the purchase, construction, expansion, or rehabilitation of these projects. Example projects may include, but not be limited to, the following:

- a) Highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities
- b) Sewage treatment and water reclamation plants and interceptor pipes
- c) Facilities for the collection and treatment of water for urban uses
- d) Flood control levees and dams, retention basins, and drainage channels
- e) Child care facilities
- f) Libraries
- g) Parks, recreational facilities, and open space
- h) Facilities for the transfer and disposal of solid waste, including transfer stations and vehicles
- i) Brownfield restoration and other environmental mitigation
- j) The acquisition, construction, or rehabilitation of housing for persons of very low, low, and moderate income, as defined in Sections 50105 and 50093 of the Health and Safety Code, for rent or purchase
- k) Projects that enable communities to adapt to the impacts of climate change, including, but not limited to, higher average temperatures, decreased air and water quality, the spread of infectious and vector-borne diseases, other public health impacts, extreme weather events, sea level rise, flooding, heat waves, wildfires, and drought
- l) The acquisition, construction, or improvement of broadband Internet access service.

Targeted improvements would conform to established guidelines in existing, adopted planning documentation, including the City General Plan, Downtown Neighborhoods Community Plan, Tower District Specific Plan, Fulton Corridor Specific Plan, and Fresno Chandler Downtown Airport Specific Plan.

The PFA intends to continue to identify, evaluate, and pursue additional funding sources and financing mechanisms aside from District tax increment to implement the improvements identified above, potentially including grant sources (e.g. Active Transportation Program, Infill Infrastructure

Grant Program, Economic Development Administration Public Works and Economic Adjustment Assistance Program¹), complementary district formation (e.g. Community Facilities District, Property-Based Improvement District), impact fees, private sector investment incentivized by the formation of the EIFD itself and its federal Opportunity Zone designation, and/or other sources.

Private sector developers will be responsible for funding project-specific / fair-share / in-tract infrastructure. Some public facilities included in the EIFD area are anticipated to be provided by governmental entities without assistance from the District. There are no public facilities anticipated to be provided jointly by the private sector and governmental entities, however it is possible that private sector developers may advance funding for improvements, with anticipation to be partially reimbursed with EIFD proceeds. Such case-specific agreements would come before the PFA for approval at the appropriate time.

In accordance with Government Code Section 53398.69, the EIFD may expend up to 10 percent of any accrued tax increment in the first two years of the effective date of the EIFD on planning and dissemination of information to the residents within the EIFD boundaries about the IFP and planned activities to be funded by the EIFD, including reimbursement of the City's advanced funding of such eligible costs.

¹ As of the drafting of this IFP, the federal Economic Development Administration Public Works and Economic Adjustment Assistance Program includes an additional \$1.467 billion in federal Coronavirus Aid, Relief, And Economic Security (CARES) Act funding available to eligible grantees in communities impacted by the coronavirus pandemic.

4.0 Finding of Communitywide Significance

Implementation of the District promotes the goals of the City's General Plan, facilitates implementation of regional connectivity through various modes of transportation, and provides the infrastructure foundation for the development of critically-needed housing in the community and greater region. The District supports job creation, improvement of quality of life, and promotion of environmental sustainability, all in an area designated entirely as Disadvantaged Community (DAC) census tracts based on the California Environmental Protection Agency (CalEPA) CalEnviroScreen tool (version 3.0).

Specific communitywide and regional benefits anticipated to be generated by the District include:

- \$17 million in net fiscal impact to the City over 50 years (on a present-value basis)
- 10,056 housing units within the District
- 22,310 direct, indirect, and induced temporary, construction-related job-years² in the City and County
- 910 direct, permanent jobs in the City
- 315 additional indirect and induced permanent jobs in the City and County (total of 1,225 direct, indirect, and induced jobs)
- \$3.6 billion in economic output from construction in the City and County
- \$211 million in annual ongoing economic output in the City and County.

² A job-year is defined as one year of employment for one employee.

5.0 Financing Section

Projections included in this IFP are based on research and analysis of available data at the time of IFP for purposes of planning and illustration. Actual results may differ from those expressed in this document.

Aside from the City, no other taxing entity is contributing property tax increment to the District. It is anticipated that property tax increment will be utilized on both a “pay-as-you-go” basis as well as security for tax increment bond issuance or loan acquisition.

The Fresno EIFD includes overlap with former Redevelopment Project Area boundaries of the former Fresno Redevelopment Agency, and so property tax revenues generated by the properties within the overlapping area will flow according to the Redevelopment Agency dissolution statutes until all of the Successor Agency’s obligations are retired (currently anticipated in 2045). Redevelopment Property Tax Trust Fund (“RPTTF”) residual revenues are intended to be contributed by the City to the District as part of the maximum allocations outlined in the following sections.

The analysis and projections herein reflect the City’s intention to dedicate incremental property tax revenue allocated to the City in lieu of motor vehicle license fees to the District pursuant to Government Code Section 53398.75(e)(1) in addition and in proportion to the more typical incremental AB8 property tax.

5.1 Maximum Portion of Incremental Tax Revenue Dedicated to the District

The maximum portion of the City’s property tax increment to be committed to the District will be 30% throughout the District lifetime.

5.2 Projection of District Tax Revenues by Year

Table 3 provides an overview of the projected growth of assessed value, property tax increment, and City and County contributions to the District over the District lifetime. It is expected that a total of \$315,000,000 of incremental tax revenues will be allocated to the District by the City.

Table 3: Projection of District Revenues by Year

				City AB8 Contribution				City MVLF Contribution				
	Fiscal Year	Incremental Assessed Value	Property Tax Increment @ 1% General Levy	Weighted Average City Share Available	City Increment Available	City Share Allocated	City Increment Allocated	Approx. Equivalent City MVLF Share Available	City MVLF Increment Available	City MVLF Share Allocated	City MVLF Increment Allocated	Total Taxes Allocated to EIFD
0	2020 / 2021	\$0	\$0	23.4%	\$0	30%	\$0	12.1%	\$0	30%	\$0	\$0
1	2021 / 2022	\$215,163,805	\$2,151,638	23.4%	\$502,995	30%	\$150,898	12.1%	\$259,740	30%	\$77,922	\$228,820
2	2022 / 2023	\$437,753,834	\$4,377,538	23.4%	\$1,023,350	30%	\$307,005	12.1%	\$528,444	30%	\$158,533	\$465,538
3	2023 / 2024	\$667,981,070	\$6,679,811	23.4%	\$1,561,559	30%	\$468,468	12.1%	\$806,368	30%	\$241,910	\$710,378
4	2024 / 2025	\$906,061,966	\$9,060,620	23.4%	\$2,118,127	30%	\$635,438	12.1%	\$1,093,772	30%	\$328,132	\$963,570
5	2025 / 2026	\$1,210,779,023	\$12,107,790	23.4%	\$2,830,473	30%	\$849,142	12.1%	\$1,461,618	30%	\$438,485	\$1,287,627
6	2026 / 2027	\$1,466,410,355	\$14,664,104	23.4%	\$3,428,070	30%	\$1,028,421	12.1%	\$1,770,209	30%	\$531,063	\$1,559,484
7	2027 / 2028	\$1,730,602,300	\$17,306,023	23.4%	\$4,045,679	30%	\$1,213,704	12.1%	\$2,089,134	30%	\$626,740	\$1,840,444
8	2028 / 2029	\$2,003,595,030	\$20,035,950	23.4%	\$4,683,862	30%	\$1,405,159	12.1%	\$2,418,683	30%	\$725,605	\$2,130,764
9	2029 / 2030	\$2,289,291,884	\$22,892,919	23.4%	\$5,351,744	30%	\$1,605,523	12.1%	\$2,763,568	30%	\$829,070	\$2,434,594
10	2030 / 2031	\$2,625,777,042	\$26,257,770	23.4%	\$6,138,355	30%	\$1,841,507	12.1%	\$3,169,764	30%	\$950,929	\$2,792,436
11	2031 / 2032	\$2,927,651,795	\$29,276,518	23.4%	\$6,844,056	30%	\$2,053,217	12.1%	\$3,534,178	30%	\$1,060,253	\$3,113,470
12	2032 / 2033	\$3,239,370,900	\$32,393,709	23.4%	\$7,572,771	30%	\$2,271,831	12.1%	\$3,910,477	30%	\$1,173,143	\$3,444,974
13	2033 / 2034	\$3,561,207,380	\$35,612,074	23.4%	\$8,325,138	30%	\$2,497,541	12.1%	\$4,298,989	30%	\$1,289,697	\$3,787,238
14	2034 / 2035	\$3,906,899,926	\$39,068,999	23.4%	\$9,133,273	30%	\$2,739,982	12.1%	\$4,716,299	30%	\$1,414,890	\$4,154,872
15	2035 / 2036	\$4,250,087,506	\$42,500,875	23.4%	\$9,935,553	30%	\$2,980,666	12.1%	\$5,130,585	30%	\$1,539,176	\$4,519,841
16	2036 / 2037	\$4,394,105,667	\$43,941,057	23.4%	\$10,272,228	30%	\$3,081,668	12.1%	\$5,304,440	30%	\$1,591,332	\$4,673,000
17	2037 / 2038	\$4,541,004,192	\$45,410,042	23.4%	\$10,615,637	30%	\$3,184,691	12.1%	\$5,481,771	30%	\$1,644,531	\$4,829,223
18	2038 / 2039	\$4,690,840,687	\$46,908,407	23.4%	\$10,965,914	30%	\$3,289,774	12.1%	\$5,662,650	30%	\$1,698,795	\$4,988,569
19	2039 / 2040	\$4,843,673,912	\$48,436,739	23.4%	\$11,323,197	30%	\$3,396,959	12.1%	\$5,847,146	30%	\$1,754,144	\$5,151,103
20	2040 / 2041	\$4,999,563,802	\$49,995,638	23.4%	\$11,687,625	30%	\$3,506,288	12.1%	\$6,035,332	30%	\$1,810,599	\$5,316,887
21	2041 / 2042	\$5,158,571,490	\$51,585,715	23.4%	\$12,059,342	30%	\$3,617,803	12.1%	\$6,227,281	30%	\$1,868,184	\$5,485,987
22	2042 / 2043	\$5,320,759,331	\$53,207,593	23.4%	\$12,438,493	30%	\$3,731,548	12.1%	\$6,423,070	30%	\$1,926,921	\$5,658,469
23	2043 / 2044	\$5,486,190,929	\$54,861,909	23.4%	\$12,825,228	30%	\$3,847,568	12.1%	\$6,622,774	30%	\$1,986,832	\$5,834,400
24	2044 / 2045	\$5,654,931,159	\$56,549,312	23.4%	\$13,219,697	30%	\$3,965,909	12.1%	\$6,826,472	30%	\$2,047,942	\$6,013,851
25	2045 / 2046	\$5,827,046,193	\$58,270,462	23.4%	\$13,622,055	30%	\$4,086,616	12.1%	\$7,034,245	30%	\$2,110,273	\$6,196,890
26	2046 / 2047	\$6,002,603,528	\$60,026,035	23.4%	\$14,032,460	30%	\$4,209,738	12.1%	\$7,246,173	30%	\$2,173,852	\$6,383,590
27	2047 / 2048	\$6,181,672,010	\$61,816,720	23.4%	\$14,451,074	30%	\$4,335,322	12.1%	\$7,462,339	30%	\$2,238,702	\$6,574,024
28	2048 / 2049	\$6,364,321,862	\$63,643,219	23.4%	\$14,878,060	30%	\$4,463,418	12.1%	\$7,682,829	30%	\$2,304,849	\$6,768,267
29	2049 / 2050	\$6,550,624,711	\$65,506,247	23.4%	\$15,313,585	30%	\$4,594,076	12.1%	\$7,907,728	30%	\$2,372,318	\$6,966,394
30	2050 / 2051	\$6,740,653,616	\$67,406,536	23.4%	\$15,757,821	30%	\$4,727,346	12.1%	\$8,137,126	30%	\$2,441,138	\$7,168,484
31	2051 / 2052	\$6,934,483,100	\$69,344,831	23.4%	\$16,210,942	30%	\$4,863,283	12.1%	\$8,371,111	30%	\$2,511,333	\$7,374,616
32	2052 / 2053	\$7,132,189,173	\$71,321,892	23.4%	\$16,673,125	30%	\$5,001,938	12.1%	\$8,609,776	30%	\$2,582,933	\$7,584,871
33	2053 / 2054	\$7,333,849,368	\$73,338,494	23.4%	\$17,144,552	30%	\$5,143,366	12.1%	\$8,853,215	30%	\$2,655,964	\$7,799,330
34	2054 / 2055	\$7,539,542,767	\$75,395,428	23.4%	\$17,625,408	30%	\$5,287,622	12.1%	\$9,101,522	30%	\$2,730,457	\$8,018,079
35	2055 / 2056	\$7,749,350,034	\$77,493,500	23.4%	\$18,115,880	30%	\$5,434,764	12.1%	\$9,354,795	30%	\$2,806,439	\$8,241,203
36	2056 / 2057	\$7,963,353,446	\$79,633,534	23.4%	\$18,616,162	30%	\$5,584,849	12.1%	\$9,613,134	30%	\$2,883,940	\$8,468,789
37	2057 / 2058	\$8,181,636,926	\$81,816,369	23.4%	\$19,126,450	30%	\$5,737,935	12.1%	\$9,876,640	30%	\$2,962,992	\$8,700,927
38	2058 / 2059	\$8,404,286,076	\$84,042,861	23.4%	\$19,646,943	30%	\$5,894,083	12.1%	\$10,145,416	30%	\$3,043,625	\$8,937,708
39	2059 / 2060	\$8,631,388,209	\$86,313,882	23.4%	\$20,177,846	30%	\$6,053,354	12.1%	\$10,419,567	30%	\$3,125,870	\$9,179,224
40	2060 / 2061	\$8,863,032,384	\$88,630,324	23.4%	\$20,719,368	30%	\$6,215,810	12.1%	\$10,699,201	30%	\$3,209,760	\$9,425,571
41	2061 / 2062	\$9,099,309,443	\$90,993,094	23.4%	\$21,271,719	30%	\$6,381,516	12.1%	\$10,984,428	30%	\$3,295,328	\$9,676,844
42	2062 / 2063	\$9,340,312,044	\$93,403,120	23.4%	\$21,835,118	30%	\$6,550,535	12.1%	\$11,275,360	30%	\$3,382,608	\$9,933,143
43	2063 / 2064	\$9,586,134,696	\$95,861,347	23.4%	\$22,409,785	30%	\$6,722,935	12.1%	\$11,572,110	30%	\$3,471,633	\$10,194,568
44	2064 / 2065	\$9,836,873,801	\$98,368,738	23.4%	\$22,995,945	30%	\$6,898,784	12.1%	\$11,874,795	30%	\$3,562,438	\$10,461,222
45	2065 / 2066	\$10,092,627,688	\$100,926,277	23.4%	\$23,593,828	30%	\$7,078,149	12.1%	\$12,183,534	30%	\$3,655,060	\$10,733,209
46	2066 / 2067	\$10,353,496,654	\$103,534,967	23.4%	\$24,203,669	30%	\$7,261,101	12.1%	\$12,498,447	30%	\$3,749,534	\$11,010,635
47	2067 / 2068	\$10,619,582,998	\$106,195,830	23.4%	\$24,825,707	30%	\$7,447,712	12.1%	\$12,819,659	30%	\$3,845,898	\$11,293,610
48	2068 / 2069	\$10,890,991,069	\$108,909,911	23.4%	\$25,460,186	30%	\$7,638,056	12.1%	\$13,147,295	30%	\$3,944,189	\$11,582,244
49	2069 / 2070	\$11,167,827,302	\$111,678,273	23.4%	\$26,107,354	30%	\$7,832,206	12.1%	\$13,481,484	30%	\$4,044,445	\$11,876,651
50	2070 / 2071	\$11,450,200,260	\$114,502,003	23.4%	\$26,767,465	30%	\$8,030,240	12.1%	\$13,822,357	30%	\$4,146,707	\$12,176,947
	Total	\$2,953,656,643			\$690,484,876		\$207,145,463		\$356,557,050		\$106,967,115	\$314,112,578
	Present Value	@ 3.0%	\$1,153,482,412		\$269,652,928		\$80,895,878		\$139,245,124		\$41,773,537	\$122,669,416

These projections are based on research and analysis of available data at the time of IFP preparation for purposes of illustration. Actual results may differ from those expressed in this document. Appendix C provides additional detail for the projected revenue analysis.

5.3 Plan for Financing Public Facilities

The PFA intends to utilize numerous funding sources and financing mechanisms to implement the improvements identified in Section 3.2, potentially including District tax increment, grant sources (e.g. Active Transportation Program, Infill Infrastructure Grant Program, Economic Development Administration Public Works and Economic Adjustment Assistance Program), complementary district formation (e.g. Community Facilities District, Property-Based Improvement District), impact fees, private sector investment incentivized by the formation of the EIFD itself and its federal Opportunity Zone designation, and/or other sources.

As it pertains to the use of District tax increment, the PFA intends to incur debt only when it is financially prudent to do so. It is estimated at this time that approximately \$100 million (in current 2020 dollars) of public improvements will be funded from a combination of tax increment bond or loan proceeds (multiple issuances may be necessary) and pay-as-you-go tax increment funding over the District lifetime.

5.4 Limit on Total Dollars Allocated to the District

The total number of dollars or taxes that may be allocated to the District shall not exceed \$315,000,000 over the District lifetime. This maximum has been set based on preliminary underwriting of various debt issuance alternatives evaluated to fund approximately \$100 million (in current 2020 dollars) of essential public improvements over the District lifetime.

5.5 District Termination Date

The District will cease to exist the earlier of: (i) forty five (45) years from the date on which the first issuance of bonds or acquisition of a loan is approved by the PFA, or (ii) June 30, 2071. This IFP assumes that the District will be formed in Fiscal Year 2020-2021 and will begin receiving tax revenues in Fiscal Year 2021-2022.

5.6 Analysis of Costs to Provide Facilities and Services

Appendix D to this IFP includes, as part of the Fiscal Impact Analysis, an analysis of the costs to the City for providing facilities and services to the area of the District. It is estimated that, at Year 20 of the District lifetime (slightly beyond General Plan horizon), annual costs to the City will be approximately \$18.5 million to service the area of the District.

5.7 Fiscal Impact Analysis

Appendix D to this IFP includes an analysis of the projected fiscal impact of the District and the associated development upon the City, as the only affected taxing entity that is contributing tax increment revenues to the District. Table 4 presents an overview of fiscal impacts to the City.

Table 4: Overview of Fiscal Impacts to City

	Annual (Stablized Year 20)	Year 0-50 Nominal Total	Year 0-50 Present Value @ 3.0%
City of Fresno			
Estimated Fiscal Revenues (Net of EIFD Contribution)	\$19,772,230	\$1,126,477,300	\$443,730,300
Estimated Fiscal Expenditures	\$18,453,200	\$1,102,831,400	\$426,496,400
Estimated Net Fiscal Impact to City	\$1,319,030	\$23,645,900	\$17,233,900

It is estimated that, at Year 20 of the District lifetime, the District area will generate an annual net fiscal surplus of \$1.3 million to the City. Over 50 years, District activity will generate a positive net fiscal impact of approximately \$17.2 million for the City on a present-value basis. This is in addition to the Community economic benefits outlined in Section 4 of this IFP (e.g. housing, jobs, mobility and connectivity, quality of life, environmental sustainability).

5.8 Developer Reimbursement for Transit Priority Project

The PFA does not intend to finance any potential costs that may be incurred by reimbursing a developer of a project that is both located entirely within the boundaries of the District and qualifies for the Transit Priority Project Program, pursuant to Section 65470. To the extent that a developer is willing to fund Transit Priority Project infrastructure expenditures beyond and in advance of said developer's fair share (not contemplated at this time), the PFA may consider and evaluate such reimbursement at the appropriate time.

6.0 Removal of Dwelling Units and Replacement Housing Plan

The PFA does not anticipated that any housing units will be removed as a result of any project identified in this IFP. However, if any relocation of dwelling units is deemed to be required in the future for a project financed by the District, the PFA will comply with the requirements of Government Code Section 53398.56.

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7.0 Goals of the District

The goals of the District's implementation of the public facilities outlined in Section 3.2 are to support the City's General Plan, facilitate implementation of regional connectivity through various modes of transportation, and to provide the infrastructure foundation for the development of critically-needed housing in the community and greater region. The District additionally aims to implement Statewide policy goals of housing supply and sustainable infrastructure investment in an area designated entirely as Disadvantaged Community (DAC) census tracts based on the California Environmental Protection Agency (CalEPA) CalEnviroScreen tool (version 3.0).

Additional objectives include economic development in the form of fiscal revenue generation for the City and other taxing entities, job creation, improvement of quality of life, and promotion of environmental sustainability. The District will be utilized to address infrastructure funding needs of approximately \$100 million (in current 2020 dollars), which are critical to catalyze private sector investment and development.

8.0 Appendices

Appendix A: Map of Boundaries of the Fresno EIFD

Appendix B: Legal Description of the Fresno EIFD

Appendix C: Projected Tax Increment Revenue Analysis

Appendix D: Fiscal Impact Analysis

Appendix E: Southern Blackstone Avenue Smart Mobility Plan

Appendix F: General Plan Master Environmental Impact Report

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