

City of Albuquerque

2004 Roadway Facilities Impact Cost Study



October 18, 2004

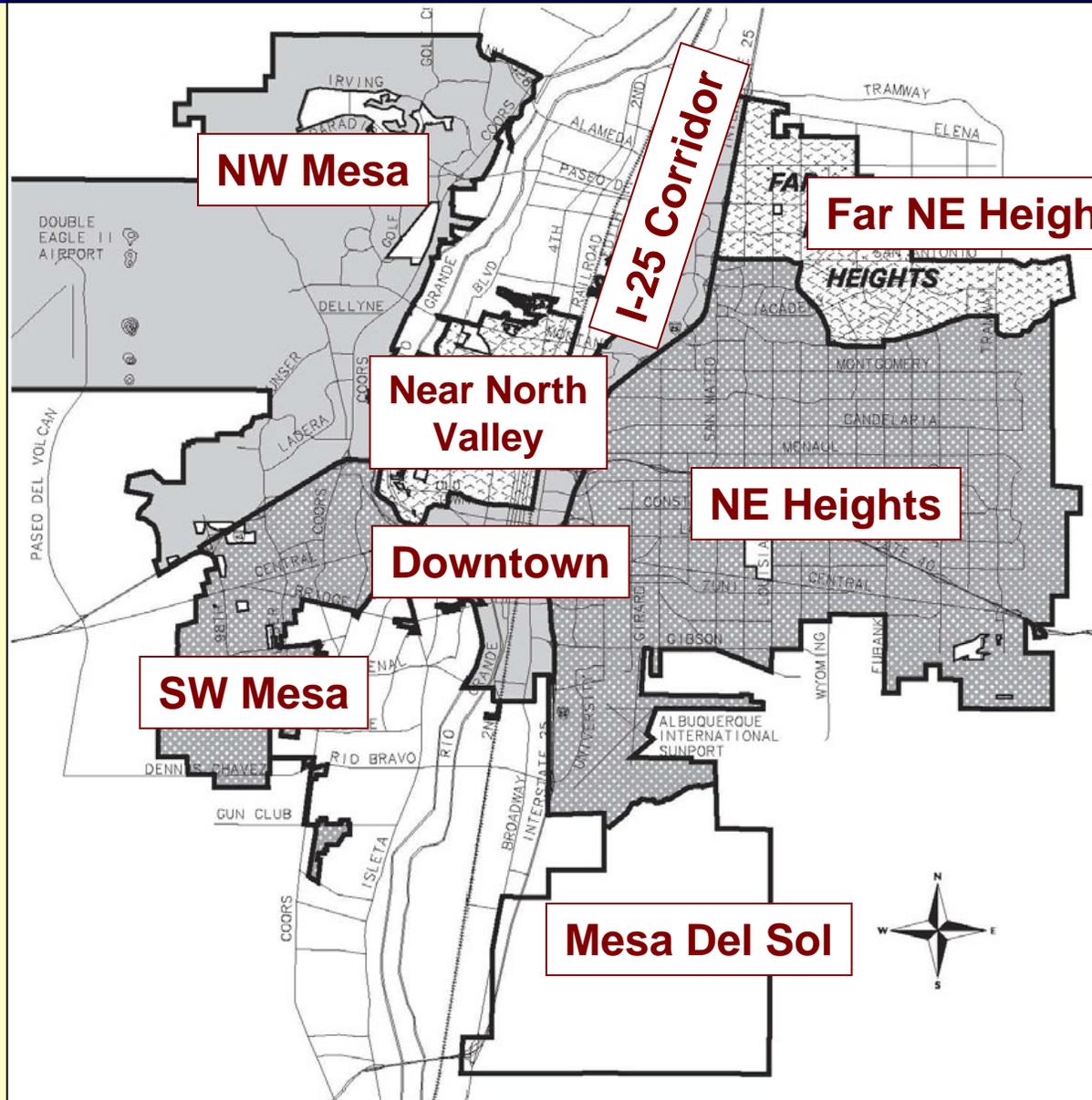
Presented By:



Tindale-Oliver & Associates, Inc.



Roadway Facilities Service Areas





Capacity vs. Demand

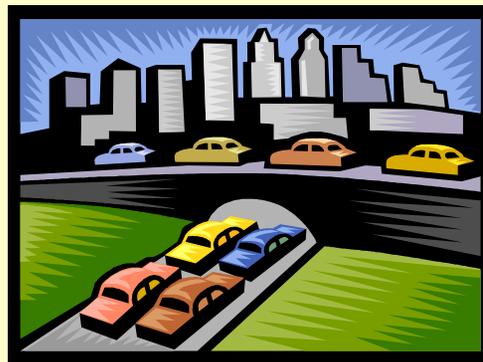
| Service Area | Current Capacity | Future Growth VMT | Capacity Added | Difference |
|--------------------------|-------------------------|--------------------------|-----------------------|-------------------|
| Downtown | 172,437 | 8,728 | 0 | 8,728 |
| NE Heights | 831,660 | 27,131 | 0 | 27,131 |
| Near North Valley | 192,837 | 12,795 | 0 | 12,795 |
| Far NE Heights | 160,770 | 6,510 | 2,592 | 3,918 |
| I-25 Corridor | 218,013 | 11,524 | 68 | 11,456 |
| NW Mesa | 273,501 | 31,470 | 26,033 | 5,437 |
| SW Mesa | 211,848 | 23,488 | 12,180 | 11,308 |
| Total | 2,061,066 | 121,646 | 40,873 | 80,773 |



Basic Impact Cost Formula

Impact Cost = (Demand x Unit Cost) – (Offset)

Impact Cost = (New Growth) – (New Revenue)





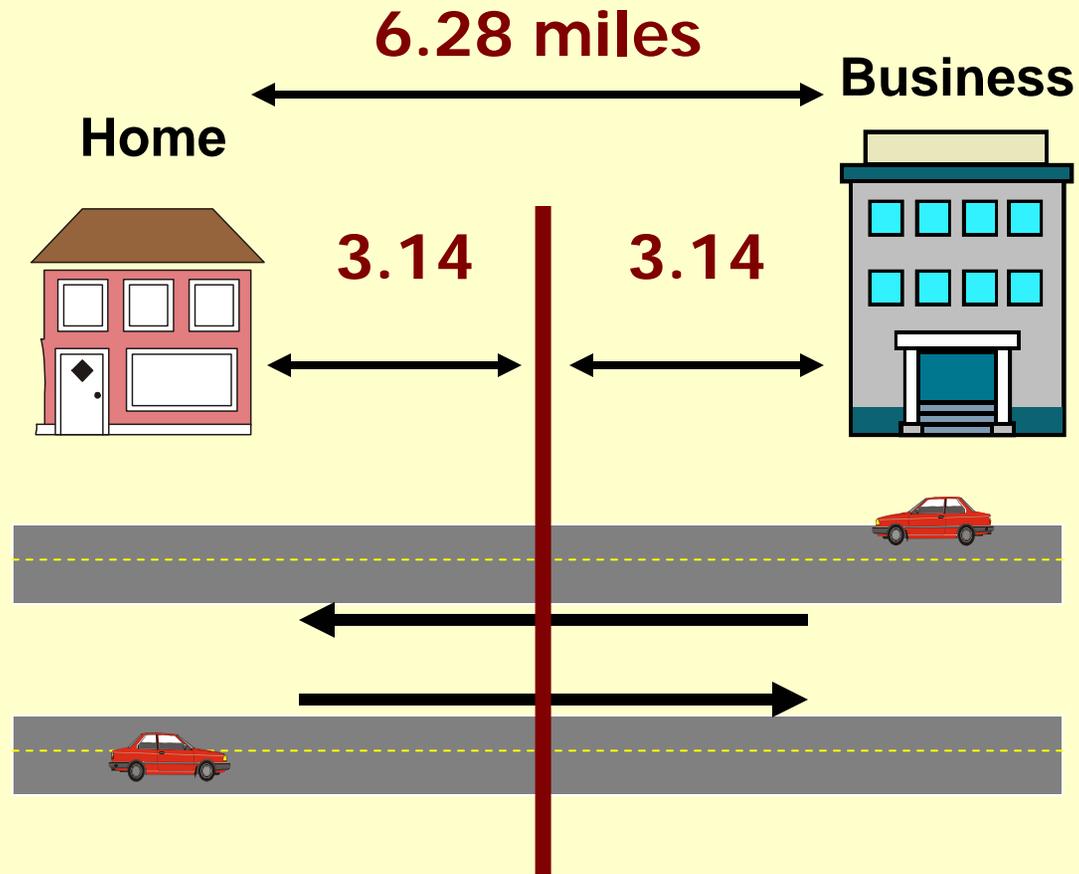
Roadway Facilities Impact Cost

| Project Type | Lane-Miles | Per Lane-Mile Cost | Total Cost |
|--|-------------------|---------------------------|--------------------|
| 0 to 2 | 51.44 | \$1,914,225 | \$98,467,734 |
| 0 to 4 | 37.72 | \$1,873,164 | \$70,655,748 |
| 0 to 6 | 13.86 | \$1,506,104 | \$20,874,604 |
| 2 to 4 | 48.56 | \$2,250,178 | \$109,268,650 |
| 4 to 6 | 14.78 | \$1,693,989 | \$25,037,158 |
| Total | 166.36 | | \$324,303,894 |
| Weighted Average Per Lane-Mile Cost | | | \$1,949,410 |



Division of Fee

BACK



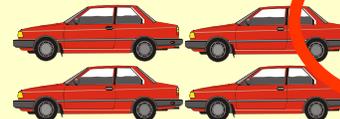
Impact Fee – Both sides pay for half of trip.



Transportation Impact Cost (Single Family Home)



One Home consumes 2.15 vehicle miles during peak hour.



One Lane Mile provides capacity for an average of 773 vehicles during peak hour.



One Home consumes \$5,425 of roadway.

One Lane Mile costs \$1,949,410 to construct.

Capacity Consumed by One Home





Review of Offsets

- **G.O. Bonds**
- **¼ ¢ Sales Tax**
- **State**



Revenue Offsets

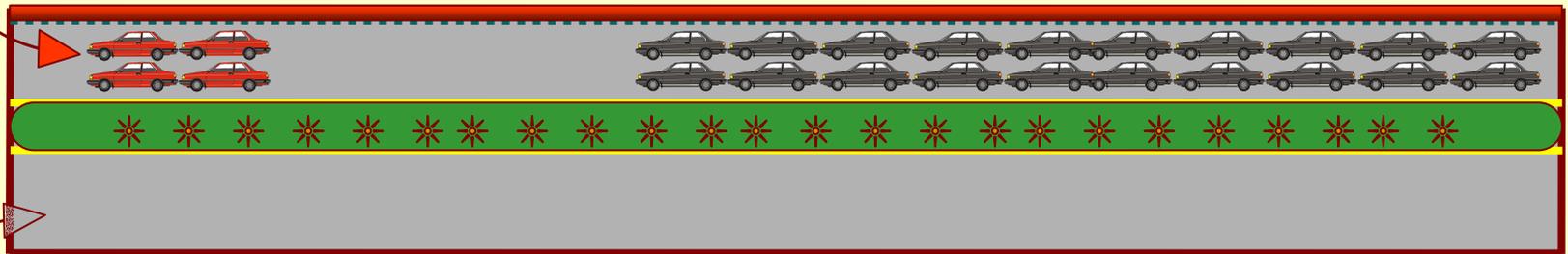
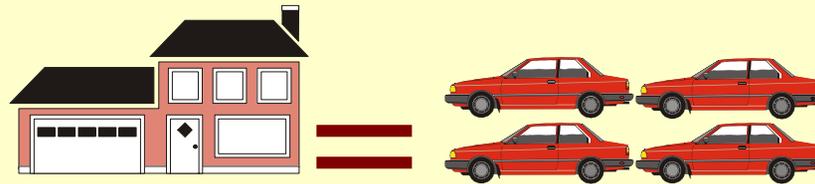
- Offsets (Appendix D)

| Funding Source | Period 2004-2012 | Number of Years | Yearly | Revenue from 1 Penny | Equivalent Pennies |
|------------------------|-------------------------|------------------------|---------------|-----------------------------|---------------------------|
| G.O. Bond | \$58,750,000 | 9 | \$6,527,778 | \$2,886,541 | 2.3 ¢ |
| 1/4 ¢ Sales Tax | \$17,550,000 | 9 | \$1,950,000 | \$2,886,541 | 0.7 ¢ |
| State | \$18,515,000 | 9 | \$2,057,222 | \$2,886,541 | 0.7 ¢ |
| Total | | | \$10,535,000 | | 3.7 ¢ |



Roadway Facilities Impact Cost Offset (Single Family Home)

Travel created by one home consumes the gas required for 32.6 miles per day.



One Home creates \$351 of Offset over the life of the road.

- G.O. Bonds
- ¼ ¢ Sales Tax
- State



Net Roadway Facilities Impact Cost Single Family Home – 1,500 to 2,499 sf

- **Summary of Roadway Facilities Net Impact Cost (at 100% of Cost)**

| | |
|----------------------|---------------|
| – Gross Impact Cost | \$5,425 |
| – Impact Cost Offset | – \$351 |
| – Net Impact Cost | <hr/> \$5,075 |



Total Offset Calculation

*Residential Example

| | Service Area | | | | | | |
|--|---------------|---------------|-------------------------|-------------------|------------------|---------|------------|
| | Down- town | NE Heights | Near North Valley | Far NE Heights | I-25 Corridor | NW Mesa | SW Mesa |
| Total Residential Impact Cost | N/A | \$5,425 | \$5,425 | \$5,425 | \$5,425 | \$5,425 | \$5,425 |
| Base Offset (Gas Tax Proxy Offset) | N/A | \$351 | \$351 | \$351 | \$351 | \$351 | \$351 |
| Growth Rate | 0.38% | 0.27% | 0.55% | 1.05% | 1.91% | 3.21% | 3.56% |
| Existing/Future Development Offset Factor | N/A | 38.91 | 19.11 | 9.95 | 5.46 | 3.26 | 2.93 |
| Total Offset | N/A | \$13,645 | \$6,702 | \$3,489 | \$1,915 | \$1,142 | \$1,028 |
| Net Impact Cost | \$0 | \$0 | \$0 | \$1,585 | \$3,160 | \$3,933 | \$4,046 |



Net Impact Cost By Service Area

| Land Use | Service Area | | | | | | |
|--------------------------------------|--------------|------------|-------------------|----------------|---------------|---------|---------|
| | Down-town | NE Heights | Near North Valley | Far NE Heights | I-25 Corridor | NW Mesa | SW Mesa |
| Single Family – 1,500 to 2,499 sf | \$0 | \$0 | \$0 | \$1,585 | \$3,160 | \$3,933 | \$4,046 |
| Office – Under 50,000 sf | \$0 | \$0 | \$0 | \$2,076 | \$4,412 | \$5,559 | \$5,727 |
| Retail – Under 100,000 sf | \$0 | \$0 | \$0 | \$200 | \$2,760 | \$4,016 | \$4,201 |
| Industrial | \$0 | \$0 | \$395 | \$2,187 | \$3,065 | \$3,496 | \$3,559 |



Revenue Projections

Revenues – Period 2004-2012

| Land Use | Service Area | | | | | | | Total |
|---------------------------------|--------------|--------------|-------------------|----------------|-----------------|-----------------|-----------------|-----------------|
| | Down-town | NE Heights | Near North Valley | Far NE Heights | I-25 Corridor | NW Mesa | SW Mesa | |
| Single Family | \$0.0 | \$0.0 | \$0.0 | \$2.5 M | \$0.16 M | \$37.2 M | \$23.1 M | \$63.0 M |
| Multi Family | \$0.0 | \$0.0 | \$0.0 | \$0.2 M | \$0.0 | \$5.3 M | \$2.3 M | \$7.8 M |
| Commercial | \$0.0 | \$0.0 | \$0.0 | \$0.1 M | \$0.01 M | \$1.9 M | \$1.2 M | \$3.2 M |
| Total Estimated Revenues | \$0.0 | \$0.0 | \$0.0 | \$2.8 M | \$0.17 M | \$44.5 M | \$26.6 M | \$74.0 M |

*All figures in Millions



Revenue Projections

- **Revenues – Period 2004-2012**
 - **G.O. Bonds** **\$59 Million**
 - **¼ ¢ Sales Tax** **\$18 Million**
 - **State** **\$19 Million**
 - **Impact Fees** **\$74 Million**
 - TOTAL** **\$170 Million**

Impact Fee = 43.5% of Total Investment



Impact Fee CIP

| Service Area | Segment | From | To |
|---------------------|---------------------------------|----------------|----------------------|
| SW Mesa | 98th Street | Sage | Dennis Chavez |
| | Unser | Sage | Dennis Chavez |
| | Unser | Central | I-40 |
| | Intersection Improvement | | |



Impact Fee CIP

| Service Area | Segment | From | To |
|----------------------|---------------------------------|-----------------|------------------------|
| I-25 Corridor | Intersection Improvement | | |
| | | | |
| Far Northeast | Wyoming | Burlison | Paseo del Norte |
| | Intersection Improvement | | |
| | | | |
| NW Mesa | Unser | Atrisco | County Line |
| | Paseo del Norte | Universe | Kimmick |
| | Intersection Improvement | | |

Total Revenues = \$170 Million



New Development Contribution (2004 – 2012)

- Total VMT Added = 121,000
- Total VMC = 41,000

$$\frac{\text{VMC}}{\text{VMT}} = 33.6\%$$

- Impact Fee Fund = 43.5%
- Development Pays 14.6%

$$43.5\% \times 33.6\% = 14.6\%$$