

## FRESNO/MADERA SR 99 & 41 FISCAL ANALYSIS

- Fehr & Peers measured trip counts and travel patterns in their Phase 1 Origin-Destination Study for the State Route 99/41 Study Area, June 2016.
- This report provides a fiscal impact analysis of the travel movements and related land uses within the Study Area.
- The analysis identifies the industry of employment for commuters in both directions between Madera and Fresno counties, using the US Census of Transportation Planning and Programs Data (CTPP) for 2010, correlated to the American Community Survey (ACS) data for 2015. These job destinations are then evaluated as land uses in the fiscal analysis, along with the residential units that house the workers in their home communities.
- In addition, the analysis identifies retail market conditions in each jurisdiction and estimates the retail sales that occur from non-work trips within the study area.

### CITY OF FRESNO

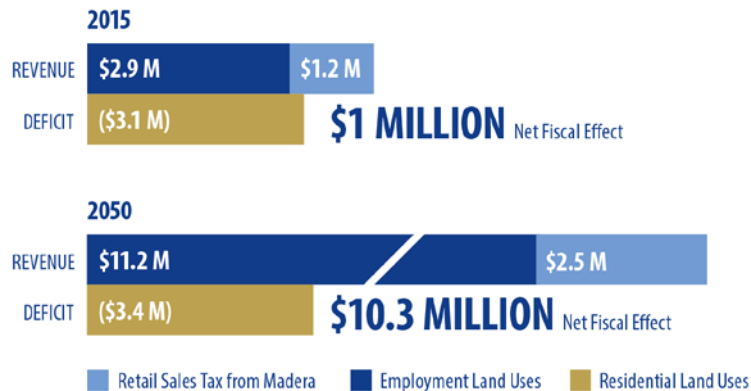
- About 13,300 workers commute from Madera County locations to the City of Fresno. The fiscal benefit of having those jobs and businesses nets the City of Fresno \$2.9 million annually.
- About 9,700 workers commute from Fresno to Madera County locations. These jobs support a household population of about 20,800 and more than 6,700 housing units. The residential population requires more in services than they generate in taxes, so this creates a fiscal deficit for the City of about \$3.1 million per year.
- The regional retail market analysis estimates that Madera County residents spend approximately \$120 million in taxable retail purchases annually in Fresno, creating \$1.2 million in sales tax revenue.
- Overall Fresno realizes net revenues of \$1 million per year in 2015.

MADERA COUNTY COMMUTERS TO CITY OF FRESNO



2015 2050

CITY OF FRESNO FISCAL IMPACTS



- By 2050, the number of commuters to Fresno is projected to increase to about 41,200, while commuters from Fresno to Madera County will increase to about 14,200. This jobs/housing balance in 2050 will generate net revenues of \$10.3 million (\$2017) for Fresno, as shown above.

### MADERA COUNTY UNINCORPORATED

- Nearly 6,400 of the daily commuters to Fresno live in the Madera unincorporated area, supporting a household population of 15,800 and 4,900 housing units. This residential population creates a cost deficit of about \$5.4 million per year for the County.

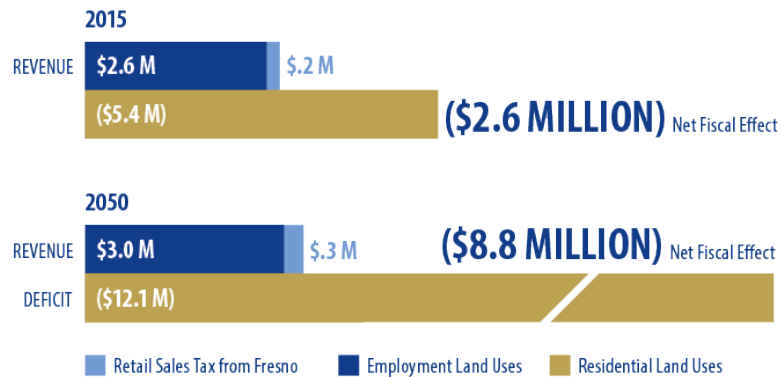
- Businesses in Madera County that provide jobs for the 9,700 Fresno residents yield a net fiscal benefit for County government of \$2.6 million per year.
- State estimates of day travel spending and the regional retail market analysis both suggest that Fresno residents visit locations in Madera County and make retail purchases, generating \$213,000 in sales tax for the County.
- By 2050, the unincorporated area is projected to add 28,800 households and 38,000 workers, while jobs projections total 23,300. Commuters to Fresno from Madera County would increase to about 41,000 workers. This additional housing development, mostly in the unincorporated area, would create a negative fiscal impact on Madera County of minus \$12.1 million per year.

### CITY OF FRESNO COMMUTERS TO MADERA COUNTY



2015 2050

### MADERA COUNTY FISCAL IMPACTS



- The increased commuting from Fresno to Madera would have a positive fiscal impact of about \$3.0 million and Madera County would see a doubling of sales tax from Fresno City shoppers, based on the growth in households in Fresno and the projected increase in retail centers in Madera County.
- Overall, the County would have a fiscal impact of minus \$8.8 million in 2050.

## CITY OF MADERA

- Madera also has a negative fiscal impact in both 2015 and 2050 because it is a net exporter of labor.

### CITY OF MADERA FISCAL IMPACTS

