The Economics of Land Use

Final Report

Missouri Flat Master Circulation and Financing Plan (MC&FP) Phase II—Public Facilities Financing Plan

Prepared for:
El Dorado County

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1. Introduction and Executive Summary

Introduction

The County of El Dorado (County) retained Economic & Planning Systems, Inc. (EPS) and a team of subconsultants—Quincy Engineering and Kittelson & Associates, Inc. (transportation engineering), Regional Government Services (public outreach), and Ascent Environmental (environmental planning)—to prepare a series of technical analyses required to support the implementation of the second phase of the Missouri Flat Master Circulation and Financing Plan (MC&FP Phase II). The Missouri Flat project Area (Project) is a predominantly retail-oriented area surrounding the Missouri Flat Road and United States Highway 50 (U.S. 50) interchange in the County. Refer to **Map 1-1** for the Project Area boundary.

This Public Facilities Financing Plan (Financing Plan) is the final technical analysis and sets forth a strategy to finance the backbone transportation improvements included in MC&FP Phase II. At the direction of the County, this Financing Plan also includes remaining Phase I backbone transportation improvements which have not been completed or for which construction has not yet begun. As such, this Financing Plan includes **<u>all remaining transportation improvements</u>** that have been identified to serve Project development through 2040.[1]

The Financing Plan provides the estimated costs and timing of all remaining transportation improvements needed to serve new development in the Project. It also describes the strategy to provide funding to construct the improvements. The financing strategy relies on a cash flow analysis that incorporates the following Financing Plan elements:

- Development projections for the Project through calendar year 2040.
- Transportation improvements to be constructed to serve new development.
- Cost estimates and phasing of remaining transportation improvements.
- Funding sources and the amounts required to fund the improvements when needed.

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[1] It is important to note that the construction of Phase I improvements will be prioritized over Phase II improvements except in cases where improvements serve specific development projects and those projects are anticipated to develop later than originally planned.

Project Background

MC&FP Phase I

The County Board of Supervisors (BOS) approved Phase I of the MC&FP in December 1998. The 1998 MC&FP, prepared by EPS, established a policy and action framework intended to relieve existing road deficiencies and create additional capacity for planned commercial development in the Project Area. The 1998 MC&FP identified the following objectives:

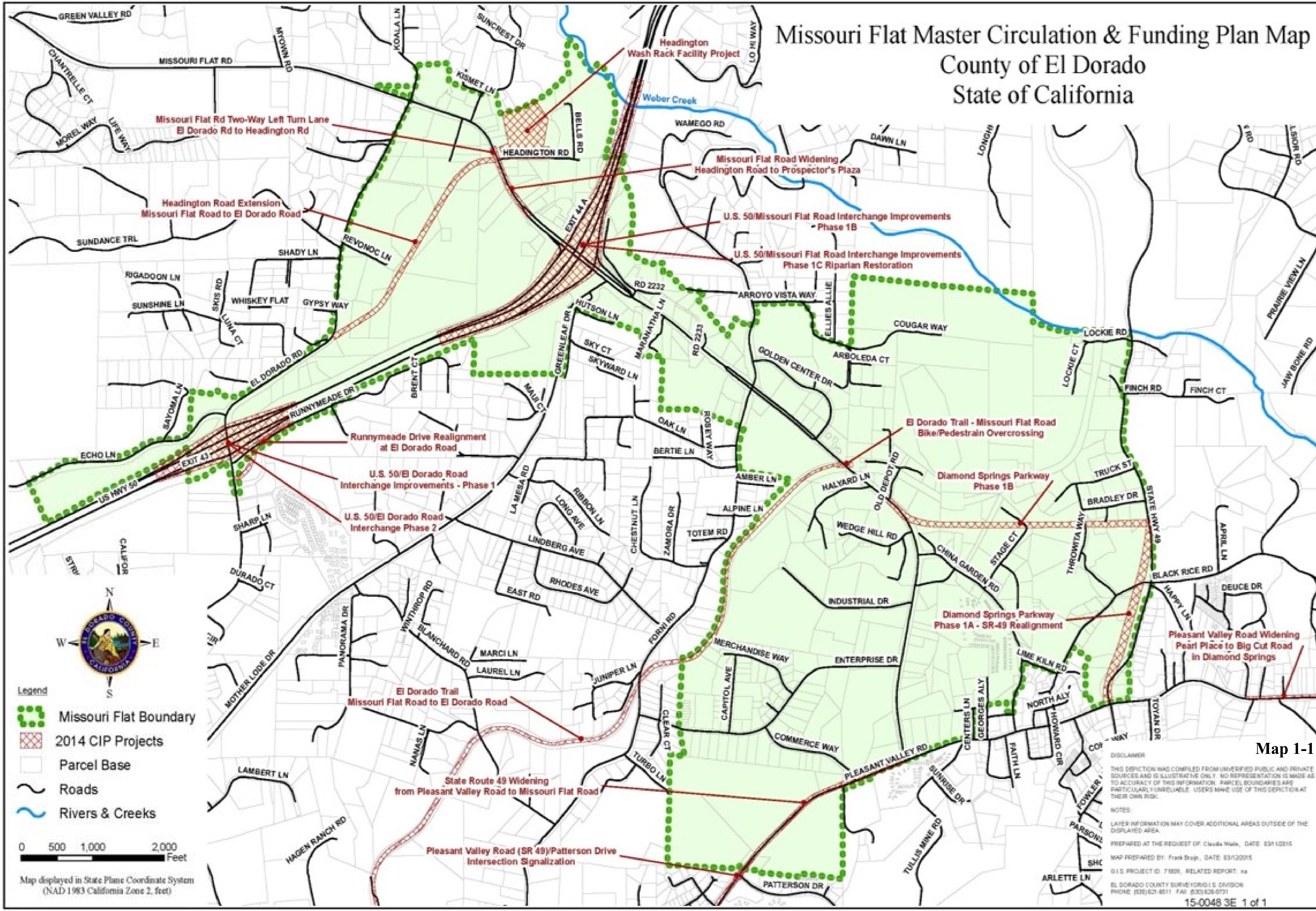
- Alleviate existing traffic congestion.
- Create adequate capacity to meet County General Plan Level of Service (LOS) policy.
- Establish a vital commercial center in the County.
- Improve the County's fiscal well-being.
- Establish the framework for revenue collection that would fund specific improvements identified in the Project Area.
- Widen portions of Missouri Flat Road.

Originally envisioned as one funding plan, the 1998 MC&FP was divided into two phases after the November 1998 passage of Measure Y, which excluded certain improvements contained in the funding plan.[2] Phase I of the MC&FP ultimately included six specific roadway improvement projects, many of which have been completed or are in progress at the time of this report. Of the Phase I improvements, the Missouri Flat/U.S. 50 interchange improvements represented nearly half of total infrastructure costs, although these improvements were considered an interim solution to the ultimate interchange improvement for the Project.

The 1998 MC&FP document identified funding for Phase I improvements from several different sources:

- County Traffic Improvement Mitigation (TIM) fee revenue.
- Incremental property and sales tax revenue generated by new retail/commercial development in the Project.

[2] Measure Y, also known as the "Control Traffic Congestion Initiative," enacted the following policies: a prohibition against residential development projects of five or more units causing, or worsening, Level of Service (LOS) F traffic congestion during weekday, peak-hour periods; a prohibition against adding roads to the list of roads allowed to operate at LOS F without voter approval; a requirement that developers pay fees to mitigate traffic impacts of new development; and a prohibition against County tax revenues being used to mitigate such impacts without voter approval.


Missouri Flat Master Circulation & Funding Plan Map
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Missouri Flat Road Widening Headington Road to Prospector's Plaza
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Map displayed in State Plane Coordinate System (NAD 1983 California Zone 2, feet)
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EL DORADO COUNTY SURVEYOR/G.I.S. DIVISION
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- Grant funding from the State of California (State).
- Establishment of a special tax district and issuance of a bond through a new Missouri Flat Community Facilities District (CFD).

In 2001, a special reserve fund for Missouri Flat (referred to as the MC&FP Fund) was established to account for revenues and expenditures associated with Phase I improvements funded by **<u>85 percent</u>** of the County General Fund's incremental property and sales tax revenues stemming from new retail/commercial development in the Project Area. The County General Fund's incremental property and sales tax from new development in the Project are defined below:

- **Incremental property tax:** the portion of the 1-percent general property tax rate from Project development that is allocated to the County General Fund.
- **Incremental sales tax:** the Bradley-Burns 1-percent local sales tax rate applied to taxable sales generated by Project development.

To date, revenues have accrued to the MC&FP Fund to help pay for infrastructure improvement costs on a pay-as-you-go basis. The detailed projected revenues and expenditures of the MC&FP Fund for Fiscal Year (FY) 2019-20 through the completion of Phase II are described in **Chapter 4**.

In 2002, the Missouri Flat CFD was established, but, to date, no bonds have been issued and no special tax rates have been levied on property owners.[3] Instead, the County received substantial grant funding to cover a significant portion of Phase I improvement costs.

Approval of MC&FP Phase I coincided with the approval of several commercial projects proposed for the Project Area, including Wal-Mart, the El Dorado Villages Shopping Center, and Sundance Plaza. Since approval of these projects in 1998, several retail projects have been constructed in the Project Area, including the Wal-Mart and the El Dorado Villages Shopping Center projects.

MC&FP Phase I limits commercial development in the Project Area to about 730,000 square feet. With approximately 331,000 commercial square feet constructed in the Project since the approval of Phase I (as of April 2020), current approved commercial projects in the Project Area (about 527,000 square feet) exceed remaining capacity in Phase I by about 125,000 square feet. Note that there is an additional 242,000 square feet proposed in the Project Area, which would total about 1.1 million square feet, exceeding Phase I capacity by about 367,000 square feet. Additional approved and

[3] The County adopted Resolution No. 074-2002 on March 19, 2002, establishing Community Facilities District No. 2002-01 (Missouri Flat Area), authorizing the levy of a special tax within the district and preliminarily establishing an appropriations limit for the district. On the same date, the County adopted Resolution No. 075-2002, determining the necessity to incur a bonded indebtedness with CFD No. 2002-01, not to exceed $35 million.

proposed development in the Project Area exceeding the Phase I threshold has necessitated an updated evaluation of requisite transportation improvements, including the need for an ultimate highway interchange solution at Missouri Flat Road and U.S. 50. Existing MC&FP Phase I retail development projects constructed to date and additional approved and proposed retail projects in the Project Area are detailed in **Table B-1** in **Appendix B**.

MC&FP Phase II

In 2014, the County BOS approved the EPS-led consulting team's (EPS Team) technical analysis scope of work, which included the following analyses: retail market and initial financial feasibility analysis; traffic analysis, determination of required infrastructure, and cost estimates; California Environmental Quality Act (CEQA) review; a fiscal impact analysis; and a public facilities financing plan. The scope of work also included public outreach to key stakeholder groups and study sessions with the BOS. The EPS Team's contract was extended in 2018, following a lengthy hiatus, primarily stemming from the County's priority to adopt an updated TIM Fee and the passage of voter initiative, Measure E.

To date, several analyses supporting and leading up to this MC&FP Phase II Financing Plan have been prepared. This Financing Plan is the final analysis in support of MC&FP Phase II. The previous analyses, as well as an overview of public outreach and County BOS hearings to date, are summarized below.

Retail Market and Initial Feasibility Analysis (October 2015)

This analysis was prepared to address two primary objectives. The first objective was to evaluate market support for proposed commercial development in the Project Area. Market support is essential to the feasibility and timing of proposed commercial development, as well as its ability to generate "net fiscal flows" needed to support funding for future transportation improvements in the Project Area. This analysis provided an estimate of current and projected retail demand, net of existing and proposed retail supply in the Project Area, and concluded that sufficient demand for retail exists to support the second phase of this Project. The second objective was to examine initial commercial development financial feasibility. Future commercial development hinges on both market support and favorable land economic conditions. As an initial evaluation, this analysis estimated the existing infrastructure cost burden and tax and assessment burden on new commercial development for the purpose of identifying any fatal flaws regarding financial feasibility. The analysis provided a baseline analysis to be used in the Financing Plan to test the feasibility of potential new sources of funding required to fund infrastructure improvements in the Project Area.

Traffic Analysis Locations, Methodology, & Assumptions (April 2016)

This memorandum defined the study area and summarized the methodology and assumptions used for the technical analysis associated with the MC&FP Phase II traffic analysis. The purpose of the memorandum was to convey details related to the traffic analysis, allowing it to serve as a "blueprint" to attain concurrence from County staff, elected officials, and other stakeholders (e.g., Caltrans).

Existing Traffic Analysis Results and Findings for the MC&FP Phase II Study Area (May 2016, Revised August 2018)

This memorandum summarized the existing transportation conditions for the MC&FP Phase II project. The memorandum included the operational results at study locations for the AM and PM peak hour conditions. Existing pedestrian, bicycle, and transit conditions were also inventoried. A safety assessment based on the Statewide Integrated Traffic Records System (SWITRS) was performed. The memorandum concluded that there were no existing operational deficiencies in the Project Area.

Missouri Flat Road Interchange Capacity Threshold Phasing Analysis and Alternative Screening Evaluation (January 2018)

This memorandum summarized the future traffic conditions, deficiencies, and needed improvements for the Project Area as well as a Missouri Flat interchange focused analysis. The study area includes 23 study intersections, with a focus on the operations of the U.S. 50 freeway interchange at Missouri Flat Road. The memorandum included the following key findings:

- With projected 2035 volumes, level of service (LOS) F conditions are projected at 7 of the 23 study intersections.
- At the US 50/Missouri Flat Road interchange, signal phasing and timing modifications may provide for LOS D or better operations at all intersections without physical improvements for the year 2035, but not with 2040 volumes.
- Several ultimate interchange configurations could provide LOS D or better operations at all interchange intersections, including a hook ramp concept, a partial cloverleaf concept, a six-lane tight diamond or a single point diamond concept.
- A diverging diamond interchange would provide LOS C or better operations but would be most effective with the relocation of the Mother Lode Drive intersection at Missouri Flat Road. It could operate with right-turn only access at Mother Lode Drive.
- An interchange based on roundabout intersections at the ramps cannot provide the capacity required for the 2040 volumes.

Future Traffic Analysis Results (June 2018)

This technical memorandum summarized the future transportation conditions for the MC&FP Phase II project. Traffic forecasts were updated for 2035 and 2040 consistent with the current El Dorado County General Plan and market forecasts of potential commercial development. Current El Dorado County market-based growth forecasts are lower than those used in studies prior to the 2008 economic recession, averaging closer to 1 percent annual growth rather than 3 percent annual growth in prior forecasts.

The analysis indicated that 2040 traffic forecasts are relatively consistent with the 2040 traffic forecasts used for the Diamond Springs Parkway traffic studies.

Draft MC&FP Screencheck Checklist—Environmental Review (July 2019)

MC&FP Phase II CEQA documentation analyzed changes to the MC&FP Project, including updated buildout estimates and a study period extending to 2040; and, revised transportation improvement projects. In addition, MC&FP Phase II addresses additional changes, including changes to existing conditions and the CEQA Guidelines. The CEQA Environmental checklist addressed 17 topic areas including new questions, identified and explained the 1998 EIR analysis and significance conclusions, addressed CEQA topics added since 1998, provided updates to CEQA significance conclusions; and identified topics requiring additional analysis.

In most cases, it was determined that MC&FP Phase II would result in the same or similar CEQA conclusions as identified in the certified EIR. Additional analysis required for the following to update mitigation measures and address new checklist items include those to: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Noise; Public Services; and Transportation/Traffic. Completed CEQA documentation may consist of either a CEQA Addendum or CEQA supplement to the previous EIR.

Fiscal Impact Analysis Technical Memorandum (September 2019)

The Fiscal Impact Analysis (FIA) estimated the overall fiscal impacts to the County's General Fund and Road Fund, based on projected incremental, new development in the Project through 2040. The objectives of the FIA were twofold. The first objective was to determine whether the Project would generate adequate revenues to meet the cost of providing new development with County municipal services (e.g., general government, public protection). The second objective was to quantify the net fiscal impacts to the County's General Fund assuming a conservative, maximum of <u>100 percent of incremental new property and sales tax revenues</u> generated by retail/commercial uses were diverted from the County General Fund to the MC&FP Fund. This assumption did not identify the likely allocation percentage (which would deviate from the existing allocation of 85 percent), but rather was used in an effort to estimate impacts on the County General Fund under the most conservative allocation scenario.

The FIA concluded that Project development, both including and excluding all estimated property and sales tax revenues generated by incremental new Phase II development, was estimated to result in an annual net fiscal surplus for the County General Fund. <u>This result supports the option of continuing to fund identified transportation improvements through the tax increment mechanism, if approved by the County Board.</u>

Public Outreach and Board of Supervisor Study Sessions

Since 2015, the Project team, in conjunction with County staff, have provided outreach and presented key findings from Project technical analyses in County BOS meetings. Stakeholders convened early in the Project to provide valuable input on ultimate solutions for the interchange. Based on a variety of factors, including total cost, compliance with Caltrans requirements, traffic flows, and safety for traffic, bicycles, and pedestrians, the stakeholders identified construction of an intersection with a diverging diamond overpass configuration, as well as the relocation of Mother Lode Drive to an intersection further south along Missouri Flat Road as the preferred alternative. This preferred alternative was presented to and approved by the BOS in February 2018. In addition, the Project team presented Market Analysis and FIA findings to the BOS in December 2015 and November 2019, respectively. Additional outreach efforts followed an initial presentation of this Draft Financing Plan to the BOS in February 2020, including a focus group/stakeholder meeting and a public meeting in February 2020 and a special workshop with the Diamond Springs El Dorado Community Advisory Committee in April 2020.

Draft MC&FP Phase II Financing Plan (June 2020)

A Draft MC&FP Phase II Financing Plan was presented to the BOS in conjunction with a Final CEQA document for the Project on June 23, 2020. The BOS approved the Financing Plan with a modification to the percentage of County General Fund property and sales tax increment from existing and future retail development in the Project Area that accrues to the MC&FP Fund. At the BOS direction, the MC&FP Fund will receive the following percentages to fund the MC&FP remaining improvements:

- Eighty-five percent of property and sales tax increment from existing development and 85 percent of sales tax increment from future development until sufficient revenue is accumulated in the MC&FP Fund to fund the remaining MC&FP Phase I improvements that have not yet been completed.[4]
- Fifty percent of property and sales tax increment from existing development and 50 percent of sales tax increment from future development thereafter.

This Final Financing Plan incorporates the BOS modification to the tax increment percentage.

Estimated Land Use Development

The land use assumptions used in this Financing Plan are an estimate of incremental new land use development (2020 through 2040) derived from a baseline of existing land uses and projected future land use development in the Project. EPS obtained existing land use data (residential units, nonresidential building square feet) for the Project from the County Geographic Information Systems (GIS) and Assessor's Office departments in April 2018. Projected new residential and nonresidential development through 2040 was calculated by applying the average annual growth rate of the County's General Plan projections from 2010 through 2035 to the existing baseline land uses for each residential and nonresidential land use category. Although the County General Plan covers a study period through 2035, the traffic analysis completed for MC&FP Phase II indicated the ultimate Missouri Flat interchange improvement was not necessary until additional development occurred in the last 4 years of the study period of this Analysis

[4] This Financing Plan assumes that no property tax revenue will accrue from future development to fund MC&FP Phase II improvements. See **Chapter 4** for more details.

(2036-2040). Thus, this Analysis estimates additional growth in the Project beyond 2035 by extrapolating the average annual growth rate of the County's General Plan projections through 2040. The actual absorption of nonresidential development in the Project Area will likely not occur as evenly as assumed in this Analysis; nonresidential development will be project-based with the absorption of projects occurring over a one or multi-year construction period, while some years may not incur any absorption. For that reason, there may be funding gaps in which private capital or other funding is needed during a given year and is potentially repaid, based on the terms of a reimbursement agreement with the County, in later years.

Residential development is excluded from this report because none of the financing mechanisms rely on new residential development. Nonresidential development will generate future sales tax revenue, one of the key funding sources for MC&FP Phase II improvements if a continuation of the existing Phase I funding strategy is implemented.

The nonresidential development projections are provided for two development phases by nonresidential land use category (retail, office, and industrial uses) and are allocated into two development phases: 2020 through 2030; and 2031 through 2040. The projected incremental, new development estimated in the Project Area is summarized below and detailed in **Chapter 2**.

	New Nonresidential Building Square Feet		
Land Use	2020-2030	2031-2040	**Total**
Retail	194,854	182,962	377,816
Office	33,418	30,335	63,753
Industrial	58,935	47,003	105,938
Total	**287,207**	**260,300**	**547,507**

These development projections primarily correspond with currently approved and proposed nonresidential development projects in the MC&FP Project Area, which total approximately768,000 new building square feet, as identified in the 2015 Market Analysis and reconfirmed as part of the 2019 CEQA Checklist. The level of Countywide growth projected for the Project Area through 2040 corresponds with the absorption of approximately 70 percent of approved and proposed development square footage.

A greater level of development than estimated (e.g., 100 percent of approved and proposed development) will benefit the Project by generating additional revenue beyond what is estimated in this Analysis, with no additional required improvements. Conversely, a diminished level of development will generate less revenue relative to what is estimated in this Analysis. However, a delayed absorption schedule also will delay the timing, and thus, costs, of required improvements, extending the cash flow but not changing the findings provided in this Analysis.

Transportation Improvement Costs

As described earlier, this Financing Plan includes all remaining transportation improvements needed to serve Project development through 2040. These improvements include existing Phase I improvements not yet completed and new Phase II improvements. Remaining MC&FP transportation improvements and estimated costs were obtained either from the Adopted 2019 County Department of Transportation Capital Improvement Program (2019 County DOT CIP) or from Project transportation engineers, Kittelson & Associates, Inc. The cost estimates include construction costs, soft costs, and contingencies.[5] The study period covers improvements estimated to be constructed from 2020 through 2040. Remaining improvement costs total an estimated $84.5 million through FY 2039-40 (in 2019 dollars). **Table 1-1** details the costs by improvement.

As noted in **Table 1-1**, this Financing Plan includes the following two categories of improvements:

- Improvements originally in MC&FP Phase I that were included because they either were not begun or not completed during Phase I.[6]
- Improvements designated as Phase II improvements to serve projected development through 2040.

The improvements originally in Phase I total an estimated $46.2 million, while the original Phase II improvements total approximately $38.3 million. Remaining transportation improvements are listed below by original Phase. The individual improvements and timing of the improvements are detailed in **Chapter 3**.[7]

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[5] Improvements in the 2019 County Department of Transportation Capital Improvement Program (2019 County DOT CIP) reflect planning level estimates and include a 45 percent soft cost assumption, comprising: preliminary engineering/environmental documentation—10 percent; design (planning, surveying, and engineering)—20 percent; and construction management—15 percent. In addition, for any improvements with right-of-way acquisition costs, the 2019 County DOT CIP includes a soft cost assumption of 10 percent. Once in the design phase, the soft cost percentages may be modified. Improvement costs for projects estimated by Kittelson & Associates, Inc., include a 25 percent soft cost and a 30 percent construction cost contingency assumption.

[6] Note that some Phase I improvement costs that have already commenced but have not been completed represent *remaining costs* and not the full cost of the improvement.

[7] It is important to note that the construction of Phase I improvements will be prioritized over Phase II improvements except in cases where improvements serve specific development projects and those projects are anticipated to develop later than originally planned.

Table 1-1
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Estimated Remaining Project Roadway Costs (2019$)

Item	Total Remaining Cost [1] [2]	Source
Roadway Improvements		
U.S. 50/Missouri Flat Road Interchange - Phase 1C [3]	$344,696	2019 County DOT CIP
U.S. 50/Missouri Flat Road Interchange - Phase 1B.2 [3]	$3,236	2019 County DOT CIP
Missouri Flat Road/Industrial Drive	$2,195,000	2019 County DOT CIP
Missouri Flat Road/Enterprise Drive	$2,811,999	2019 County DOT CIP
Diamond Springs Parkway Phase 1A [3]	$10,554,209	2019 County DOT CIP
Diamond Springs Parkway Phase 1B [3]	$23,604,658	2019 County DOT CIP
SR-49/Forni Road	$3,500,000	Kittelson & Associates, Inc.
SR-49/Pleasant Valley Road	$700,000	Kittelson & Associates, Inc.
U.S. 50/Missouri Flat Road Interchange (Ultimate Solution)	$17,515,000	Kittelson & Associates, Inc.
U.S. 50/El Dorado Road Interchange Phase 1 [3]	$5,491,380	2019 County DOT CIP
U.S. 50/El Dorado Road Interchange Phase 2	$11,555,439	2019 County DOT CIP
Headington Road Extension/Missouri Flat Widening [3]	$6,254,236	2019 County DOT CIP
Total Roadway Improvements	**$84,529,853**	

costs sum

Source: El Dorado County; Quincy; Kittelson & Associates, Inc.; EPS.

[1] Infrastructure cost estimates include construction costs, soft costs, and contingencies. Improvements in the 2019 County Department of Transportation Capital Improvement Program (2019 County DOT CIP) reflect planning level estimates and include a 45% soft cost assumption, comprising: preliminary engineering/environmental documentation - 10%; design (planning, surveying, and engineering) - 20%; and construction management - 15%. Additionally, for any improvements with right-of-way acquisition costs, the 2019 County DOT CIP includes a soft cost assumption of 10%. Once in the design phase, the soft cost percentages may be modified. Improvement costs for projects estimated by Kittelson & Associates, Inc., include a 25% soft cost and a 30% construction cost contingency assumption.
[2] All improvements with the exception of Missouri Flat Road/Enterprise Drive and U.S. 50/El Dorado Road Interchange Phase 2 have begun construction. Thus, the costs for improvements in this Financing Plan reflect remaining construction costs rather than total construction costs. Missouri Flat Road/Enterprise Drive and U.S. 50/ El Dorado Road Interchange Phase 2 have not yet begun construction, and costs reflected in this Financing Plan reflect total 2019 County DOT CIP construction costs.
[3] Originally in Phase I and merged with Phase II because they either were not begun or not completed during Phase I.

Phase I Improvements Included in this Financing Plan: $46.2 Million

- U.S. 50/Missouri Flat Road Interchange Phase 1B and 1C
- Diamond Springs Parkway Phase 1A and 1B
- U.S. 50/El Dorado Road Interchange Phase 1
- Headington Road Extension/Missouri Flat Widening

New Phase II Improvements: $38.3 Million

- Missouri Flat Road/Industrial Drive
- Missouri Flat Road/Enterprise Drive
- SR-49/Forni Road
- SR-49/Pleasant Valley Road
- Missouri Flat Road Interchange
- U.S. 50/El Dorado Road Interchange Phase 2

As discussed in the next section, the improvements will be funded from a variety of sources, including identified County sources, potential other sources (e.g., State, Federal, and private sources), and the MC&FP Program.

Financing Strategy

Transportation improvements in the Project Area will be funded from a variety of sources. Many of these sources have already been identified and dedicated for specific improvements, while others are dependent on the rate of development and phasing of improvements. This report includes a cash flow analysis that details the amounts and timing of the various funding sources for the assumed construction period of 2020 through 2040.

Table 1-2 details the improvement costs and funding in 2019 dollars by funding source at buildout of MC&FP Phase II. The 2019 County DOT CIP specifies the costs and funding sources for all but three of the MC&FP Phase II improvements. For these three improvements (SR-49/Forni Road, SR-49/Pleasant Valley Road, and Missouri Flat Road Interchange), it is assumed that the MC&FP Project Funding is the sole funding source.

Table 1-2
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Summary of Funding Sources and Uses at Buildout (2019$)

Buildout

Item	Total Cost	Funding Sources				
		MC&FP Project Funding [1]	County TIM Fee	County, State, and Federal [2]	Utilities [3]	Total
Roadway Improvements						
U.S. 50/Missouri Flat Road Interchange - Phase 1C [4]	$344,696	$344,696	-	-	-	**$344,696**
U.S. 50/Missouri Flat Road Interchange - Phase 1B.2 [4]	$3,236	$2,236	-	$1,000	-	**$3,236**
Missouri Flat Road/Industrial Drive	$2,195,000	$1,000,000	-	$1,195,000	-	**$2,195,000**
Missouri Flat Road/Enterprise Drive	$2,811,999	$1,000,000	$317,248	$1,494,751	-	**$2,811,999**
Diamond Springs Parkway Phase 1A [4]	$10,554,209	$299,813	-	$10,161,417	$92,979	**$10,554,209**
Diamond Springs Parkway Phase 1B [4]	$23,604,658	$7,796,415	$6,789,491	$5,218,752	$3,800,000	**$23,604,658**
SR-49/Forni Road	$3,500,000	$3,500,000	-	-	-	**$3,500,000**
SR-49/Pleasant Valley Road	$700,000	$700,000	-	-	-	**$700,000**
U.S. 50/Missouri Flat Road Interchange (Ultimate Solution)	$17,515,000	$17,515,000	-	-	-	**$17,515,000**
U.S. 50/El Dorado Road Interchange Phase 1 [4]	$5,491,380	-	$5,491,380	-	-	**$5,491,380**
U.S. 50/El Dorado Road Interchange Phase 2	$11,555,439	-	$11,555,439	-	-	**$11,555,439**
Headington Road Extension/Missouri Flat Widening [4]	$6,254,236	$2,070,000	$4,184,236	-	-	**$6,254,236**
Total Roadway Improvements	**$84,529,853**	**$34,228,160**	**$28,337,794**	**$18,070,920**	**$3,892,979**	**$84,529,853**

su

Source: El Dorado County; Quincy; Kittelson & Associates, Inc.; EPS.

[1] MC&FP funding sources may include: property and sales tax increment from existing development, sales tax increment from new development, the current fund balance, and one or more bond issuances. The total MC&FP Funding amount includes approximately $1.2 million identified as annual gap funding that is anticipated to require private capital, updates to the County TIM Fee Program, and/or project construction delays. See **Appendix A** for the detailed cash flow analysis.
[2] Currently projected funding is from County General Fund, County Road Fund, and local tribes. No State and Federal funding sources have been identified at this time.
[3] Currently projected funding is from utility agencies (PG&E, AT&T and Comcast).
[4] Originally in Phase I and merged with Phase II because they either were not begun or not completed during Phase I.

The funding sources and total projected funding amounts in 2040 are summarized below:

Funding Source	Funding Amount
County TIM Fee	$28.3 Million
County, State, and Federal	$18.1 Million
Other Identified Sources	$3.9 Million
MC&FP Project Funding	$34.2 Million
Total	**$84.5 Million**

County Traffic Impact Mitigation Fee

The TIM Fee is a development impact fee charged to new residential and commercial development in the unincorporated west slope of El Dorado County. It is used to finance County transportation improvements necessary to serve this new development.

County, State, and Federal

County, State, and Federal funding includes anticipated funding from County, State, and Federal sources (excluding the County TIM Fee).

Other Sources

Other funding sources could include a variety of private and public sources. This Financing Plan reflects only the funding amounts included in the 2019 County DOT CIP, which consist of funding from public utility agencies.

MC&FP Project Funding

Because the MC&FP Phase II Program includes both remaining Phase I and new Phase II improvements, the current MC&FP Phase I and future MC&FP Phase II funds are combined and available to fund all remaining improvements. MC&FP funding sources consist of the existing MC&FP fund balance, property and sales tax increment generated by Project development, and MC&FP fund interest earnings. These funding sources are detailed in the cash flow analysis in **Appendix A**, and the sales and property tax increment are discussed further in the remainder of this section.

Property and Sales Tax Increment

MC&FP funding consists primarily of a portion of the County General Fund's incremental property and sales tax revenue generated by development in the Project (as defined earlier in this chapter). Based on the adoption of the Phase I Financing Plan, 85 percent of the County General Fund's total property and sales tax revenue generated by Phase I development in the Project currently accrues to the MC&FP Fund annually and is available to fund MC&FP improvements.

Based on the BOS direction on approval of the MC&FP Phase II Financing Plan on June 23, 2020, this analysis assumes that the following percentages of the County General Fund tax increment generated by both Phase I and Phase II development in the Project will accrue to the MC&FP Fund annually in future years:

- 85 percent of property and sales tax increment from existing development and 85 percent of sales tax increment from future development until sufficient revenue is accumulated in the MC&FP Fund to fund the remaining MC&FP Phase I improvements, which is estimated to occur in FY 2022-23.
- 50 percent of property and sales tax increment from existing development and 50 percent of sales tax increment from future development thereafter. It is estimated that this percentage of tax increment will begin in FY 2023-24.
- No property tax revenue from any future development will be available to fund MC&FP Phase II improvements.[8]

As stated above and summarized in the table below, it is estimated that sufficient MC&FP Fund revenues will be accumulated by FY 2022-23 to fully fund all remaining Phase I improvement costs. The costs and funding shown in the table are expressed in inflated dollars and are roughly the same amount, indicating that available funding from Phase I development through FY 2022-23 would be sufficient to fund the Project's portion of remaining Phase I improvement costs. The cash flow analysis in **Appendix A** provides additional detail.

MC&FP Existing and Projected Funding - 2020 through 2023 (Inflated $)		
MC&FP Beginning Fund Balance - July 1, 2019	$7.3	Million
Projected Property Tax Increment from Phase I Development	$0.4	Million
Projected Sales Tax Increment from Phase I Development	$4.7	Million
Total Funding Sources from Phase I Development	**$12.4**	**Million**
Remaining MC&FP-Funded Improvement Costs	**$12.3**	**Million**
Surplus/(Deficit)	**$0.1**	**Million**

[8] It is important to note that the cash flow analysis excludes property tax increment accruing from all new development between 2020 and 2040. There exists some remaining Phase I development capacity that will likely generate property tax increment revenue to fund roadway improvements, but this additional property tax increment has been conservatively excluded from this analysis.

Annual MC&FP Funding Shortfalls

As shown in the table above, existing MC&FP Fund revenues and additional short-term property and sales tax increment revenue from Phase I development are anticipated to be sufficient to fund the Project's share of the remaining Phase I roadway improvements. However, it is estimated that there could be MC&FP funding shortfalls in multiple years, particularly after the MC&FP Fund's portion of the County General Fund's tax increment is reduced to 50 percent. Any MC&FP funding shortfalls in specific years will be covered through one or more of the following methods:

- Updates to the 2019 County DOT CIP to shift some funding from the MC&FP Program to other sources such as the County TIM Fee Program.
- Project construction delays.
- Private developer funding. Note that developers who provide private capital to assist in upfront infrastructure funding may be eligible for reimbursement from the County.

Land-Secured Financing Overview

The Mello-Roos Community Facilities Act of 1982 enables public agencies to form CFDs and levy a special tax on property owners in those CFDs. These special taxes may be used to pay debt service on CFD bonds or to finance public improvements directly on a pay-as-you-go (PAYGO) basis. The proceeds from a CFD bond sale can be used for direct funding of improvements, to acquire facilities constructed by the developer, to reimburse developers for advance-funding improvements, or to pay certain development fees. The annual special tax can be used toward bond debt service or to build or reimburse for infrastructure as needed.

Existing Missouri Flat CFD

The County adopted Resolution No. 074-2002 on March 19, 2002, establishing CFD No. 2002-01 (Missouri Flat Area), authorizing the levy of a special tax within the district and preliminarily establishing an appropriations limit for the district. On the same date, the County adopted Resolution No. 075-2002, determining the necessity to incur a bonded indebtedness with CFD No. 2002-01, not to exceed $35 million. To date, no bonds have been issued and no special tax rates have been levied on property owners.

CFD No. 2002-01 established maximum annual special tax rates on specific parcels comprising the district. CFD No. 2002-01 also identified a list of authorized facilities (from Phase I), all of which have been constructed except for Diamond Springs Parkway (Phase IA and Phase 1B) and Headington Road Extension/Missouri Flat Road Widening (intersection improvements and signalization only).

This Financing Strategy estimates bonding capacity from existing and projected future development as a potential additional source of funding. As detailed in **Chapter 4**, funding may be too minimal to warrant issuing bonds and administering a special tax (applied to existing development) or too fraught with constraints (applied to projected development).

Cash Flow Analysis

The annual cash flow analysis (detailed in **Appendix A**) estimates the annual MC&FP Program expenditures and revenues from FY 2019-20 through FY 2039-40. The cash flow analysis incorporates specific assumptions about the phasing, cost, and funding of improvements that are detailed in the 2019 County DOT CIP. In addition, the estimated annual MC&FP Fund revenue is based on the assumed annual percentage of the County General Fund's property and sales tax increment available to the MC&FP Fund (detailed previously).

The cash flow analysis results in the need for funding from currently unidentified sources in multiple years to cure estimated deficits in those years. In total, approximately $10.6 million (in inflated dollars) of additional funding will be needed through FY 2039-40 after accounting for all currently identified funding sources, if revenues and expenditures accrue to the MC&FP Fund as estimated in this Analysis. As summarized previously in this chapter, this funding could be provided by updating the 2019 County DOT CIP to shift funding requirements from the MC&FP Fund to other funding sources or through private developer funding. In addition, construction of certain improvements could be delayed until sufficient funding is available.

Organization of Report

This report is organized into the following chapters and appendices:

Chapter 1 includes the introduction and executive summary.

Chapter 2 details the projected development by land use in the Project.

Chapter 3 details the MC&FP Phase II transportation improvements, improvement costs, and improvement phasing.

Chapter 4 details the funding sources, financing strategy, and cash flow analysis.

Chapter 5 assesses the financial feasibility of the Project.

Appendix A contains the detailed cash flow analysis used to develop the MC&FP Phase II financing strategy.

Appendix B details the bond proceeds that could be generated from levying an annual special tax on development in the Project through CFD No. 2002-01.

2. Land Use Development

Introduction

The land use development projections from 2020 through 2040 in this Financing Plan are consistent with those in the 2019 Fiscal Impact Analysis. The development projections are important because they are used to estimate sales increment revenue that will be generated from new development and used as a funding source for remaining MC&FP transportation improvements. Only the nonresidential development will generate sales tax revenue, so residential development projections are excluded from this report. The nonresidential land uses are categorized into retail, office, and industrial uses, and the development projections are expressed in building square feet.

Development Projections Methodology

The annual development projections by land use are derived from a baseline of existing land uses and projected, future land use development in the Project. EPS obtained existing nonresidential building square feet for the Project from the County Geographic Information Systems (GIS) and Assessor's Office departments in April 2018. Projected new nonresidential development through 2040 was calculated by applying the average annual growth rate of the County's General Plan projections from 2010 through 2035 to the existing baseline land uses for each residential and nonresidential land use category.[9] Although the County General Plan covers a study period through 2035, the traffic analysis completed for MC&FP Phase II indicated the ultimate Missouri Flat interchange improvement was not necessary until additional development occurred through 2040. Thus, additional growth in the Project beyond 2035 is estimated by extrapolating the average annual growth rate of the County's General Plan projections through 2040.

The Fiscal Impact Analysis included new development projections for three time periods: the initial phase included development growth through 2020, the second phase included development in years 2021 through 2030, and the final phase included development in years 2031 through 2040. This Financing Plan combines the first two development phases from the Fiscal Impact Analysis, resulting in the following two development phases:

- 2020 through 2030
- 2031 through 2040

[9] Derived from the El Dorado County General Plan land use projections, amended June 2015.

Table 2-1 summarizes the incremental and cumulative Project development projections by land use for each phase. Within each phase, annual projections by land use are estimated as the total building square feet for the phase divided by the number of years. Thus, it is assumed that there will be equal amounts of development for each year within a phase, as shown in **Table A-7** in **Appendix A**. In addition, **Table A-7** estimates annual new *occupied* building square feet by applying a 5 percent vacancy rate.

Development Projections

Summary

The following table summarizes the estimated current and projected nonresidential building square feet through 2040. As discussed above, these development estimates are consistent with the estimates in the Fiscal Impact Analysis.

	New Nonresidential Building Square Feet		
Land Use	Existing	2020-2040	**Total**
Retail	766,980	377,816	1,144,796
Office	161,708	63,753	225,461
Industrial	1,411,480	105,938	1,517,418
Total	**2,340,168**	**547,507**	**2,887,675**

It is projected that approximately 548,000 nonresidential building square feet will be developed in the Project through 2040 with the distribution between retail, office, and industrial uses shown above.

Both the total development projections and the distribution between the three nonresidential land uses are consistent with the development potential generated from the specific proposed or approved retail centers in the MC&FP Project Area, which account for a total of approximately 647,000 new building square feet. It is anticipated that approximately 85 percent of this development, or 548,000 building square feet, will occur through 2040, with the remainder occurring after 2040. Projected development in the proposed and approved retail centers that inform the development projections used in this report are detailed in the following section.

Proposed Retail Centers in Project

Based on information from County staff and stakeholder interviews, the Project Area contains 4 proposed retail centers: 3 proposed community centers and 1 proposed regional center.

Table 2-1
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Missouri Flat Project Area Nonresidential Land Uses (2020-2040) [1]

	Nonresidential New Building Square Feet		
Land Use	2020-2030	2031-2040	**Total**
Incremental Land Uses			
Retail	194,854	182,963	377,817
Office [2]	33,418	30,335	63,753
Industrial [2]	58,935	47,003	105,938
Total Incremental Land Uses	**287,207**	**260,301**	**547,508**
Cumulative Land Uses			
Retail	194,854	377,817	-
Office	33,418	63,753	-
Industrial	58,935	105,938	-
Total Cumulative Land Uses	**287,207**	**547,508**	-

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Source: El Dorado County Assessor data, dated April 2, 2018; El Dorado County General Plan projections, amended June 2015, El Dorado County; Kittelson & Associates, Inc.; EPS.

[1] Residential uses excluded because sales tax increment not generated by residential development.
[2] Office and industrial uses do not generate sales tax increment but are included in case future model iterations include property tax increment on all new nonresidential development.

One of the 3 community retail centers located south of the Missouri Flat Road/U.S. 50 interchange—the Diamond Dorado Retail Center—has received development approval and will include approximately 241,500 square feet of community retail space. The second community retail center, Creekside Plaza, located at the intersection of Missouri Flat Road and Forni Road and proposed for 30,500 square feet of retail, received development approval in December 2019. The third proposed community retail center has not received development approval. This center is El Mirage Plaza, located in the southeastern quadrant of the El Dorado Road interchange and Runnymeade Drive (specific proposed square footage is unknown at the time of this study).

The proposed regional retail center consists of The Crossings at El Dorado (formerly Sundance Plaza), which is bordered by Missouri Flat Road and Prospector's Plaza to the east and U.S. 50 to the south and is approved for 535,000 square feet of commercial development. The project applicant indicates planned retail development will total 375,000 square feet, with remaining development capacity reserved for hotels or other non-retail uses.

In total, approximately 647,000 square feet of new nonresidential space is approved and proposed in the Project, not including the amount of development anticipated as part of the El Mirage Plaza (unknown at the time of this study). Of this total, nearly 70 percent is anticipated to comprise retail space; nearly 20 percent is anticipated to comprise industrial space; and, about 10 percent is anticipated to comprise office space.

3. Improvement Costs and Phasing

Summary

Remaining MC&FP transportation improvements needed to serve Project development through 2040, and the estimated costs of these improvements, were determined by transportation analyses performed by the EPS Team engineers: Quincy Engineering and Kittelson & Associates, Inc. The transportation improvements are needed to serve development in the Project Area surrounding the Missouri Flat Road and U.S. 50 interchange. **Map 3-1** shows the locations of the remaining MC&FP planned transportation improvements.

Table 1-1 in **Chapter 1** summarizes the transportation improvements and costs. As noted in **Table 1-1**, the MC&FP Phase II includes both MC&FP Phase I improvements that either were not begun or not completed during Phase I and new Phase II improvements. The remaining Phase I improvements total an estimated $46.2 million, while the new Phase II improvements total approximately $38.3 million. In general, the remaining Phase I improvements will be mostly completed prior to work beginning on the new Phase II improvements. The exceptions are the Headington Road Extension/Missouri Flat Road Widening and the U.S. 50/El Dorado Road Interchange Phase 1 projects. These improvements are not projected to be completed until 2039 or 2040 because their timing is dependent on the development of The Crossings at El Dorado retail project.

The remaining transportation improvements are listed below by original Phase.

Phase I Improvements Included in this Financing Plan: $46.2 Million

- U.S. 50/Missouri Flat Road Interchange Phase 1B and 1C
- Diamond Springs Parkway Phase 1A and 1B
- U.S. 50/El Dorado Road Interchange Phase 1
- Headington Road Extension/Missouri Flat Widening

New Phase II Improvements: $38.3 Million

- Missouri Flat Road/Industrial Drive
- Missouri Flat Road/Enterprise Drive
- SR-49/Forni Road
- SR-49/Pleasant Valley Road
- U.S. 50/Missouri Flat Road Interchange (Ultimate Solution Improvement)
- U.S. 50/El Dorado Road Interchange Phase 2

Annual cost estimates were developed based on information from the 2019 County DOT CIP (discussed in **Chapter 1**) and from County staff.

For all improvements that are included in the 2019 County DOT CIP, the CIP includes specific years or ranges of years in which it is anticipated that the improvements will be completed or constructed. For the improvements that are not included in the 2019 County DOT CIP, the County provided the anticipated construction years. For all improvements, EPS, in consultation with County staff, estimated the percentage of annual costs during the specified ranges of years. **Table A-4** in **Appendix A** details the annual cost estimates by improvement for each of the years from 2020 through 2040. *Note that the years shown refer to fiscal years. For example, 2020 represents FY 2019-2020.*

The improvement costs total approximately $84.2 million in 2019 dollars and $111.3 million in inflated dollars. The inflated costs are necessary for the cash flow analysis, which assumes an annual cost inflation of 3 percent.

Detailed Improvement Summary

The MC&FP Phase II includes a total of twelve transportation improvements, some that were begun in the MC&FP Phase I and are near completion, and others that are still in the planning stage. This section contains a description of each MC&FP Phase II improvement, including the cost in 2019 dollars and the anticipated phasing for the improvement.

U.S. 50/Missouri Flat Road Interchange—Phase 1C

This improvement is the last of three phases in the construction of the U.S. 50/Missouri Flat Road Interchange and includes riparian restoration and landscape improvements. It consists of a developing and implementing a plan to restore, maintain, and monitor native riparian vegetation and trees that were removed as part of the MC&FP Phase I construction. This improvement was originally included in Phase I, during which a majority of the project was completed. The anticipated remaining costs are included as part of MC&FP Phase II. The estimated time period and costs for completion are shown below:

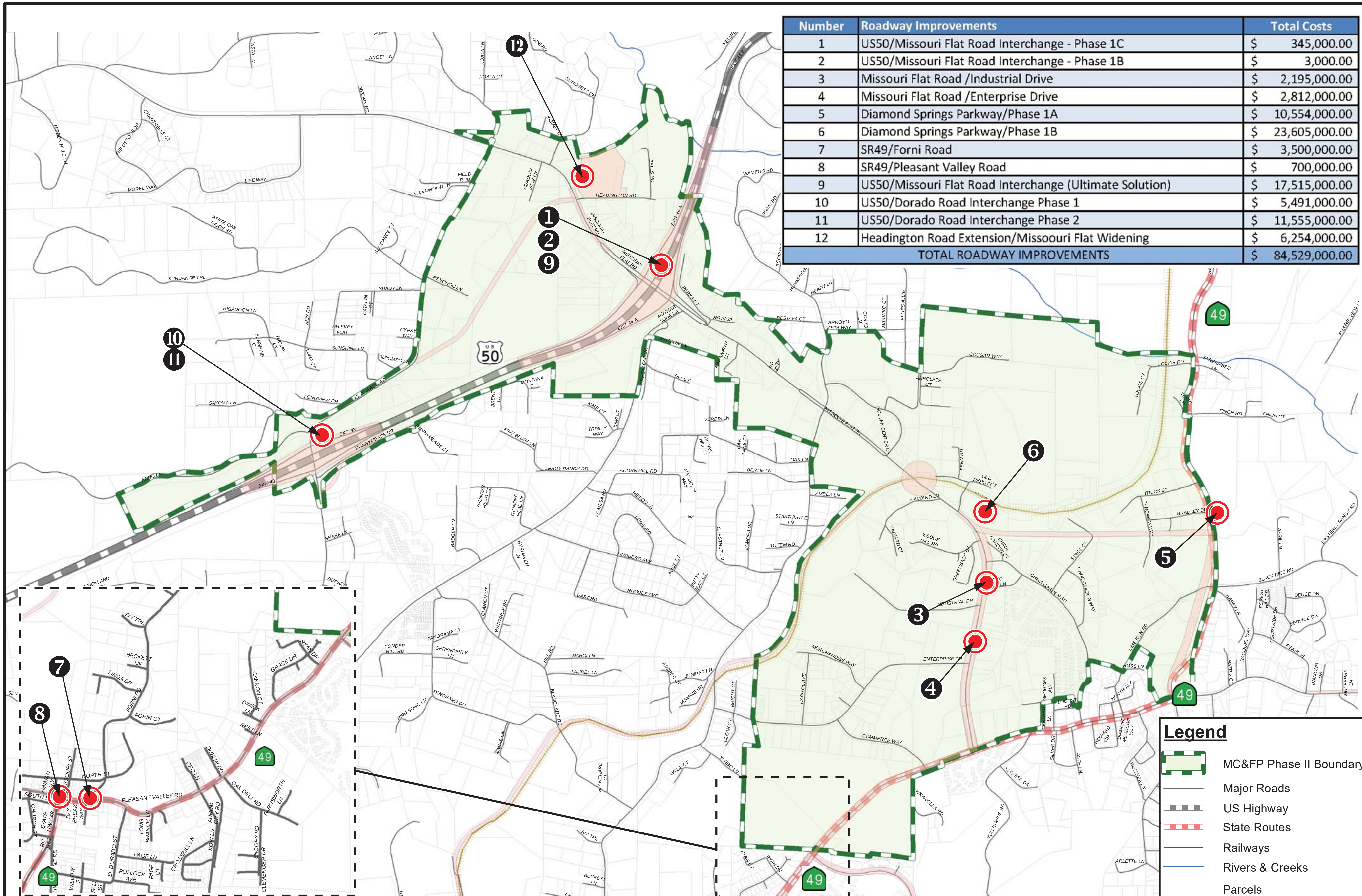
Years: 2020-2023
Cost (2019$): $345,000

U.S. 50/Missouri Flat Road Interchange—Phase 1B.2

This improvement is the Weber Creek Bridge to Placerville Drive portion of the class 1 bike and pedestrian path between Missouri Flat Road and Placerville Drive. It was originally included in Phase I and has largely been completed. The estimated time period and costs for completion are shown below:

Years: 2020
Cost (2019$): $3,200

Number	Roadway Improvements	Total Costs
1	US50/Missouri Flat Road Interchange - Phase 1C	$ 345,000.00
2	US50/Missouri Flat Road Interchange - Phase 1B	$ 3,000.00
3	Missouri Flat Road /Industrial Drive	$ 2,195,000.00
4	Missouri Flat Road /Enterprise Drive	$ 2,812,000.00
5	Diamond Springs Parkway/Phase 1A	$ 10,554,000.00
6	Diamond Springs Parkway/Phase 1B	$ 23,605,000.00
7	SR49/Forni Road	$ 3,500,000.00
8	SR49/Pleasant Valley Road	$ 700,000.00
9	US50/Missouri Flat Road Interchange (Ultimate Solution)	$ 17,515,000.00
10	US50/Dorado Road Interchange Phase 1	$ 5,491,000.00
11	US50/Dorado Road Interchange Phase 2	$ 11,555,000.00
12	Headington Road Extension/Missouri Flat Widening	$ 6,254,000.00
	TOTAL ROADWAY IMPROVEMENTS	$ 84,529,000.00



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NOTES:

LAYER INFORMATION MAY COVER ADDITIONAL AREAS OUTSIDE OF THE DISPLAYED AREA.

PREPARED AT THE REQUEST OF: Tia Raamot - Long Range Planning Staff DATE: 02/18/2020

MAP PREPARED BY: Jess Melchor, DATE: 02/18/2020

refer questions to Tia Raamot at (530) 621-5918 or email at tia.raamot@edcgov.us

Map displayed in State Plane Coordinate System
(NAD 1983 California Zone 2, feet)

Missouri Flat Master Circulation and Financing Plan (MC&FP)
Roadway Improvement Projects Exhibit
State of California

Map 3-1

Missouri Flat Road/Industrial Drive

This project consists of Missouri Flat Road and Industrial Drive intersection improvements, including signalization, construction of turn lanes, minor realignment of Industrial Drive, and associated improvements. A small amount of work has been completed on these improvements, with the majority still remaining. The estimated time period and costs for completion are shown below:

Years: 2020-2021
Cost (2019$): $2.2 million

Missouri Flat Road/Enterprise Drive

This project consists of Missouri Flat Road and Enterprise Drive intersection improvements, including signalization, construction of turn lanes, and associated improvements. A small amount of work has been completed on these improvements, with the majority still remaining. The estimated time period and costs for completion are shown below:

Years: 2020-2022
Cost (2019$): $2.8 million

Diamond Springs Parkway—Phase 1A

The Diamond Springs Parkway is a future four-lane, divided roadway connecting Missouri Flat Road to State Route 49 (SR-49). Phase 1A consists of the realignment of SR-49/Diamond Road from Pleasant Valley Road to north of Lime Kiln Road. The roadway will be realigned to the west to create a frontage road for residents to the east that will include 12-foot lanes and 8-foot shoulders, as well as signal modifications at the Pleasant Valley Road/SR-49 intersection. This improvement was originally included in Phase I, and approximately a third of the costs have already been incurred. The estimated time period and costs for completion are shown below:

Years: 2020-2021
Cost (2019$): $10.6 million

Diamond Springs Parkway—Phase 1B

The Diamond Springs Parkway is a future four-lane, divided roadway connecting Missouri Flat Road to State Route 49 (SR-49). Phase 1B consists of construction of the new roadway (with curb, gutter, and sidewalks on both sides) from Missouri Flat Road east of Golden Center Drive to a new intersection with SR-49 south of Bradley Drive. It includes signalization of intersections on Diamond Springs Parkway at Missouri Flat Road, Throwita Way, and SR-49. This improvement was originally included in Phase I, and approximately $4.7 million have already been incurred. The estimated time period and costs for completion are shown below:

Years: 2020-2023
Cost (2019$): $23.6 million

SR-49/Forni Road

The SR-49/Forni Road project is not included in the 2019 County DOT CIP and is assumed to be funded entirely by MC&FP Phase II sources. It is part of the SR-49 realignment project and consists of intersection and signalization improvements at the SR-49/Forni Road intersection, as well as the relocation of Forni Road to the east side of the business located on the northeastern corner of the current intersection. Work on this project has not yet begun. The estimated time period and costs for completion are shown below:

Years:	2022-2030
Cost (2019$):	$3.5 million

SR-49/Pleasant Valley Road

The SR-49/Pleasant Valley Road project is not included in the 2019 County DOT CIP and is assumed to be funded entirely by MC&FP Phase II sources. It is part of the SR-49 realignment project and consists of signalization improvements at the SR-49/Pleasant Valley Road intersection and reconfiguring parking near the intersection. Work on this project has not yet begun. The estimated time period and costs for completion are shown below:

Years:	2022-2030
Cost (2019$):	$700,000

U.S. 50/Missouri Flat Road Interchange (Ultimate Solution Improvement)

The Missouri Flat Road Interchange project is not included in the 2019 County DOT CIP and is assumed to be funded entirely by MC&FP Phase II sources. It includes construction of an intersection with a diverging diamond overpass configuration, as well as the relocation of Mother Lode Drive to an intersection further south along Missouri Flat Road. This improvement reflects the ultimate interchange solution preferred by stakeholders and approved by the County BOS in November 2017. Work on this project is proposed to commence in 2029. It is assumed that planning, design, engineering, and environmental mitigation work will constitute 40 percent of the total costs and will occur in the first three years of the project time period. The remaining 60 percent of the costs will be for construction and will occur in the remainder of the time period. The estimated time period and costs for completion are shown below:

Years:	2029-2040
Cost (2019$):	$17.5 million

U.S. 50/El Dorado Road Interchange Phase 1

Phase 1 of the U.S. 50/El Dorado Road Interchange project includes signalization and widening of existing U.S. 50 ramps and minor widening and lane adjustments on El

Dorado Road. This improvement was originally included in Phase I. Some minor initial expenses have been incurred on this project, but the rest of the work is not projected to begin until 2029. It is assumed that planning, design, engineering, and environmental mitigation work will constitute 40 percent of the total costs and will occur in the first three years of the project time period. The remaining 60 percent of the costs will be for construction and will occur in the remainder of the time period. The estimated time period and costs for completion are shown below:

Years: 2029-2040
Cost (2019$): $5.5 million

U.S. 50/El Dorado Road Interchange Phase 2

Phase 2 of the U.S. 50/El Dorado Road Interchange project includes construction of turn lanes and through traffic lanes at the interchange, construction of on/off ramps for U.S. 50, and either the widening of the existing El Dorado Road/U.S. 50 overcrossing or construction of a new overcrossing. Work on this project has yet to begin. It is assumed that planning, design, engineering, and environmental mitigation work will constitute 40 percent of the total costs and will occur in the first three years of the project time period. The remaining 60 percent of the costs will be for construction and will occur in the remainder of the time period. The estimated time period and costs for completion are shown below:

Years: 2029-2040
Cost (2019$): $11.6 million

Headington Road Extension/Missouri Flat Road Widening

This project consists of the extension of Headington Road in a northwest direction from Missouri Flat Road to El Dorado Road, as well as the widening of Missouri Flat Road from two to four lanes from Plaza Drive to Headington Road. The Headington Road extension will be a 2-lane arterial road including median, curb, gutter, sidewalk, intersection, and signalization improvements. This improvement was originally included in Phase I. Some minor initial expenses have been incurred on this project, but the rest of the work is not project to begin until 2030. It is assumed that planning, design, engineering, and environmental mitigation work will constitute 40 percent of the total costs and will occur in the first three years of the project time period. The remaining 60 percent of the costs will be for construction and will occur in the remainder of the time period. The estimated time period and costs for completion are shown below:

Years: 2030-2040
Cost (2019$): $6.3 million

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4. Financing Strategy

Summary

Remaining transportation improvements will be funded from a variety of sources. For each improvement included in the 2019 County DOT CIP (see previous chapter), the CIP includes the funding amounts and timing by funding source. It is assumed that the three improvements not included in the 2019 County DOT CIP will be funded entirely by MC&FP Project Funding.

Table 1-2 in **Chapter 1** details the estimated improvement costs and funding by source for each improvement at buildout of the MC&FP Phase II. The funding sources and total projected funding amounts in 2019 dollars are summarized below. Each funding source is briefly described in the remainder of the section.

Funding Source	Funding Amount	
County TIM Fee	$28.3	Million
County, State, and Federal	$18.1	Million
Other Identified Sources	$3.9	Million
MC&FP Project Funding	$34.2	Million
Total	**$84.5**	**Million**

County Traffic Impact Mitigation Fee

The TIM Fee is a development impact fee charged to new residential and commercial development in the unincorporated west slope of El Dorado County. It is used to fund County transportation improvements necessary to serve new development. The MC&FP Phase II improvements constitute a portion of the total improvements to be funded by the TIM Fee. The 2019 County DOT CIP includes **$28.3 million** in TIM Fee funding for MC&FP Phase II improvements.

County, State, and Federal Funding

County, State, and Federal funding includes anticipated funding from County, State, and Federal sources (excluding the County TIM Fee). This Financing Plan reflects the County funding amounts included in the 2019 County DOT CIP, which consist of **$18.1 million** combined from the County General Fund, the County Road Fund, and local tribes. State and Federal funding is not included in this Financing Plan but could be pursued if needed.

Other Sources

Other funding sources could include a variety of private and public sources. This Financing Plan reflects only the funding amounts included in the 2019 County DOT CIP, which consist of **$3.9 million** from public utility agencies.

MC&FP Project Funding

The MC&FP Project Funding consists of all remaining required funds after accounting for three other sources described above. For all MC&FP Phase II improvements included in the 2019 County DOT CIP, the CIP includes the required MC&FP Project Funding amounts to fund the costs not funded by other sources. MC&FP Project Funding will be required to fund a total of **$34.2 million** in infrastructure costs. MC&FP Project Funding will be derived from a variety of sources, as listed below:

- Existing MC&FP Fund Balance (as of 7/1/19)
- Property Tax Increment (derived from Phase I development only)
- Sales Tax Increment (derived from Phase I and Phase II development)
- Interest Earnings
- Other Sources

These sources are described briefly below. The annual and total funding amounts by source are determined through a cash flow analysis that is detailed later in this chapter and estimates the amounts and timing of the costs and funding amounts for the assumed construction period of FY 2019-20 through FY 2039-40.

Existing MC&FP Fund Balance

The MC&FP Program had an existing fund balance of approximately $7.3 million at the start of FY 2019-20 that is available to fund ongoing Phase I and new Phase II improvements.

Property Tax Increment

Annual property tax increment derived from Project development is available to fund MC&FP Phase II improvements. It is assumed that up to 85 percent of the County General Fund's portion of the property tax revenue generated by Phase I development in the Project will be available to fund MC&FP Phase II improvements. This percentage is a continuation of the percentage increment approved under the MC&FP Phase I. In this analysis, property tax increment accruing to the MC&FP Fund applies to Phase I development only. Although new Phase II development will generate new property tax revenue for the County, it is uncertain at the time of this study whether a portion of this property tax revenue will be available to fund MC&FP improvements.

In 2016, voters approved Measure E. In July 2017, the El Dorado County Superior Court issued a decision that nullified portions of Measure E, including a provision of the measure that would have restricted the County BOS's ability to use county tax revenue to build road capacity improvements to offset the impacts of new development. This ruling has been appealed. Because the outcome of the appeals process is unknown at this time, the cash flow analysis assumes no property tax increment is available from new development (from 2020 through 2040) to fund MC&FP Phase II projects.[10]

In addition, no turnover or revaluation of Phase I property is assumed, so the same property tax increment that accrued to the County General Fund in FY 2018-19 is assumed to be available to the County General Fund in each year through FY 2039-40, with a 2 percent annual increase to reflect the real increase in property values allowable under California state law.

The percentage of the County General Fund property tax increment available for the MC&FP Fund is assumed to remain at the current level of 85 percent of the tax increment generated by existing development until sufficient revenue has accumulated in the MC&FP Fund to finance all remaining MC&FP Phase I improvements. After this event occurs, the property tax increment percentage available for the MC&FP Fund will be reduced to 50 percent of the County General Fund amount generated by existing development.

In summary, the following assumptions are made about property tax revenue available to fund MC&FP Phase II improvements:

- Property tax increment from Phase I development will continue to accrue to fund ongoing Phase I and new Phase II improvements.
- The MC&FP Fund will receive 85 percent of the County General Fund's portion of the annual property tax revenue generated by existing development until sufficient funds are accumulated to fund all remaining MC&FP Phase I improvements. It is estimated that this level of tax increment will occur through FY 2022-23.
- The MC&FP Fund will receive up to 50 percent of the County General Fund's portion of the annual property tax revenue generated by existing development after sufficient funds are accumulated to fund all remaining MC&FP Phase I improvements. It is estimated that the property tax reduction from 85 to 50 percent will occur in FY 2023-24.
- Property tax increment from future Phase II development will **not** accrue to the MC&FP Fund.
- There is no property turnover or re-valuation of property assumed in the cash flow analysis.
- Annual property tax revenue from Phase I development will increase by 2 percent annually.

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[10] It is important to note that the cash flow analysis excludes property tax increment accruing from all new development between 2020 and 2040. There exists some remaining Phase I development capacity (undetermined at the time of this study) that will likely generate property tax increment revenue to fund roadway improvements.

Sales Tax Increment

Annual sales tax increment derived from Project development is available to fund MC&FP Phase II improvements. Currently, 85 percent of the County General Fund's portion of the sales tax revenue generated by development in the Project is available to fund MC&FP improvements. It is assumed that the MC&FP Fund will continue to receive this level of the County General Fund sales tax increment generated by both existing and new development until sufficient revenue has accumulated to finance all remaining MC&FP Phase I improvements, after which the sales tax increment percentage available for the MC&FP Fund will be reduced to 50 percent of the County General Fund amount and applied to both existing and future development. The annual sales tax increment is dependent on the rate of development, and it is assumed that taxable sales per building square foot will increase by 3 percent annually, resulting in a corresponding increase in sales tax revenue.

In summary, the following assumptions are made about the sales tax revenue available to fund MC&FP Phase II improvements:

- Sales tax increment from Phase I and future Phase II development will accrue to fund ongoing Phase I and new Phase II improvements. The MC&FP Fund will continue to receive up to 85 percent of the County General Fund's portion of the annual sales tax revenue generated by Phase I and Phase II development until sufficient funds are accumulated in the MC&FP Fund to fund all remaining MC&FP Phase I improvements. It is estimated that this level of tax increment will occur through FY 2022-23.
- The MC&FP Fund will receive up to 50 percent of the County General Fund's portion of the annual sales tax revenue generated by Phase I and Phase II development after sufficient funds accumulate in the MC&FP Fund to fund all remaining MC&FP Phase I improvements. It is estimated that the property tax reduction from 85 to 50 percent will occur in FY 2023-24.
- Annual taxable sales per building square foot will increase by 3 percent annually.

Interest Earnings

The MC&FP Phase II fund will earn annual interest on its outstanding fund balance that will be used to fund MC&FP Phase II projects.

Other Sources

In addition to the sources listed above, MC&FP funding from other sources, such as private developers, also may be necessary to ensure that shortfalls do not occur in specific years. The cash flow analysis (discussed below) is used to determine this required amount of funding from other sources.

Land-Secured Financing Overview

The Mello-Roos Community Facilities Act of 1982 enables public agencies to form CFDs and levy a special tax on property owners in those CFDs. These special taxes may be used to pay debt service on CFD bonds or to finance public improvements directly on a pay-as-you-go (PAYGO) basis. The proceeds from a CFD bond sale can be used for direct funding of improvements, to acquire facilities constructed by the developer, to reimburse developers for advance-funding improvements, or to pay certain development fees. The annual special tax can be used toward bond debt service or to build or reimburse for infrastructure as needed.

Existing Missouri Flat CFD

The County adopted Resolution No. 074-2002 on March 19, 2002 establishing CFD No. 2002-01 (Missouri Flat Area), authorizing the levy of a special tax within the district and preliminarily establishing an appropriations limit for the district. On the same date, the County adopted Resolution No. 075-2002, determining the necessity to incur a bonded indebtedness with CFD No. 2002-01, not to exceed $35 million. To date, no bonds have been issued and no special tax rates have been levied on property owners.

CFD No. 2002-01 established maximum annual special tax rates on specific parcels comprising the district. CFD No. 2002-01 also identified a list of authorized facilities (from Phase I), all of which have been constructed except for Diamond Springs Parkway (Phase 1A and Phase 1B) and Headington Road Extension/Missouri Flat Road Widening (intersection improvements and signalization only).

Bonding Capacity Analysis

The County has the option to issue bonds through CFD No. 2002-01 as an additional funding source and to levy a special tax to repay the bonds. This Financing Plan estimates a maximum special tax to be applied to retail development only, based on the County's interpretation of the Resolution establishing CFD No, 2002-01, and resulting bonding capacity for each phase of development, including development capacity extending beyond the analysis study period (2040). These development phases are shown below:

- Phase 1: Existing development through 2019
- Phase 2: Projected development from 2020 through 2040
- Phase 3: Projected development from 2041 on

The maximum annual special tax rate, estimated to be $1.72 per retail building square foot, is based on a target for total taxes and assessments of 1.8 percent of the finished product value. This target is typical in the Sacramento region to allow capacity for future taxes and assessments within the 2.0 percent State of California guideline.[11]

EPS estimated total maximum annual special tax revenue available to secure bonds and associated bond proceeds, which range from $6.0 million to $20.0 million, as detailed below. The amount of bond proceeds generated by existing development is likely

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[11] The State's Proposition 13 limited general property tax to 1 percent of the value of the property. Based on the 2 percent test, other bonded debt, special assessments, and other special taxes should not exceed an additional 1 percent (for a total of 2 percent) of the total value of the property.

insufficient to warrant pursuit. Further, issuing bonds secured by vacant land, multiple landowners, and a long development timeframe comprising future development in Phases 2 and 3 may include multiple constraints. Primarily, the bond must meet the minimum-required 3-to-1 "value-to-lien" ratio.[12] And, information supporting a bond issuance must include sufficient detail about the community and development plans to ensure a marketable security and attract investors. Specifically, issuing one or more tranches of bonds against future development would require further discussions with landowners to determine more detailed development plans and, potentially, with consultants involved with CFD implementation to determine the viability of issuing debt on development anticipated over the next 20+ years.

Development Phase	Retail Building Square Feet [1]	Maximum Annual Special Tax Revenue	Bond Proceeds
Phase 1: Development through 2019	330,871	$569,098	$6,048,600
Phase 2: 2020 - 2040	377,817	$649,845	$6,906,200
Phase 3: 2041+	390,520	$671,694	$7,138,500
Total	**1,099,208**	**$1,890,638**	**$20,093,300**

[1] The 2020-2040 projected square feet are consistent with the projected retail square feet in **Table 2-1**. The projected square feet for 2041+ are estimated as the total approved and proposed square feet shown in **Table B-1** less the 2020-2040 projected square feet.

Appendix B details the development, special tax revenue, and bond proceeds estimates shown in the summary table above.

Table B-1 provides a summary of existing and planned retail development in the Project Area. Existing development projects include those constructed in the Project Area following the approval of Phase I (excludes any development that predates the approval of Phase I), while planned development is based on retail projects that have been approved by the County or are currently proposed. Based on Phase I retail projects constructed to date, there are approximately 401,000 building square feet of remaining capacity relative to the Phase I development threshold of 732,278 building square feet. Current approved commercial retail projects account for an additional 527,000 square feet of space; proposed projects would add an additional 242,000 square feet retail space. Combined, approved and proposed retail development projects total approximately 768,000 building square feet, which would result in about 1.1 million square feet of retail development in the Project Area. In contrast, based on County General Plan projections, this Analysis assumes that about 378,000 building square feet

[12] Based on Orrick's publication entitled "An Introduction to California Mello-Roos Community Facilities Districts," the value-to-lien ratio is the ratio of the value the property would have (ignoring all liens and assuming the presence of the public facilities to be financed by the bonds), and the capitalized amount of all public liens on the property, including the lien of the special tax.

of new retail space will absorb by 2040; a remaining 390,000 building square feet within approved and proposed retail projects would be projected to develop after 2040.

Table B-2 details the special tax revenue estimated for each development phase by applying the maximum annual special tax to the development in each phase.

Table B-3 details the bonding capacity and net bond proceeds for each development phase that could be generated by the special tax revenue.

Cash Flow Analysis

A cash flow analysis was developed to estimate the annual costs and funding for the MC&FP Phase II improvements. The detailed cash flow analysis is included as **Appendix A** of this Financing Plan.

For all funding sources except the MC&FP Phase II Funding Program, the cash flow analysis includes annual funding amounts equal to the estimated annual infrastructure costs to be funded by those sources. The cash flow analysis is used to determine the annual funding amounts available from the MC&FP Phase II Funding Program to fund the remaining costs. As detailed previously in this chapter, the MC&FP Funding Program includes the following sources: existing program fund balance, property tax increment, sales tax increment, interest earnings, and other required funding. *Note that property tax increment is received from Phase I development only, whereas sales tax increment is received from Phase I development and future Phase II development.*

Table 4-1 summarizes the cash flow results in FY 2039-40, both in 2019 and inflated dollars. The cash flow analysis calculates costs and revenues in inflated dollars to account for the differences in timing of development, construction, and revenue generation. The cash flow analysis is detailed in **Appendix A**. Each table is described below.

Table A-1 summarizes the MC&FP Phase II cash flow analysis in inflated dollars. For each year from FY 2019-20 through FY 2039-40, it shows the beginning balance, annual revenues, annual costs, and ending balance. With the exception of the interest earnings and the Other revenue source, all other amounts are calculated in backup tables discussed later in this section.

The annual interest earnings are calculated as 0.5 percent of the beginning balance. For years in which a deficit would otherwise occur, the "Other" revenue amount is estimated in this table as the amount needed to ensure that there is not a deficit.

Table A-2 summarizes the annual MC&FP Phase II revenues by source (excluding interest earnings and other required revenues that were calculated in **Table A-1**). The amounts are shown in both 2019 and inflated dollars. A 3 percent annual inflation rate is assumed for all revenues except property tax increment. A 2 percent annual rate is assumed for property tax increment because of the 2 percent limit on property tax increases on existing property in California.

Table 4-1
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Summary of MC&FP Costs and Funding [1]

Item	2019 $	Inflated $
MC&FP Funded Costs		
Infrastructure [2]	$34,228,160	$46,760,352
County Administration [3]	$172,200	$242,202
MC&FP Phase II Administration [3]	$268,000	$276,195
Consultant Expense [4]	$125,000	$128,750
Subtotal	**$34,793,360**	**$47,407,498**
MC&FP Funding Sources		
Existing Fund Balance	$7,289,878	$7,289,878
Annual Property Tax Increment	$1,293,992	$1,589,860
Annual Sales Tax Increment	$19,629,634	$27,811,980
Interest Earnings [5]	N/A	$109,951
Other [6]	$7,193,591	$10,605,829
Subtotal	**$35,407,095**	**$47,407,498**
Surplus/Deficit	**$613,735**	**-**

mcfp sum

Source: El Dorado County; Quincy; Kittelson & Associates, Inc.; EPS.

[1] Represents summation of cash flow from 2020-2040 in 2019 and inflated dollars. Refer to **Appendix A** for the detailed annual cash flow analysis.
[2] Infrastructure cost estimates include construction costs, soft costs and contingencies.
[3] County Administration: County Auditor Controller costs; MC&FP Phase II Administration: County staff costs to manage the MC&FP fund.
[4] Consultant expense is anticipated in 2020 only to cover remaining planning and economic consultant expenses.
[5] Interest earnings in 2019 dollars not estimated because the annual cash flow analysis (in which the the interest earnings are estimated) is in inflated dollars. See Table A-1.
[6] Annual gap funding that is needed to cover MC&FP costs for which there is insufficient funding in certain years. Anticipated to require private capital, updates to the County TIM Fee Program, and/or project construction delays. See **Appendix A** for the detailed cash flow analysis.

Table A-3 details the annual property and sales tax increment projections available for MC&FP Phase II funding in 2019 dollars, as summarized below.

Property Tax Increment

- Until sufficient revenue has accumulated in the MC&FP Fund to finance all remaining MC&FP Program Phase I improvements, the following property tax revenue assumptions apply:
  - The annual MC&FP Fund property tax revenue generated by existing Project development is equal to 85 percent of the County General Fund's property tax revenue generated from the Project development in FY 2018-19.
  - No property tax revenue from Phase II development is available for the MC&FP Fund.
- After sufficient revenue has accumulated in the MC&FP Fund to finance all remaining Phase I improvements, the property tax increment available for the MC&FP Fund is calculated in the same manner as above except that the percentage of the County General Fund's property tax revenue is reduced from 85 percent to 50 percent.

Note that the cash flow analysis excludes property tax increment accruing from all new development between 2020 and 2040. In actuality, there is some remaining Phase I development capacity that will generate property tax increment revenue to fund roadway improvements.

Sales Tax Increment

- Until sufficient revenue has accumulated in the MC&FP Fund to finance all remaining MC&FP Program Phase I improvements, the following sales tax revenue assumptions apply:
  - The annual MC&FP Fund sales tax revenue generated by existing Project development is equal to 85 percent of the County General Fund's property tax revenue generated from the Project development in fiscal year 2018-2019.
  - The annual MC&FP Fund sales tax revenue generated by future Project development is equal to 85 percent of the projected County General Fund's sales tax revenue generated from new development in future years.
  - The annual sales tax increment from future Project development is estimated by first estimating the annual taxable sales generated from new development and then calculating the sales tax increment available for MC&FP Phase II funding as 85 percent of the County's 1 percent of the estimated taxable sales.
- After sufficient revenue has accumulated in the MC&FP Fund to finance all remaining Phase I improvements, the sales tax increment available for the MC&FP Fund is calculated in the same manner as above except that the percentage of the County General Fund's sales tax revenue is reduced from 85 percent to 50 percent.

*Note that annual new occupied building square feet shown on **Table A-3** include projections for retail, office, and industrial development. Only the retail building square feet are included in the sales tax increment calculation, but the office and industrial development projections are also shown in the event that there is a change to the assumption that only retail development generates sales tax.*

Table A-4 summarizes the annual MC&FP Phase II costs in 2019 and inflated dollars. A 3 percent annual inflation rate is assumed for all costs. In addition to the infrastructure costs, the following annual administrative and consultant costs are also included:

- **County Administration**: Annual expenses incurred by the Auditor-Controller for Project administration.
- **MC&FP Phase II Administration:** Annual expenses incurred by County staff to manage the MC&FP fund.
- **Consultant Expense:** Anticipated remaining annual expenses for financial, environmental, and engineering consultants.

The sum of the MC&FP Funding Program infrastructure costs and the administrative and consultant costs in inflated dollars represent the total costs that must be funded by the MC&FP Funding Program.

Table A-5 details the annual MC&FP Phase II infrastructure costs by improvement and funding source in 2019 dollars and summarizes the total annual costs for each funding source. This table provides backup for the revenues and costs in **Table A-2** and **Table A-4**.

Table A-6 details the annual percentage of total MC&FP Phase II infrastructure costs by improvement and funding source summarizes the annual percentage for each funding source.

Table A-7 details the annual new MC&FP Phase II nonresidential building square feet projections. This table also estimates the annual new occupied nonresidential building square feet by applying a 5 percent vacancy rate. This table provides backup for the sales tax increment projections in **Table A-3**.

Table A-8 summarizes the annual MC&FP Program interest earnings and County administrative costs since the inception of the program in 2003. This table is used to estimate the annual interest earnings rates and administrative costs in future years and provides backup for these amounts in **Table A-1** and **Table A-4**.

Table A-9 estimates the year in which sufficient property and sales tax revenue (in inflated dollars) has accumulated in the MC&FP Fund to fully fund all remaining Phase I improvements. This year is estimated by comparing the cost of all remaining Phase I improvements (in inflated dollars) to the MC&FP Fund accumulated revenues (in inflated dollars) in each year until the projected fund balance exceeds the remaining Phase I improvement costs.

Table A-10 provides the backup for the estimated cost of all remaining Phase I improvements in inflated dollars. It provides a projected annual cost schedule in both 2019 and inflated dollars for all remaining Phase I improvements.

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5. Financial Feasibility Analysis

This chapter reviews the overall financial feasibility of the Financing Plan. The financial feasibility is addressed by reviewing a total infrastructure burden analysis, as well as bond issuance guidelines, to ensure any potential new financing district or fee program will meet the required financial tests.

The information in this chapter serves to document the existing infrastructure burden (i.e., existing fees imposed on new development) and the existing tax and assessment burden (i.e., annual ad valorem and special taxes and assessments levied on existing and new development), including a potential new special tax that could be used fund improvements on a pay-as-you-go basis or to facilitate a bond issuance and supplement the proposed financing strategy outlined in this report.

Description of Static Feasibility Analyses

This analysis includes the following static methods for evaluating the financial feasibility of the proposed Project:

- Total Infrastructure Cost Burden of Major Infrastructure.
- Total Taxes and Assessments as a Percentage of Sales Price.

Each of these methods is based on a static financial feasibility evaluation. It is important to note that these feasibility metrics, described in further detail below, should be considered initial diagnostics, offering a general indicator of whether or not a project is likely to meet financial feasibility criteria or whether measures should be taken to improve viability, either through a reduction in cost burdens, identification of other funding sources, or other approaches. None of the indicators, by themselves, should be considered absolute determinations regarding Project feasibility.

Total Infrastructure Cost Burden

It is common for developers of major development projects to advance-fund and carry infrastructure costs for some time frame. The impact of the land developer's cost burden depends on several factors, including the time frame for the reimbursements and the extent to which full reimbursement is received, either through public funding programs or through adjustments in land sales prices.

The purpose of the total infrastructure cost burden of Backbone Infrastructure feasibility test is to assess the financial feasibility of the Project, given all current and proposed fees, including Project-specific infrastructure costs. As such, this feasibility test assesses the total fee burden on residential dwelling units and nonresidential development associated with existing fee programs and proposed infrastructure improvements.

The total infrastructure cost burden of major infrastructure feasibility test provides a performance indicator of a project's feasibility. For each residential and nonresidential land use, the total cost burden per dwelling unit or per 1,000 building square feet is calculated as a percentage of the finished home sales price or building value, respectively. Project feasibility is evaluated based on the following general guidelines or benchmarks:

- Burdens below 15 percent generally are considered financially feasible.
- Burdens between 15 and 20 percent may be feasible depending on the specific circumstances of the project.
- Burdens above 20 percent suggest a project may not be financially feasible unless other components of the project pro forma are particularly advantageous to the developer, thus allowing the project to bear unusually high infrastructure costs.[13]

These static feasibility benchmarks are based on EPS's experience conducting financial feasibility analyses for numerous projects throughout the Sacramento Region and Central Valley over the last 3 decades. This feasibility diagnostic is merely a tool that can be used—along with other tools—as a general measure of financial feasibility. This measure should not automatically be taken to mean that if one land use type exceeds the threshold, the project definitely is infeasible.

Table 5-1 also shows the estimated Backbone Infrastructure and Public Facility cost burdens for nonresidential development based on estimated finished values for such land uses. *Note that this Financing Plan does not include any residential development, so the fee burden is assessed for nonresidential development only.*

Given the variety of other factors that influence the timing and feasibility of nonresidential development, maximum infrastructure cost burdens for nonresidential development typically tend to be lower as compared to residential development. The burdens for nonresidential development in the Project Area range from 5.9 percent for retail development to 6.7 percent for office development. These burdens are well within the feasibility range, suggesting that the land uses are feasible under the infrastructure cost burden test, assuming conservative finished values and an estimated infrastructure burden per square foot that includes all existing development fees.

[13] Other components may include extraordinarily low land basis (e.g., land has been in the family for a long time, land acquired during severe real estate market downturn, etc.), development phasing (e.g., fast early absorption ahead of a major infrastructure cost such as a new water treatment plant), or low or no environmental mitigation requirements (e.g., through avoidance or on-site preservation).

Table 5-1
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Infrastructure Cost Feasibility Test (2019$)

Item	Assumptions		Nonresidential Uses Retail	Office
Land Use Assumptions				
Acres			5	5
Building Square Feet (Rounded)			76,000	76,000
FAR			0.35	0.35
Estimated Sales Price per Square Foot			**$250**	**$200**
Estimated Sales Price			**$19,000,000**	**$15,200,000**
Valuation per Bldg. Sq. Ft.			$97.67	$137.68
Total Valuation			**$7,422,920**	**$10,463,680**
Missouri Flat Infrastructure Burden per Building Square Foot			*Per Bldg. Sq. Ft.*	*Per Bldg. Sq. Ft.*
El Dorado County				
Building Permit	$0.0139	per $1 value	$1.36	$1.91
Planning Review	$423	lump sum	$0.01	$0.01
Technology (.0356% of value/$300 max.)	$300	lump sum	$0.00	$0.00
General Plan (.0267% of value/$300 max.)	$300	lump sum	$0.00	$0.00
Encroachment (County Roads)	$327	lump sum	*N/A*	*N/A*
Grading [1]	$2,109	lump sum	$0.03	$0.03
California Building Standards Commission Fee ($1 per $25,000 value)	$0.00004	per $1 value	$0.00	$0.01
Strong Motion Instrumentation Fee	$0.00028	per $1 value	$0.03	$0.04
Rare Plant Mitigation Fee (Area 2)			$0.28	$0.28
Surveyors Office Addressing Fee (per building)	$40	per bldg.	$0.00	$0.00
Subtotal El Dorado County			**$1.71**	**$2.28**
El Dorado Co. Dept. of Transportation				
El Dorado County Traffic Impact Mitigation (TIM) Fee (Zone 3)			**$6.15**	**$3.97**
El Dorado Irrigation District				
Water Fee [2]	$105,385	per meter	$2.77	$2.77
Wastewater Fee [2]	$74,220	per meter	$1.95	$1.95
Subtotal El Dorado Irrigation District			**$4.73**	**$4.73**
Diamond Springs/El Dorado Fire Protection District				
New Building Submittal	$492	per bldg.	$0.01	$0.01
Plan Review Fee [3]			$0.10	$0.10
Development Impact Fee			$1.47	$1.79
Subtotal Fire District			**$1.58**	**$1.90**
El Dorado Union High School District [4]				
School Fee			**$0.54**	**$0.54**
Total Infrastructure Burden per Building Square Foot			**$14.70**	**$13.41**
Total Infrastructure Burden as a Percentage of Estimated Sales Price			**5.9%**	**6.7%**

fees

Source: El Dorado County; Diamond Springs/El Dorado Fire Protection District; El Dorado Irrigation District; El Dorado Union High School District; and EPS.

Note: Fee amounts are current as of September 2019.

[1] 2% of engineer's estimate, or $2,000 minimum plus $109 application fee. This analysis assumes $2,000 plus $109 app. fee.
[2] Assumes two 2-inch meters.
[3] Does not include fire sprinkler system review.
[4] Includes fee for Mother Lode Union School District.

Taxes and Assessments Feasibility Analysis

The second test of financial feasibility includes a measurement of Total Taxes and Assessments as a Percentage of Sales Price. This feasibility test is referred to as the "2 percent test." The State's Proposition 13 limited general property tax to 1 percent of the value of the property. Based on the 2 percent test, other bonded debt, special assessments, and other special taxes should not exceed an additional 1 percent (for a total of 2 percent) of the total value of the property. The industry guideline follows the principle that total taxes and assessments on a per nonresidential building square foot unit should not exceed 2 percent of the value of the property. In the greater Sacramento Region, jurisdictions and developers typically target total taxes and assessments at levels no greater than 1.6 percent to 1.8 percent of the finished product sales price to allow capacity for additional, future taxes and assessments.

Table 5-2 shows the estimated taxes and assessments as a percentage of the finished product sales prices for retail and office development. The total annual amount includes the following taxes and assessments:

- General property taxes.
- Other general ad valorem taxes (e.g., school/other general obligation bonds).
- Existing special taxes and assessments.
- Potential Missouri Flat CFD special tax (imposed on existing Phase I and new Phase II retail development).

Development in the Project is subject to payment of the general property tax and several other school district-related general ad valorem taxes, totaling 1.05 percent of the finished product sales price. When combined with several existing services CFD special taxes, all property taxes total approximately 1.11 percent of the finished product selling price for retail development and 1.12 percent for office development.

Both of these values are well below the conservative financial feasibility threshold for total property taxes and assessments of 1.8 percent of the finished product sales price, leaving capacity for the County to levy an additional special tax as a potential funding source for the MC&FP improvements. Based on a 1.8 percent target, EPS estimated a maximum annual special tax rate for retail development. As shown in **Table 5-2**, a new annual special tax of up to $1.72 per building square foot could be levied on retail development while still maintaining financial feasibility.

Table 5-2
Missouri Flat Master Circulation and Financing Plan Phase II
Retail Market and Feasibility Analysis
Test of 2% Sales Price (2019$)

		Nonresidential Uses	
Item	**Rate**	Retail	Office
Assumptions			
Acres		5	5
Building Square Feet (Rounded)		76,000	76,000
Floor Area Ratio (FAR)		0.35	0.35
Finished Product Selling Price		$19,000,000	$15,200,000
Ad Valorem Property Taxes			
General Property Tax	1.000000%	$190,000	$152,000
El Dorado UHS Bond - Election 1997	0.003678%	$699	$559
El Dorado UHS Bond - Election 2008	0.012046%	$2,289	$1,831
Los Rios College Bond 2002	0.007800%	$1,482	$1,186
Los Rios College Bond 2008	0.015400%	$2,926	$2,341
Mother Lode Elementary - Election 2016	0.015109%	$2,871	$2,297
Total Ad Valorem Taxes Range	1.054033%	**$200,266**	**$160,213**
Current Special Annual Taxes/Assessments			
CFD No. 2006-01 (Fire Services) [1]	$0.13	$9,880	$9,880
CSA #10 Solid Waste [2]	$17.00	$238	$204
CSA #10 Liquid Waste [2]	$15.00	$210	$180
CSA #10 Household Hazard Waste [2]	$3.00	$42	$36
CSA #7 Ambulance West Slope [3]	$25.00	$50	$50
Total Current Special Annual Taxes/Assessments		**$10,420**	**$10,350**
Total Current Annual Taxes and Assessments		**$210,686**	**$170,563**
Taxes & Assessments as % of Sales Price [4]		**1.11%**	**1.12%**
Potential MC&FP Annual Special Tax (per bldg. sq. ft.) [4]	$1.72	**$130,720**	**$0**
Total Annual Taxes and Assessments with MC&FP Special Tax		**$341,406**	**$170,563**
Taxes & Assessments as % of Sales Price [5]		**1.80%**	**1.12%**

2% test

Source: El Dorado County; EPS.

[1] Assessment = rate * bldg. sq. ft.
[2] Assessment = rate * EDUs.
Commercial EDUs = 14 (Commercial/Retail Stores, Supermarket, etc. category).
Office EDUs = 12 (improved Commercial category).
[3] Assessment = rate * EDUs.
EDUs = 2 (Commercial, Retail/Medium category for both Commercial and Office uses).
[4] EPS estimated the maximum annual special tax for retail development based on a target for total taxes and assessments of 1.8% of the finished product value.
[5] Although the State guideline is 2%, this analysis uses a target range of 1.8% for evaluating feasibility, to allow for additional taxes and assessments as needed (e.g. future school district general obligation bond).

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APPENDICES:

Appendix A: Cash Flow Analysis

Appendix B: Estimated Bonding Capacity

APPENDIX A:

Cash Flow Analysis

Table A-1
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Cash Flow Summary (Inflated Dollars)

Item	Source/ Assump.	Total	Fiscal Year Ending 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Start of Year Balance [1]		**$7,289,878**	**$7,289,878**	**$4,847,240**	**$3,228,773**	**$939,336**	**$0**	**$321,773**	**$684,711**	**$1,091,108**	**$1,543,362**	**$2,043,976**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Revenue (Inflated $)																							
County TIM Fees	Table A-2	$40,964,112	$209,888	$31,827	$4,232,092	$3,376,526	$0	$0	$0	$0	$0	$3,039,010	$3,721,435	$3,833,078	$2,301,862	$2,273,687	$2,341,898	$2,412,155	$2,484,520	$2,559,055	$2,635,827	$2,714,902	$2,796,349
County [2]	Table A-2	$19,249,685	$6,333,411	$5,891,856	$4,773,401	$2,251,018	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Utilities	Table A-2	$4,313,289	$0	$98,641	$2,076,181	$2,138,467	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Annual Property Tax Increment	Table A-2	$1,589,860	$94,277	$96,162	$98,085	$100,047	$60,028	$61,229	$62,453	$63,702	$64,976	$66,276	$67,602	$68,954	$70,333	$71,739	$73,174	$74,638	$76,130	$77,653	$79,206	$80,790	$82,406
Annual Sales Tax Increment	Table A-2	$27,811,980	$1,047,919	$1,125,428	$1,206,645	$1,291,722	$812,246	$867,116	$924,547	$984,643	$1,047,513	$1,113,269	$1,182,028	$1,251,688	$1,324,464	$1,400,479	$1,479,864	$1,562,751	$1,649,279	$1,739,593	$1,833,841	$1,932,179	$2,034,766
Interest Earnings	0.5%	$109,951	$36,449	$24,236	$16,144	$4,697	$0	$1,609	$3,424	$5,456	$7,717	$10,220	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other [3]		$10,605,829	$0	$0	$0	$233,360	$0	$0	$0	$0	$0	$542,933	$3,022,393	$2,414,186	$737,319	$541,215	$520,799	$498,663	$474,723	$448,891	$421,074	$391,176	$359,097
Total Revenue		**$104,644,707**	**$7,721,944**	**$7,268,151**	**$12,402,549**	**$9,395,837**	**$872,274**	**$929,953**	**$990,424**	**$1,053,801**	**$1,120,207**	**$4,771,709**	**$7,993,458**	**$7,567,906**	**$4,433,977**	**$4,287,121**	**$4,415,734**	**$4,548,206**	**$4,684,653**	**$4,825,192**	**$4,969,948**	**$5,119,046**	**$5,272,618**
Less Costs (Inflated $)																							
Infrastructure Costs	Table A-4	($111,287,439)	($9,756,497)	($8,872,613)	($14,683,026)	($10,325,943)	($540,995)	($557,224)	($573,941)	($591,159)	($608,894)	($6,804,664)	($7,982,107)	($7,556,215)	($4,421,935)	($4,274,718)	($4,402,959)	($4,535,048)	($4,671,099)	($4,811,232)	($4,955,569)	($5,104,236)	($5,257,363)
County Administration [4]	Table A-4	($242,202)	($8,446)	($8,699)	($8,960)	($9,229)	($9,506)	($9,791)	($10,085)	($10,388)	($10,699)	($11,020)	($11,351)	($11,691)	($12,042)	($12,403)	($12,775)	($13,159)	($13,553)	($13,960)	($14,379)	($14,810)	($15,254)
MC&FP Phase II Admin. [4]	Table A-4	($276,195)	($270,890)	($5,305)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant Expense [5]	Table A-4	($128,750)	($128,750)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs		**($111,934,585)**	**($10,164,583)**	**($8,886,617)**	**($14,691,986)**	**($10,335,172)**	**($550,501)**	**($567,016)**	**($584,026)**	**($601,547)**	**($619,593)**	**($6,815,684)**	**($7,993,458)**	**($7,567,906)**	**($4,433,977)**	**($4,287,121)**	**($4,415,734)**	**($4,548,206)**	**($4,684,653)**	**($4,825,192)**	**($4,969,948)**	**($5,119,046)**	**($5,272,618)**
End of Year Balance		**$0**	**$4,847,240**	**$3,228,773**	**$939,336**	**$0**	**$321,773**	**$684,711**	**$1,091,108**	**$1,543,362**	**$2,043,976**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

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Source: El Dorado County; EPS.

[1] FY 2019-20 amount = estimated cumulative funds available at end of FY 2018-19. Provided by County.
[2] County funding is from County General Fund, County Road Fund, and local tribes.
[3] Estimated additional funding will be needed to cover projected multiple year deficits based on the annualized cash flow analysis of improvement costs and available revenue.
[4] County Administration: County Auditor Controller costs; MC&FP Phase II Administration: County staff costs to manage the MC&FP fund.
[5] Consultant expense is anticipated in 2020 only to cover remaining planning and economic consultant expenses.

Table A-2
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Annual Revenue (2019$ and Inflated $)

Item	Source/ Assumption	Total	Revenue by Fiscal Year Ending 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Inflation Factor	*3%*		*1.03*	*1.06*	*1.09*	*1.13*	*1.16*	*1.19*	*1.23*	*1.27*	*1.30*	*1.34*	*1.38*	*1.43*	*1.47*	*1.51*	*1.56*	*1.60*	*1.65*	*1.70*	*1.75*	*1.81*	*1.86*
Inflation Factor for Property Tax Revenue	*2%*		*1.02*	*1.04*	*1.06*	*1.08*	*1.10*	*1.13*	*1.15*	*1.17*	*1.20*	*1.22*	*1.24*	*1.27*	*1.29*	*1.32*	*1.35*	*1.37*	*1.40*	*1.43*	*1.46*	*1.49*	*1.52*
Funding Sources (2019$)																							
MC&FP																							
Annual Property Tax Increment [1]	Table A-3	$1,293,992	$92,428	$92,428	$92,428	$92,428	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369	$54,369
Annual Sales Tax Increment [2]	Table A-3	$19,629,634	$1,017,397	$1,060,824	$1,104,251	$1,147,678	$700,650	$726,196	$751,741	$777,286	$802,832	$828,377	$853,922	$877,909	$901,895	$925,882	$949,868	$973,855	$997,841	$1,021,828	$1,045,814	$1,069,800	$1,093,787
Other [3]		$7,193,591	$0	$0	$0	$207,337	$0	$0	$0	$0	$0	$403,993	$2,183,441	$1,693,262	$502,078	$357,807	$334,281	$310,750	$287,215	$263,676	$240,133	$216,585	$193,033
County TIM Fee	Table A-5	$28,337,794	$203,775	$30,000	$3,872,964	$3,000,000	$0	$0	$0	$0	$0	$2,261,309	$2,688,444	$2,688,444	$1,567,456	$1,503,175	$1,503,175	$1,503,175	$1,503,175	$1,503,175	$1,503,175	$1,503,175	$1,503,175
County [4]	Table A-5	$18,070,920	$6,148,943	$5,553,639	$4,368,338	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Utilities	Table A-5	$3,892,979	$0	$92,979	$1,900,000	$1,900,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Funding		**$78,418,910**	**$7,462,543**	**$6,829,870**	**$11,337,981**	**$8,347,444**	**$755,020**	**$780,565**	**$806,110**	**$831,656**	**$857,201**	**$3,548,049**	**$5,780,177**	**$5,313,984**	**$3,025,799**	**$2,841,233**	**$2,841,694**	**$2,842,150**	**$2,842,601**	**$2,843,048**	**$2,843,491**	**$2,843,930**	**$2,844,364**
Cumulative Funding			**$7,462,543**	**$14,292,413**	**$25,630,394**	**$33,977,838**	**$34,732,858**	**$35,513,423**	**$36,319,533**	**$37,151,189**	**$38,008,390**	**$41,556,439**	**$47,336,615**	**$52,650,599**	**$55,676,398**	**$58,517,631**	**$61,359,325**	**$64,201,475**	**$67,044,076**	**$69,887,124**	**$72,730,616**	**$75,574,545**	**$78,418,910**
Funding Sources (Inflated $)																							
MC&FP																							
Annual Property Tax Increment		$1,589,860	$94,277	$96,162	$98,085	$100,047	$60,028	$61,229	$62,453	$63,702	$64,976	$66,276	$67,602	$68,954	$70,333	$71,739	$73,174	$74,638	$76,130	$77,653	$79,206	$80,790	$82,406
Annual Sales Tax Increment		$27,811,980	$1,047,919	$1,125,428	$1,206,645	$1,291,722	$812,246	$867,116	$924,547	$984,643	$1,047,513	$1,113,269	$1,182,028	$1,251,688	$1,324,464	$1,400,479	$1,479,864	$1,562,751	$1,649,279	$1,739,593	$1,833,841	$1,932,179	$2,034,766
Other	Table A-1	$10,605,829	$0	$0	$0	$233,360	$0	$0	$0	$0	$0	$542,933	$3,022,393	$2,414,186	$737,319	$541,215	$520,799	$498,663	$474,723	$448,891	$421,074	$391,176	$359,097
County TIM Fee		$40,964,112	$209,888	$31,827	$4,232,092	$3,376,526	$0	$0	$0	$0	$0	$3,039,010	$3,721,435	$3,833,078	$2,301,862	$2,273,687	$2,341,898	$2,412,155	$2,484,520	$2,559,055	$2,635,827	$2,714,902	$2,796,349
County [4]		$19,249,685	$6,333,411	$5,891,856	$4,773,401	$2,251,018	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Utilities		$4,313,289	$0	$98,641	$2,076,181	$2,138,467	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Funding		**$104,534,757**	**$7,685,495**	**$7,243,914**	**$12,386,405**	**$9,391,140**	**$872,274**	**$928,344**	**$987,000**	**$1,048,346**	**$1,112,490**	**$4,761,489**	**$7,993,458**	**$7,567,906**	**$4,433,977**	**$4,287,121**	**$4,415,734**	**$4,548,206**	**$4,684,653**	**$4,825,192**	**$4,969,948**	**$5,119,046**	**$5,272,618**
Cumulative Funding		**$104,534,757**	**$7,685,495**	**$14,929,409**	**$27,315,814**	**$36,706,954**	**$37,579,228**	**$38,507,573**	**$39,494,573**	**$40,542,918**	**$41,655,408**	**$46,416,896**	**$54,410,354**	**$61,978,261**	**$66,412,238**	**$70,699,359**	**$75,115,093**	**$79,663,299**	**$84,347,952**	**$89,173,144**	**$94,143,092**	**$99,262,139**	**$104,534,757**

Source: El Dorado County; EPS.

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[1] This analysis assumes that annual ongoing property tax increment is derived from development through 2019 only and excludes property tax increment from new development from 2020 to 2040. There will be some undetermined property tax increment generated from remaining Phase I development capacity that is not included in this model.
[2] Sales tax increment is from existing development and projected future development.
[3] Funding needed to cover MC&FP funding deficits in individual years. Annual amounts in 2019 dollars = inflated amounts (shown in bottom portion of table) discounted by 3% annually.
[4] County funding is from County General Fund, County Road Fund, and local tribes.

Table A-3
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Property and Sales Tax Increment (2019$)

Item	Source/ Assumption		TOTAL	Fiscal Year Ending 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Tax Increment from Existing Development																								
Property Tax Increment																								
Total General Fund Property Tax Increment (2019$) [1]			**$2,283,515**	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739	$108,739
Percent of Increment for MC&FP Fund [2]				85%	85%	85%	85%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Property Tax Inc. from Existing Dev. (2019$)			**$1,293,992**	**$92,428**	**$92,428**	**$92,428**	**$92,428**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**	**$54,369**
Sales Tax Increment																								
Total General Fund Sales Tax Increment (2019$) [1]			**$25,135,691**	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938	$1,196,938
Percent of Increment for MC&FP Fund [2]				85%	85%	85%	85%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Sales Tax Inc. from Existing Dev. (2019$)			**$14,243,558**	**$1,017,397**	**$1,017,397**	**$1,017,397**	**$1,017,397**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**	**$598,469**
Tax Increment from New Development - Sales Tax [3]																								
Annual Occupied Building Square Feet																								
Retail	Table A-7		**358,926**	0	18,511	18,511	18,511	18,511	18,511	18,511	18,511	18,511	18,511	18,511	17,381	17,381	17,381	17,381	17,381	17,381	17,381	17,381	17,381	17,381
Office	Table A-7		**60,565**	0	3,175	3,175	3,175	3,175	3,175	3,175	3,175	3,175	3,175	3,175	2,882	2,882	2,882	2,882	2,882	2,882	2,882	2,882	2,882	2,882
Industrial	Table A-7		**100,641**	0	5,599	5,599	5,599	5,599	5,599	5,599	5,599	5,599	5,599	5,599	4,465	4,465	4,465	4,465	4,465	4,465	4,465	4,465	4,465	4,465
Total			**520,133**	**0**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**
	Sales per sq. ft.																							
Incremental Taxable Sales (2019$)	*2017$*	*2019$*																						
Retail	$260	$276	$99,063,617	$0	$5,109,072	$5,109,072	$5,109,072	$5,109,072	$5,109,072	$5,109,072	$5,109,072	$5,109,072	$5,109,072	$5,109,072	$4,797,290	$4,797,290	$4,797,290	$4,797,290	$4,797,290	$4,797,290	$4,797,290	$4,797,290	$4,797,290	$4,797,290
Office	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Industrial	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total			**$99,063,617**	**$0**	**$5,109,072**	**$5,109,072**	**$5,109,072**	**$5,109,072**	**$5,109,072**	**$5,109,072**	**$5,109,072**	**$5,109,072**	**$5,109,072**	**$5,109,072**	**$4,797,290**	**$4,797,290**	**$4,797,290**	**$4,797,290**	**$4,797,290**	**$4,797,290**	**$4,797,290**	**$4,797,290**	**$4,797,290**	**$4,797,290**
Cumulative Taxable Sales (2019$)																								
Retail				$0	$5,109,072	$10,218,144	$15,327,216	$20,436,288	$25,545,359	$30,654,431	$35,763,503	$40,872,575	$45,981,647	$51,090,719	$55,888,009	$60,685,299	$65,482,588	$70,279,878	$75,077,168	$79,874,458	$84,671,748	$89,469,038	$94,266,328	$99,063,617
Office				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Industrial				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total				**$0**	**$5,109,072**	**$10,218,144**	**$15,327,216**	**$20,436,288**	**$25,545,359**	**$30,654,431**	**$35,763,503**	**$40,872,575**	**$45,981,647**	**$51,090,719**	**$55,888,009**	**$60,685,299**	**$65,482,588**	**$70,279,878**	**$75,077,168**	**$79,874,458**	**$84,671,748**	**$89,469,038**	**$94,266,328**	**$99,063,617**
Sales Tax Revenue (2019$)																								
County General Fund Percent of Sales		*1.00%*																						
Percent of Increment for MC&FP Fund [2]				*85%*	*85%*	*85%*	*85%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*	*50%*
Retail			$5,386,076	$0	$43,427	$86,854	$130,281	$102,181	$127,727	$153,272	$178,818	$204,363	$229,908	$255,454	$279,440	$303,426	$327,413	$351,399	$375,386	$399,372	$423,359	$447,345	$471,332	$495,318
Office			$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Industrial			$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Sales Tax Inc. from New Dev.			**$5,386,076**	**$0**	**$43,427**	**$86,854**	**$130,281**	**$102,181**	**$127,727**	**$153,272**	**$178,818**	**$204,363**	**$229,908**	**$255,454**	**$279,440**	**$303,426**	**$327,413**	**$351,399**	**$375,386**	**$399,372**	**$423,359**	**$447,345**	**$471,332**	**$495,318**
Total Sales Tax Increment from New and Existing Development (2019$)			**$19,629,634**	**$1,017,397**	**$1,060,824**	**$1,104,251**	**$1,147,678**	**$700,650**	**$726,196**	**$751,741**	**$777,286**	**$802,832**	**$828,377**	**$853,922**	**$877,909**	**$901,895**	**$925,882**	**$949,868**	**$973,855**	**$997,841**	**$1,021,828**	**$1,045,814**	**$1,069,800**	**$1,093,787**

sales tax

Source: El Dorado County; EPS.

[1] County General Fund allocation estimated as FY 2018-19 amount allocated to MC&FP Fund divided by 85% (since MC&FP Fund received 85% of General Fund allocation in FY 2018-19).
[2] MC&FP Fund percentage of property and sales tax increment set at 85% (established by approval of MC&FP Phase I in December 1998) until remaining MC&FP Phase I improvements are fully funded.
In following year (projected for 2024), percentage will decrease to 50% (established by approval of MC&FP Phase II on June 23, 2020). See Table A-9 for calculation of year in which reduction occurs.
[3] It is assumed that office and industrial development will not generate property or sales tax increment for the Project, but they are included in the model in the event that this assumption changes.

Table A-4
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Annual Infrastructure and Administrative Costs (2019$ and Inflated $)

			Costs by Fiscal Year Ending																				
Item	**Source**	**Total**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**	**2040**
Inflation Factor		*3%*	*1.03*	*1.06*	*1.09*	*1.13*	*1.16*	*1.19*	*1.23*	*1.27*	*1.30*	*1.34*	*1.38*	*1.43*	*1.47*	*1.51*	*1.56*	*1.60*	*1.65*	*1.70*	*1.75*	*1.81*	*1.86*
Annual Infrastructure Costs - Phase 2 (2019$)																							
U.S. 50/Missouri Flat Road Interchange - Phase 1C [1]	Table A-5	$344,696	$93,736	$84,080	$84,080	$82,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
U.S. 50/Missouri Flat Road Interchange - Phase 1B.2 [1]	Table A-5	$3,236	$3,236	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Missouri Flat Road/Industrial Drive	Table A-5	$2,195,000	$675,000	$1,520,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Missouri Flat Road/Enterprise Drive	Table A-5	$2,811,999	$195,355	$30,000	$2,586,644	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Diamond Springs Parkway Phase 1A [1]	Table A-5	$10,554,209	$5,450,000	$5,104,209	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Diamond Springs Parkway Phase 1B [1]	Table A-5	$23,604,658	$3,055,000	$1,625,000	$10,299,658	$8,625,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SR-49/Forni Road	Table A-5	$3,500,000	$0	$0	$388,889	$388,889	$388,889	$388,889	$388,889	$388,889	$388,889	$388,889	$388,889	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SR-49/Pleasant Valley Road	Table A-5	$700,000	$0	$0	$77,778	$77,778	$77,778	$77,778	$77,778	$77,778	$77,778	$77,778	$77,778	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
U.S. 50/Missouri Flat Road Interchange (Ultimate Solution)	Table A-5	$17,515,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,335,333	$2,335,333	$2,335,333	$1,167,667	$1,167,667	$1,167,667	$1,167,667	$1,167,667	$1,167,667	$1,167,667	$1,167,667	$1,167,667
U.S. 50/El Dorado Road Interchange Phase 1 [1]	Table A-5	$5,491,380	$0	$0	$0	$0	$0	$0	$0	$0	$0	$720,584	$720,584	$720,584	$369,959	$369,959	$369,959	$369,959	$369,959	$369,959	$369,959	$369,959	$369,959
U.S. 50/El Dorado Road Interchange Phase 2	Table A-5	$11,555,439	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,540,725	$1,540,725	$1,540,725	$770,363	$770,363	$770,363	$770,363	$770,363	$770,363	$770,363	$770,363	$770,363
Headington Road Extension/M. Flat Widening [1]	Table A-5	$6,254,236	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$703,135	$703,135	$703,135	$518,104	$518,104	$518,104	$518,104	$518,104	$518,104	$518,104	$518,104
Total		**$84,529,853**	**$9,472,327**	**$8,363,289**	**$13,437,049**	**$9,174,467**	**$466,667**	**$466,667**	**$466,667**	**$466,667**	**$466,667**	**$5,063,309**	**$5,766,444**	**$5,299,777**	**$3,011,123**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**
Annual Infrastructure Costs (Inflated $)																							
U.S. 50/Missouri Flat Road Interchange - Phase 1C [1]		**$370,817**	$96,548	$89,200	$91,876	$93,192	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
U.S. 50/Missouri Flat Road Interchange - Phase 1B.2 [1]		**$3,333**	$3,333	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Missouri Flat Road/Industrial Drive		**$2,307,818**	$695,250	$1,612,568	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Missouri Flat Road/Enterprise Drive		**$3,059,538**	$201,216	$31,827	$2,826,496	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Diamond Springs Parkway Phase 1A [1]		**$11,028,555**	$5,613,500	$5,415,055	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Diamond Springs Parkway Phase 1B [1]		**$25,832,840**	$3,146,650	$1,723,963	$11,254,714	$9,707,513	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SR-49/Forni Road		**$4,317,106**	$0	$0	$424,949	$437,698	$450,829	$464,354	$478,284	$492,633	$507,412	$522,634	$538,313	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SR-49/Pleasant Valley Road		**$863,421**	$0	$0	$84,990	$87,540	$90,166	$92,871	$95,657	$98,527	$101,482	$104,527	$107,663	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
U.S. 50/Missouri Flat Road Interchange (Ultimate Solution)		**$27,121,174**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,138,493	$3,232,647	$3,329,627	$1,714,758	$1,766,201	$1,819,187	$1,873,762	$1,929,975	$1,987,874	$2,047,511	$2,108,936	$2,172,204
U.S. 50/El Dorado Road Interchange Phase 1 [1]		**$8,512,651**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$968,405	$997,457	$1,027,380	$543,297	$559,596	$576,384	$593,675	$611,485	$629,830	$648,725	$668,187	$688,232
U.S. 50/El Dorado Road Interchange Phase 2		**$17,893,067**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,070,606	$2,132,724	$2,196,706	$1,131,303	$1,165,243	$1,200,200	$1,236,206	$1,273,292	$1,311,491	$1,350,835	$1,391,361	$1,433,101
Headington Road Extension/M. Flat Widening [1]		**$9,977,117**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$973,303	$1,002,502	$1,032,577	$783,679	$807,189	$831,405	$856,347	$882,037	$908,498	$935,753	$963,826
Total		**$111,287,439**	**$9,756,497**	**$8,872,613**	**$14,683,026**	**$10,325,943**	**$540,995**	**$557,224**	**$573,941**	**$591,159**	**$608,894**	**$6,804,664**	**$7,982,107**	**$7,556,215**	**$4,421,935**	**$4,274,718**	**$4,402,959**	**$4,535,048**	**$4,671,099**	**$4,811,232**	**$4,955,569**	**$5,104,236**	**$5,257,363**
Annual Administrative Costs (2019$)																							
County Administration [2]	Table A-8	**$172,200**	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200	$8,200
MC&FP Phase II Administration [2]		**$268,000**	$263,000	$5,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant Expense [3]		**$125,000**	$125,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total		**$565,200**	**$396,200**	**$13,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**	**$8,200**
Annual Administrative Costs (Inflated $)																							
County Administration		**$242,202**	$8,446	$8,699	$8,960	$9,229	$9,506	$9,791	$10,085	$10,388	$10,699	$11,020	$11,351	$11,691	$12,042	$12,403	$12,775	$13,159	$13,553	$13,960	$14,379	$14,810	$15,254
MC&FP Phase II Administration		**$276,195**	$270,890	$5,305	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Consultant Expense [3]		**$128,750**	$128,750	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total		**$647,146**	**$408,086**	**$14,004**	**$8,960**	**$9,229**	**$9,506**	**$9,791**	**$10,085**	**$10,388**	**$10,699**	**$11,020**	**$11,351**	**$11,691**	**$12,042**	**$12,403**	**$12,775**	**$13,159**	**$13,553**	**$13,960**	**$14,379**	**$14,810**	**$15,254**
Annual MC&FP Funded Costs (2019$)		**$34,228,160**	**$3,119,609**	**$2,686,671**	**$3,295,747**	**$2,274,467**	**$466,667**	**$466,667**	**$466,667**	**$466,667**	**$466,667**	**$2,802,000**	**$3,078,000**	**$2,611,333**	**$1,443,667**	**$1,322,917**	**$1,322,917**	**$1,322,917**	**$1,322,917**	**$1,322,917**	**$1,322,917**	**$1,322,917**	**$1,322,917**
Annual MC&FP Funded Costs (Inflated $)		**$46,760,352**	**$3,213,197**	**$2,850,289**	**$3,601,351**	**$2,559,932**	**$540,995**	**$557,224**	**$573,941**	**$591,159**	**$608,894**	**$3,765,654**	**$4,260,672**	**$3,723,137**	**$2,120,073**	**$2,001,030**	**$2,061,061**	**$2,122,893**	**$2,186,580**	**$2,252,177**	**$2,319,742**	**$2,389,335**	**$2,461,015**

cost an

Source: El Dorado County; Kittelson & Associates, Inc; EPS.

[1] Originally Phase I improvements that were merged with Phase II because they either were not begun or not completed during Phase I.
[2] County Administration: County Auditor Controller costs; MC&FP Phase II Administration: County staff costs to manage the MC&FP fund.
[3] Consultant expense is anticipated in 2020 only to cover remaining planning and economic consultant expenses.

Table A-5
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Annual Project Costs and Revenue Sources by Improvement (2019$)

Item		**Total Cost**	**Amount by Fiscal Year Ending**																				
Funding Source	***Formula***	**(2019$) [1]** *FY 19-20 - 39-40*	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
U.S. 50/Missouri Flat Road Interchange - Phase 1C																							
MC&FP		**$344,696**	**$93,736**	**$84,080**	**$84,080**	**$82,800**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
U.S. 50/Missouri Flat Road Interchange - Phase 1B.2																							
MC&FP		$2,236	$2,236	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
County		$1,000	$1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal		**$3,236**	**$3,236**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Missouri Flat Road/Industrial Drive																							
MC&FP		$1,000,000	-	$1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
County		$1,195,000	$675,000	$520,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal		**$2,195,000**	**$675,000**	**$1,520,000**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Missouri Flat Road/Enterprise Drive																							
MC&FP		$1,000,000	-	-	$1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TIM Fee		$317,248	$90,355	$30,000	$196,893	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
County		$1,494,751	$105,000	-	$1,389,751	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal		**$2,811,999**	**$195,355**	**$30,000**	**$2,586,644**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diamond Springs Parkway - Phase 1A																							
MC&FP		$299,813	$299,813	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
County		$10,161,417	$5,150,187	$5,011,230	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utilities		$92,979	-	$92,979	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal		**$10,554,209**	**$5,450,000**	**$5,104,209**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diamond Springs Parkway - Phase 1B																							
MC&FP		$7,796,415	$2,723,824	$1,602,591	$1,745,000	$1,725,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TIM Fee		$6,789,491	$113,420	-	$3,676,071	$3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
County		$5,218,752	$217,756	$22,409	$2,978,587	$2,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utilities		$3,800,000	-	-	$1,900,000	$1,900,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal		**$23,604,658**	**$3,055,000**	**$1,625,000**	**$10,299,658**	**$8,625,000**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR-49/Forni Road																							
MC&FP		**$3,500,000**	-	-	**$388,889**	**$388,889**	**$388,889**	**$388,889**	**$388,889**	**$388,889**	**$388,889**	**$388,889**	**$388,889**	-	-	-	-	-	-	-	-	-	-
SR-49/Pleasant Valley Road																							
MC&FP		**$700,000**	-	-	**$77,778**	**$77,778**	**$77,778**	**$77,778**	**$77,778**	**$77,778**	**$77,778**	**$77,778**	**$77,778**	-	-	-	-	-	-	-	-	-	-
Missouri Flat Interchange																							
MC&FP		**$17,515,000**	-	-	-	-	-	-	-	-	-	**$2,335,333**	**$2,335,333**	**$2,335,333**	**$1,167,667**	**$1,167,667**	**$1,167,667**	**$1,167,667**	**$1,167,667**	**$1,167,667**	**$1,167,667**	**$1,167,667**	**$1,167,667**
U.S. 50/El Dorado Road Interchange Phase 1																							
TIM Fee		$5,491,380	-	-	-	-	-	-	-	-	-	$720,584	$720,584	$720,584	$369,959	$369,959	$369,959	$369,959	$369,959	$369,959	$369,959	$369,959	$369,959
County		-										-	-	-	-	-	-	-	-	-	-	-	-
Subtotal		**$5,491,380**	-	-	-	-	-	-	-	-	-	**$720,584**	**$720,584**	**$720,584**	**$369,959**	**$369,959**	**$369,959**	**$369,959**	**$369,959**	**$369,959**	**$369,959**	**$369,959**	**$369,959**
U.S. 50/El Dorado Road Interchange Phase 2																							
TIM Fee		**$11,555,439**	-	-	-	-	-	-	-	-	-	**$1,540,725**	**$1,540,725**	**$1,540,725**	**$770,363**	**$770,363**	**$770,363**	**$770,363**	**$770,363**	**$770,363**	**$770,363**	**$770,363**	**$770,363**
Headington Road Extension/Missouri Flat Widening																							
MC&FP		$2,070,000	-	-	-	-	-	-	-	-	-	-	$276,000	$276,000	$276,000	$155,250	$155,250	$155,250	$155,250	$155,250	$155,250	$155,250	$155,250
TIM Fee		$4,184,236	-	-	-	-	-	-	-	-	-	-	$427,135	$427,135	$427,135	$362,854	$362,854	$362,854	$362,854	$362,854	$362,854	$362,854	$362,854
County		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal		**$6,254,236**	-	-	-	-	-	-	-	-	-	-	**$703,135**	**$703,135**	**$703,135**	**$518,104**	**$518,104**	**$518,104**	**$518,104**	**$518,104**	**$518,104**	**$518,104**	**$518,104**
Total		**$84,529,853**	**$9,472,327**	**$8,363,289**	**$13,437,049**	**$9,174,467**	**$466,667**	**$466,667**	**$466,667**	**$466,667**	**$466,667**	**$5,063,309**	**$5,766,444**	**$5,299,777**	**$3,011,123**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**
Totals by Funding Source																							
MC&FP	*A*	$34,228,160	$3,119,609	$2,686,671	$3,295,747	$2,274,467	$466,667	$466,667	$466,667	$466,667	$466,667	$2,802,000	$3,078,000	$2,611,333	$1,443,667	$1,322,917	$1,322,917	$1,322,917	$1,322,917	$1,322,917	$1,322,917	$1,322,917	$1,322,917
TIM Fee		$28,337,794	$203,775	$30,000	$3,872,964	$3,000,000	-	-	-	-	-	$2,261,309	$2,688,444	$2,688,444	$1,567,456	$1,503,175	$1,503,175	$1,503,175	$1,503,175	$1,503,175	$1,503,175	$1,503,175	$1,503,175
County		$18,070,920	$6,148,943	$5,553,639	$4,368,338	$2,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utilities		$3,892,979	-	$92,979	$1,900,000	$1,900,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		**$84,529,853**	**$9,472,327**	**$8,363,289**	**$13,437,049**	**$9,174,467**	**$466,667**	**$466,667**	**$466,667**	**$466,667**	**$466,667**	**$5,063,309**	**$5,766,444**	**$5,299,777**	**$3,011,123**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**	**$2,826,092**
MC&FP Funding Breakdown																							
MC&FP Available Funds	*A-B*	$27,034,569	$3,119,609	$2,686,671	$3,295,747	$2,067,129	$466,667	$466,667	$466,667	$466,667	$466,667	$2,398,007	$894,559	$918,072	$941,588	$965,110	$988,636	$1,012,166	$1,035,701	$1,059,240	$1,082,784	$1,106,332	$1,129,884
Other Funds Needed to Cover MC&FP Deficit [2]	*B*	$7,193,591	-	-	-	$207,337	-	-	-	-	-	$403,993	$2,183,441	$1,693,262	$502,078	$357,807	$334,281	$310,750	$287,215	$263,676	$240,133	$216,585	$193,033
MC&FP Total		**$34,228,160**	**$3,119,609**	**$2,686,671**	**$3,295,747**	**$2,274,467**	**$466,667**	**$466,667**	**$466,667**	**$466,667**	**$466,667**	**$2,802,000**	**$3,078,000**	**$2,611,333**	**$1,443,667**	**$1,322,917**	**$1,322,917**	**$1,322,917**	**$1,322,917**	**$1,322,917**	**$1,322,917**	**$1,322,917**	**$1,322,917**

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Source: El Dorado County; Kittelson & Associates, Inc; EPS.

[1] Total costs by funding source for all projects except SR-49/Forni Road, SR-49/Pleasant Valley Road, and Missouri Flat Interchange obtained from County DOT CIP. Total costs for SR-49/Forni Road, SR-49/Pleasant Valley Road, and Missouri Flat Interchange developed by project engineers and assumed to be funded entirely by MC&FP Program sources.

[2] Funds needed to cover annual deficits in years where the MC&FP funding requirement identified in the CIP and by project engineers exceeds the funds generated through the MC&FP Program. See Table A-2. Anticipated to include private capital, updates to the County TIM Fee Program, and/or project construction delays.

Prepared by EPS 8/7/2020

Z:\Shared\Projects\SAC\142000\142101 Missouri Flat\Task 1.12 Financing Plan\Models\142101 PFFP13.xlsx

Table A-6
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Annual Percentage of Total Project Costs (2019$)

		Percentage of Cost by Fiscal Year Ending																				
Improvement	**Total** *FY 19-20 - 39-40*	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
U.S. 50/Missouri Flat Road Interchange - Phase 1C	**100.0%**	27.2%	24.4%	24.4%	24.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
U.S. 50/Missouri Flat Road Interchange - Phase 1B.2	**100.0%**	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Missouri Flat Road/Industrial Drive	**100.0%**	30.8%	69.2%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Missouri Flat Road/Enterprise Drive	**100.0%**	6.9%	1.1%	92.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diamond Springs Parkway - Phase 1A	**100.0%**	51.6%	48.4%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diamond Springs Parkway - Phase 1B	**100.0%**	12.9%	6.9%	43.6%	36.5%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR-49/Forni Road	**100.0%**	-	-	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%	-	-	-	-	-	-	-	-	-	-
SR-49/Pleasant Valley Road	**100.0%**	-	-	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%	-	-	-	-	-	-	-	-	-	-
Missouri Flat Interchange	**100.0%**	-	-	-	-	-	-	-	-	-	13.3%	13.3%	13.3%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%
U.S. 50/El Dorado Road Interchange Phase 1	**100.0%**	-	-	-	-	-	-	-	-	-	13.1%	13.1%	13.1%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%
U.S. 50/El Dorado Road Interchange Phase 2	**100.0%**	-	-	-	-	-	-	-	-	-	13.3%	13.3%	13.3%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%	6.7%
Headington Road Extension/Missouri Flat Widening	**100.0%**	-	-	-	-	-	-	-	-	-	-	11.2%	11.2%	11.2%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%
Total	**100.0%**	**11.2%**	**9.9%**	**15.9%**	**10.9%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**6.0%**	**6.8%**	**6.3%**	**3.6%**	**3.3%**	**3.3%**	**3.3%**	**3.3%**	**3.3%**	**3.3%**	**3.3%**	**3.3%**

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Source: El Dorado County; EPS.

Table A-7
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Land Use Projections

			Development from 2020 through 2030											Development from 2030 through 2040									
Item	**Vacancy Rate [1]**	**TOTAL**	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Annual Building Square Feet																							
Retail		**377,817**	0	19,485	19,485	19,485	19,485	19,485	19,485	19,485	19,485	19,485	19,485	18,296	18,296	18,296	18,296	18,296	18,296	18,296	18,296	18,296	18,296
Office		**63,753**	0	3,342	3,342	3,342	3,342	3,342	3,342	3,342	3,342	3,342	3,342	3,034	3,034	3,034	3,034	3,034	3,034	3,034	3,034	3,034	3,034
Industrial		**105,938**	0	5,894	5,894	5,894	5,894	5,894	5,894	5,894	5,894	5,894	5,894	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700	4,700
Total		**547,508**	**0**	**28,721**	**28,721**	**28,721**	**28,721**	**28,721**	**28,721**	**28,721**	**28,721**	**28,721**	**28,721**	**26,030**	**26,030**	**26,030**	**26,030**	**26,030**	**26,030**	**26,030**	**26,030**	**26,030**	**26,030**
Cumulative Building Square Feet																							
Retail		**377,817**	0	19,485	38,971	58,456	77,942	97,427	116,912	136,398	155,883	175,369	194,854	213,150	231,447	249,743	268,039	286,336	304,632	322,928	341,224	359,521	377,817
Office		**63,753**	0	3,342	6,684	10,025	13,367	16,709	20,051	23,393	26,734	30,076	33,418	36,452	39,485	42,519	45,552	48,586	51,619	54,653	57,686	60,720	63,753
Industrial		**105,938**	0	5,894	11,787	17,681	23,574	29,468	35,361	41,255	47,148	53,042	58,935	63,635	68,336	73,036	77,736	82,437	87,137	91,837	96,537	101,238	105,938
Total		**547,508**	**0**	**28,721**	**57,441**	**86,162**	**114,883**	**143,604**	**172,324**	**201,045**	**229,766**	**258,486**	**287,207**	**313,237**	**339,267**	**365,297**	**391,327**	**417,358**	**443,388**	**469,418**	**495,448**	**521,478**	**547,508**
Annual Occupied Building Square Feet																							
Retail	5%	**358,926**	0	18,511	18,511	18,511	18,511	18,511	18,511	18,511	18,511	18,511	18,511	17,381	17,381	17,381	17,381	17,381	17,381	17,381	17,381	17,381	17,381
Office	5%	**60,565**	0	3,175	3,175	3,175	3,175	3,175	3,175	3,175	3,175	3,175	3,175	2,882	2,882	2,882	2,882	2,882	2,882	2,882	2,882	2,882	2,882
Industrial	5%	**100,641**	0	5,599	5,599	5,599	5,599	5,599	5,599	5,599	5,599	5,599	5,599	4,465	4,465	4,465	4,465	4,465	4,465	4,465	4,465	4,465	4,465
Total		**520,133**	**0**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**27,285**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**	**24,729**
Cumulative Occupied Building Square Feet																							
Retail	5%	**358,926**	0	18,511	37,022	55,533	74,045	92,556	111,067	129,578	148,089	166,600	185,111	202,493	219,874	237,256	254,637	272,019	289,400	306,782	324,163	341,545	358,926
Office	5%	**60,565**	0	3,175	6,349	9,524	12,699	15,874	19,048	22,223	25,398	28,572	31,747	34,629	37,511	40,393	43,274	46,156	49,038	51,920	54,802	57,684	60,565
Industrial	5%	**100,641**	0	5,599	11,198	16,796	22,395	27,994	33,593	39,192	44,791	50,389	55,988	60,454	64,919	69,384	73,849	78,315	82,780	87,245	91,711	96,176	100,641
Total		**520,133**	**0**	**27,285**	**54,569**	**81,854**	**109,139**	**136,423**	**163,708**	**190,993**	**218,277**	**245,562**	**272,847**	**297,575**	**322,304**	**347,032**	**371,761**	**396,490**	**421,218**	**445,947**	**470,675**	**495,404**	**520,133**

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Source: El Dorado County; EPS.

[1] Average El Dorado County commercial vacancy rate for 2018 from CoStar.

Table A-8
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Administrative Costs and Interest Earnings

		Annual Interest		
Fiscal Year Ending	**County Administration**	Interest	Beginning Fund Balance [1]	Interest Pct. of Fund Balance
Formula		*A*	*B*	*A/B*
2003	$2,002	$0	$0	0.00%
2004	$2,177	$548	$5,733	9.56%
2005	$2,396	$8,773	$492,826	1.78%
2006	$5,891	$49,958	$1,102,339	4.53%
2007	$8,676	$112,912	$1,949,296	5.79%
2008	$46,464	$123,264	$2,861,277	4.31%
2009	$31,909	$59,512	$3,760,254	1.58%
2010	$5,039	$13,768	$4,565,120	0.30%
2011	$2,535	$14,178	$4,647,720	0.31%
2012	$2,162	$14,614	$5,339,861	0.27%
2013	$2,607	$11,677	$5,475,400	0.21%
2014	$1,678	$11,860	$4,819,895	0.25%
2015	$5,354	$15,038	$5,176,320	0.29%
2016	$2,979	$25,237	$5,507,400	0.46%
2017	$4,943	$42,951	$7,119,138	0.60%
2018	$4,466	$68,907	$7,919,854	0.87%
2019	$6,548	$120,637	$7,914,234	1.52%
Average	**$8,205**			1.92%
Average for Last 10 Years				0.51%
Amount to Use	**$8,200**			**0.50%**

admin int

Source: El Dorado County; EPS.

[1] Inclusive of $1,500,000 bond reserve. Added $1.5 million to FY 17/18 ending fund balance provided by County.

Table A-9
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Revenue to Fund Remaining Phase I Improvements (Inflated $)

		Sales Tax Revenue from New Development			Revenue (Inflated $)					
		County General Fund		MC&FP-Funded						
Year		2019$ [1]	Inflated $	Phase I Improvements	2020 Fund Balance	Property Tax - Existing Dev. [2]	Sales Tax - Existing Dev. [3]	Sales Tax - New Dev.	**Total**	**Cumulative**
Percentage of Total [4]				*85%*		*85%*	*85%*	*85%*		
Annual Inflation Rate			*3%*			*2%*	*3%*			
Total MC&FP-Funded Phase I Infrastructure Costs (Inflated $) [5]										***$12,305,024***
1	2020	$0	$0	$0	$7,289,878	$94,277	$1,047,919	$0	**$8,432,073**	**$8,432,073**
2	2021	$51,091	$54,202	$46,072	$0	$96,162	$1,079,356	$46,072	**$1,221,590**	**$9,653,664**
3	2022	$102,181	$111,656	$94,908	$0	$98,085	$1,111,737	$94,908	**$1,304,730**	**$10,958,394**
4	2023	$153,272	$172,509	$146,633	$0	$100,047	$1,145,089	$146,633	**$1,391,769**	**$12,350,163**

ph1 fund

Source: El Dorado County; Kittelson & Associates, Inc; EPS.

[1] 1% of taxable sales. See Table A-3.
[2] Property tax revenue from existing development estimated as 2019 property tax revenue escalated at 2% annually. See Table A-3 for 2019 property tax revenue.
[3] Sales tax revenue from existing development estimated as 2019 sales tax revenue escalated at 3% annually. See Table A-3 for 2019 sales tax revenue.
[4] Percentage of County General Fund property and sales tax revenue from existing and new development available for MC&FP Phase I improvements. After sufficient revenue is accumulated to fund Phase I improvements, the percentage will decrease to 50% to fund remaining improvements. This percentage reduction is projected for 2024.
[5] See Table A-10.

Table A-10
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Annual MC&FP-Funded Phase I Infrastructure Costs (2019$ and Inflated $)

			Costs by Fiscal Year Ending																				
Item	**Source**	**Total**	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Inflation Factor		*3%*	*1.03*	*1.06*	*1.09*	*1.13*	*1.16*	*1.19*	*1.23*	*1.27*	*1.30*	*1.34*	*1.38*	*1.43*	*1.47*	*1.51*	*1.56*	*1.60*	*1.65*	*1.70*	*1.75*	*1.81*	*1.86*
Annual Infrastructure Costs - Phase 2 (2019$)																							
U.S. 50/Missouri Flat Road Interchange - Phase 1C	Table A-5	$344,696	$93,736	$84,080	$84,080	$82,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
U.S. 50/Missouri Flat Road Interchange - Phase 1B.2	Table A-5	$2,236	$2,236	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Diamond Springs Parkway Phase 1A	Table A-5	$299,813	$299,813	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Diamond Springs Parkway Phase 1B	Table A-5	$7,796,415	$2,723,824	$1,602,591	$1,745,000	$1,725,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
U.S. 50/El Dorado Road Interchange Phase 1 [1]	Table A-5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Headington Road Extension/M. Flat Widening	Table A-5	$2,070,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$276,000	$276,000	$276,000	$155,250	$155,250	$155,250	$155,250	$155,250	$155,250	$155,250	$155,250
Total		**$10,513,160**	**$3,119,609**	**$1,686,671**	**$1,829,080**	**$1,807,800**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$276,000**	**$276,000**	**$276,000**	**$155,250**	**$155,250**	**$155,250**	**$155,250**	**$155,250**	**$155,250**	**$155,250**	**$155,250**
Annual Infrastructure Costs (Inflated $)																							
U.S. 50/Missouri Flat Road Interchange - Phase 1C		**$370,817**	$96,548	$89,200	$91,876	$93,192	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
U.S. 50/Missouri Flat Road Interchange - Phase 1B.2		**$2,303**	$2,303	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Diamond Springs Parkway Phase 1A		**$308,807**	$308,807	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Diamond Springs Parkway Phase 1B		**$8,354,039**	$2,805,539	$1,700,189	$1,906,809	$1,941,503	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
U.S. 50/El Dorado Road Interchange Phase 1 [1]		**$0**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Headington Road Extension/M. Flat Widening		**$3,269,057**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$382,049	$393,510	$405,315	$234,830	$241,874	$249,131	$256,605	$264,303	$272,232	$280,399	$288,811
Total		**$12,305,024**	**$3,213,197**	**$1,789,389**	**$1,998,685**	**$2,034,695**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$382,049**	**$393,510**	**$405,315**	**$234,830**	**$241,874**	**$249,131**	**$256,605**	**$264,303**	**$272,232**	**$280,399**	**$288,811**

ph1 cost

Source: El Dorado County; Kittelson & Associates, Inc; EPS.

[1] This improvement is a Phase I improvement but has no projected MC&FP funding.

Appendix B:

Estimated Bonding Capacity

Table B-1
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Existing and Planned Retail Development

Item	MC&FP Phase I (Building Sq. Ft.) Existing/Planned Development *(Retail Only)*	Remaining Phase I Capacity *(732,278 sq. ft. Limit)*
Existing MC&FP Phase I Development (as of Dec. 2019)		
Walgreens	14,700	-
Golden Plaza	29,000	-
Diamond Springs Plaza	10,000	-
Panda Express	2,500	-
Goodwill	20,000	-
Missouri Flat Village	114,171	-
Prospector's Plaza (Expansion)	9,500	-
Walmart Center	131,000	-
Total Existing MC&FP Phase I Development	**330,871**	**401,407**
Planned MC&FP Development		
Approved		
The Crossings at El Dorado (Sundance) - Phase 1	120,000	-
The Crossings at El Dorado (Sundance) - Remaining Phases	376,262	-
Creekside Plaza	30,560	-
Total Approved Development	**526,822**	-
Proposed		
Diamond Dorado Retail Center	241,515	-
El Mirage Plaza	NA	-
Total Proposed Development	**241,515**	-
Total Planned MC&FP Development	**768,337**	-
Total MC&FP Existing + Approved Development	**857,693**	**(125,415)**
Total MC&FP Existing + All Planned Development	**1,099,208**	**(366,930)**

dev

Source: El Dorado County; EPS.

Table B-2
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Missouri Flat Project Area Estimated Annual Special Tax Revenue

Land Use	Assump.	Existing Phase I Development	Approved and Planned Development (through 2040)	Additional Planned Development (2041+)	Total
		Nonresidential Building Square Feet			
Incremental Land Uses					
Retail		330,871	377,817	390,520	**1,099,208**
Office [1]		-	-	-	**-**
Industrial [1]		-	-	-	**-**
Total Incremental Land Uses		**330,871**	**377,817**	**390,520**	**1,099,208**
		Annual Special Tax Revenue			
Estimated Special Tax Rate					
Tax Rate per Acre	$22,500				
FAR	0.30				
Tax Rate per Building Square Foot	$1.72				
Estimated Special Tax Revenue					
Retail	$1.72	$569,098	$649,845	$671,694	**$1,890,638**
Office [1]	-	-	-	-	**$0**
Industrial [1]	-	-	-	-	**$0**
Total Cumulative Land Uses		**$569,098**	**$649,845**	**$671,694**	**$1,890,638**

tax

Source: El Dorado County; EPS.

[1] At the County Board's discretion, a special tax rate may be imposed through CFD No. 2002-01 on existing Phase I and future Phase II retail uses to generate pay-as-you-go funding or to be used as debt service for one or more bonds issued through the CFD.

Table B-3
Missouri Flat Master Circulation and Financing Plan Phase II
Public Facilities Financing Plan
Estimated Bond Sizing (2019$)

Item	Assumption	Estimated Bond Sizing: Existing Phase I Development	Estimated Bond Sizing: Approved and Planned Development (through 2040)	Estimated Bond Sizing: Additional Planned Development (2041+)	Total
Bond Assumptions [1]					
Interest Rate	6.50%				
Term	30 Years				
Annual Escalation	2.00%				
Maximum Special Taxes Available for Debt Service					
Annual Special Tax Revenue		$569,098	$649,845	$671,694	**$1,890,638**
Less Estimated Administration Costs	*4%*	*($22,800)*	*($26,000)*	*($26,900)*	*($75,700)*
Less Delinquency Coverage	*10%*	*($56,900)*	*($65,000)*	*($67,200)*	*($189,100)*
Estimated Gross Debt Service (Rounded)		**$489,400**	**$558,800**	**$577,600**	**$1,625,800**
Total Bond Size					
Estimated Bond Size		**$6,391,000**	**$7,297,200**	**$7,542,700**	**$21,230,900**
Increase for Annual Tax Escalation [2]	20%	*$1,278,200*	*$1,459,400*	*$1,508,500*	*$4,246,100*
Total Bond Size (Rounded)		**$7,669,200**	**$8,756,600**	**$9,051,200**	**$25,477,000**
Estimated Bond Proceeds					
Total Bond Size		**$7,669,200**	**$8,756,600**	**$9,051,200**	**$25,477,000**
Less Capitalized Interest	*18 months*	*($747,700)*	*($853,800)*	*($882,500)*	*($2,484,000)*
Less Bond Reserve Fund	*1-yr. debt svc.*	*($489,400)*	*($558,800)*	*($577,600)*	*($1,625,800)*
Less Issuance Cost	*5%*	*($383,500)*	*($437,800)*	*($452,600)*	*($1,273,900)*
Estimated Bond Proceeds (Rounded)		**$6,048,600**	**$6,906,200**	**$7,138,500**	**$20,093,300**
Cumulative Bond Proceeds (Rounded)		**$6,048,600**	**$12,954,800**	**$20,093,300**	**-**

est bond

Source: EPS.

[1] At the County Board's discretion, a special tax rate may be imposed through CFD No. 2002-01 on existing Phase I and future Phase II retail uses to generate pay-as-you-go funding or to be used as debt service for one or more bonds issued through the CFD.
[2] Debt service increase by 2.0% annually, which increases total bond size by approximately 20%.

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