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Addendum | Albuquerque Transfer Station Feasibility Analysis

February 2014 Update



Prepared for |
The City of Albuquerque
Solid Waste Department

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Addendum - Transfer Station Feasibility Study 2014 Update

1. Introduction

In 2011 the City completed a study to determine the feasibility of building a central transfer station. The new station would ideally be located on property within a three (3) mile radius from the I-25/I-40 intersection. After consideration of several sites, the Solid Waste Collection Yard on Edith Street was selected as a preferred site. The study results demonstrated that it would be cost effective to build a central transfer station to reduce the time and expense of driving each collection vehicle up "nine mile hill" to the landfill. The city would be able to co-locate the new transfer station with a new maintenance and service center.

This Addendum report was prepared to complete a review and update of the key financial assumptions used in the 2011 Feasibility Study. The updated information focuses on the current labor rates, the cost of fuel and any changes to the solid waste system that may influence the feasibility of building a new transfer station. The updated information was applied to the financial models to verify the findings stated in the 2011 Report. As in the 2011 study, J.R. Miller and Associates used actual data from City operations over the past two years to complete this update.

The amount of waste delivered to the landfill by city collection trucks in 2011 and 2012 was 383,956 and 368,115 tons per year respectively. In 2010 the total waste delivered by City collection trucks to the landfill was 404,000 tons. Although the amount of waste delivered over the past two years was less, the actual number of trips reported for 2013 were similar. This is most likely attributed to the fact that collection trucks still pick up the same number of routes even though less waste is generated. Also, the decline in waste volumes is probably related to less waste from commercial sector. This is an added benefit of the transfer station as the trailers can be loaded to maximum payloads thus making fewer trips when waste volumes are lower.

The Update focuses on the two primary cost factors considered in the feasibility analysis. The first is the cost of transporting waste to the landfill versus the new transfer station. The second is the capital cost to construct the new facilities. The estimated costs of operating a new central Transfer Station were also evaluated and updated to reflect current City's current labor cost.

2. Updated Transportation Costs

The evaluation of the transportation cost is based on comparing the expense of driving collection trucks directly to landfill versus driving to the Edith Street site. Almost all vehicles use either I-25 or I-40 for their primary route to the landfill, therefore it is assumed that the start of the long haul to the landfill will be the Big I intersection. This is considered the center of waste generation as was in the case of the 2011 Study.

The transportation travel times remain the same as used in the 2011 study. From this interchange it is approximately twenty (20) miles to the landfill. The trucks must travel up I-40 on what is

referred to as “nine mile hill” with an average grade of 7%. Once off I-40 freeway, collection trucks must travel nine (9) miles along a local access road to the gatehouse and onto the landfill. The roundtrip to the landfill and back to the Big I intersection takes about eighty (80) minutes, not including the time spent at the landfill. Time spent at the landfill is about twenty (20) minutes which includes; travel to the working face, unloading, and back through the gatehouse. Total time per load for transport to the landfill and unloading is approximately one hundred (100) minutes.

The cost of directly hauling to the landfill was established using actual operating and maintenance expenses in conjunction with actual labor costs. The cost per load was based on the roundtrip time to the landfill plus the unloading time multiplied by the hourly cost to operate each type of vehicle. The hourly operating expense for each type of collection truck does vary because actual fuel expenses and maintenance costs vary for each type of truck although the labor expenses are essentially the same. The cost factors to arrive at the operating expenses have been updated based on actual 2014 dollars.

The loads-per-day for each vehicle type are based on the current number of vehicles SWD operates in each category multiplied by the average number of loads per day that vehicle category picks up. The trips made to the landfill were also updated.

The following is a list of the transportation related expenses that were updated.

	<u>2011</u>	<u>2013-14</u>	<u>% Change</u>
1. Labor (represents drivers/ maintenance Includes benefits /overhead) *	\$26.89/hr	\$29.70/hr	10.4%
2. Trips to Landfill (all City collection trucks)	246	248	0.8 %
3. Fuel Prices	\$2.39/gal	\$3.13/gal	31%

*The Department reported that the labor rate change includes a onetime catch-up to the benefits and IDOH rates over several years. Annual adjustments for labor rates are typically 1% to 2%.

Using the updated information the transportation cost tables were revised

Transportation Cost for Direct Haul to Landfill (2014)

Vehicle Type	Per Hour Vehicle Cost	Roundtrip & Unloading Time	Transportation Cost per Load	Total Loads per Day	Transportation Cost per Day
Automated	\$ 72	100 min	\$120	86	\$10,320
Front Loader	\$ 72	100 min	\$120	51	\$ 6,120
FL w/ Assistant	\$101	100 min	\$168	14	\$ 2,350
Rear Loader Comml & W/L	\$ 84	100 min	\$140	6	\$ 840
Roll-off - Box	\$ 59	100 min	\$ 98	91	\$ 8,900
Transfer Trucks	\$ 56		N/A		\$ 0

Total Estimated Cost Direct Haul / Day

\$28,530



The updated table above shows that the City currently spends approximately \$28,530 per day for collection vehicles to transport waste directly to the landfill. The 2011 report estimated this cost to be \$26,500 per day. The 2014 cost represents a nearly 8% increase in the transportation expenses for collection trucks or about 4% per year.

Based on five (5) days per week and fifty-two (52) weeks per year of operations, the City will spend approximately \$7.42 million per year for transporting waste directly to the landfill. The transportation time to direct haul requires approximately 410 man-hours per day in addition to the time spent on the collection routes.

2.1 Transportation Cost w/New Transfer Station

If SWD were to construct a new centrally located transfer station, collection vehicles would be able to avoid travel time to the landfill. The trucks would not be subject to the wear and tear associated with climbing nine mile hill or need to travel on unpaved landfill roads. The 2011 analysis assumed the new transfer station would be located within ten (10) minutes of the centroid or in this case, the Big I intersection. The Edith Street site meets these criteria. This recognizes a seventy (70) minute decrease in travel time to the landfill. The ten (10) minute travel time also accounts for the fact that some collection vehicles do not travel through the interchange but might use surface streets to access the transfer station.

Another time savings factor to consider is that it will take less time to unload at a transfer station than at a landfill. This is due in part to the fact that the vehicles will not have to travel out to the working face to unload but rather drive inside a large building to unload. Also trucks would travel on paved roads rather than landfill roads which is less wear on tires.

At the new central transfer station it is expected that trailers will achieve an average payload of 24 tons. Roundtrip to the landfill for transfer trucks will be approximately eighty (80) minutes. The average time to load a transfer trailer (assumes top load) is ten (10) minutes and the time to unload at the landfill is assumed to be fifteen (15) minutes for a total time of one hundred and five (105) minutes. Currently, transfer trailers hauling from the Eagle Rock station make the round trip to the landfill in one hundred and fifteen (115) minutes. Since the Eagle Rock station is located about seven (7) miles north of the Big I, the time from a new central location should be less.

In the previous study the 2010 waste stream was 404,000 tons which results in approximately 17,000 trips to the landfill. Averaging the past two years the waste delivered to the landfill would be 375,000 tons or 15,625 trips. For the purposes of this update and in order to actually compare the cost difference from the previous analysis we used 17,000 transfer trips. However, we also used the lower waste quantities that resulted in fewer trips to present what happens when the waste quantities are reduced.

Based on operations of five (5) days per week and fifty-two (52) weeks per year, this is equivalent to approximately sixty-five (65) trips to the landfill per day. To transfer the initial waste SWD would need seventeen (17) transfer trucks and trailers. Additional trucks and trailers will be needed to provide backup equipment for the operation. If SWD receives waste from the convenience centers and/or other private collection companies, additional trucks will be needed.

The following chart shows the cost that would be required to transport wastes to the landfill with a transfer station. This chart does not include the cost to operate the transfer station or finance the transfer station construction. The roundtrip and unloading times are based on the assumptions above.

Transportation Cost for Transfer to the Landfill (2014)

Vehicle Type	Per Hour Vehicle Cost	Roundtrip & Unloading Time	Transportation Cost per Trip	Total Loads per Day	Transportation Cost per Day
Automated	\$ 72	20 min	\$24	86	\$2,060
Front Loader	\$ 72	20 min	\$24	51	\$1,220
FL w/ Assistant	\$101	20 min	\$33	14	\$ 460
Rear Loader	\$ 84	20 min	\$28	6	\$ 170
Roll-off - Box	\$ 59	20 min	\$20	91	\$1,820
Transfer Trucks	\$ 56	105 min	\$98	65	\$6,370

Total Estimated Cost / Day

\$12,100

Based on this analysis the cost for collection trucks to deliver waste to the transfer stations and transport waste from the transfer station to the landfill is approximately \$12,100 per day or \$3.15 million per year. This represents an annual savings of \$4.27 million per year over collection trucks hauling directly to the landfill.

However, if we use the actual waste quantities averaged over the past two years it would only make 15,625 trips per year or about sixty (60) per day. Under these conditions the cost for transportation with the transfer station would have been \$11,610 per day. The actual annual cost would have been \$3.02 million. This would have been a difference of \$4.4 million or an additional savings of \$130,000 annually.

2.2 Summary of Updated Transportation Costs

The transportation analysis using 2014 data shows there is a slight increase in the cost savings when comparing direct haul versus having the transfer station. The transportation cost difference in the 2011 study was a \$15,200 per day or \$4.0 million per year. The Updated 2014 model shows this difference to be \$16,430 per day or annual cost of approximately \$4.3 million per year or a 7.5% increase. This is mainly a result of the labor cost increase of 10.4% which is partially due to a “catch up” on benefits therefore it is not reasonable to expect a 5% increase in these cost each year.

Fuel prices also contribute to the transportation cost savings but not as much. For the purposes of this updated report we used a \$3.00 per gallon versus the current price of \$3.13 per gallon. Since these prices are volatile we wanted the analysis to recognize this fact by not using the higher price.

The time savings have not changed since our previous report so the financial analysis will reflect only these cost changes.

The results of the transportation analysis will be included in the updated financial model.

3. Update Construction Cost Estimates at Edith Street

In the 2011 Feasibility Study JRMA prepared a conceptual building and site plan to construct a new central transfer station at the Edith Street Solid Waste Department Offices and Collection Yard. There are several advantages to using this site. One, it is centrally located to provide convenient cost efficient collection services. Two, after collection trucks finish their routes they can be parked on site. Three, by using this property the City would save an estimated \$5.0 million by not purchasing new property.

In order to use the property it will be necessary to relocate the current operations into new facilities on the existing property. This is ideal since the current maintenance facilities are outdated to efficiently service modern collection trucks. The buildings and bay sizes need to be modified and improved to accommodate the entire fleet. A new central transfer station will be sized to handle all waste delivered by the SWD's collection fleet. It must also contain certain features necessary for the SWD to provide full services for its constituents.

3.1 Site Features and Facilities

A conceptual design and site layout was developed to estimate the relative construction cost for the analysis. Based on information provided to us by the SWD for the original feasibility study in 2011, the features and facilities to be built for the new central transfer station were determined. It is our understanding that nothing has changed with regards to the facility's needs. The basis for the project remains as follows.

- Transfer Station Building - Building will be sized to handle current waste flow of about 2,000 TPD and future growth. For estimating purposes it is assumed the transfer station should be between 50,000 s.f. and 70,000 s.f. In the construction cost estimate, a 70,000 s.f. pre-engineered metal building (PEMB) was assumed.
- A central gate house and scale system will be installed. It will provide two inbound scales and one outbound scale for weighing customers. A fourth scale may be installed to weigh outbound transfer trucks.
- The site is large enough to provide adequate queue space for on-site stacking to prevent back-up onto public right-of-way.
- Employee space for on-site employees only including foreman offices, restrooms and locker space, break room and training/conference area. This space is typically about 4,000 s.f. for this size facility. The main employee area for collection fleet drivers, maintenance staff and administrative functions are to remain at the SWD offices on Edith Blvd.
- A Household Hazardous Waste Collection Facility (assume 5,000 s.f.)
- Recycling Drop-Off for source-separated materials delivered by the public (assume 5,000 s.f.)
- Maintenance area for onsite mobile equipment i.e. front loader, skid loader and forklift etc. Parking area for transfer trucks and trailers.

*Note: One option will be to park trailers at the landfill.

Using the information above and space assumptions from our experience, a generic site plan was developed. In order to allow for sufficient site area to build the facilities described and to allow for a safe and efficient traffic circulation plan, it is desirable to use between eight (8) acres and twelve (12) acres of land. The most efficient method to load a transfer trailer is to load from the top or by gravity. Therefore, it is desirable to locate the tipping floor at an elevated level which is typically about sixteen (16) feet above the load out tunnel floor. Thus, having a grade differential on the property can lead to a more efficient operation and can certainly reduce initial construction costs.

3.2 Construction Costs Estimate

The transfer station facility criteria described above was used by JRMA to prepare a planning level construction cost estimate for the 2011 feasibility report and also used for this updated report. The estimate was originally developed to provide information for evaluating the feasibility of building a central transfer station for the purposes of reducing overall system cost (i.e. this proposed new facility is more cost effective than continuing to have collection vehicles haul directly to the landfill). The facility criteria are consistent with our initial reviews. If it is decided to move the project forward, the design for a permanent transfer station should be defined and developed through additional efforts. After that step is completed a professional construction cost estimator should provide a more defined construction cost estimate. It is assumed the site will not require any remedial actions. The other key assumptions used to develop construction cost are as follows:

- The transfer station facility will be built on a 9 acre site
- A few line items in the estimate include:
 - A 70,000 s.f. PEMB transfer station building
 - Recycling drop center
 - Household Hazardous Waste building (HHW)
 - A gatehouse and scale complex to weigh vehicles and handle transactions
 - State Gross Receipts tax of 7%

The construction cost estimate prepared in 2011 listed four primary areas of work for completing the new transfer station. Each of these areas of construction were reviewed to determine if there have been changes to the unit cost used to complete the estimate. An update of each area of work is as follows:

3.2.1 Site Work - 2011 Estimate - \$1,770,000

Description: This area of work includes demolition of existing infrastructure, site preparation, site grading and paving, utilities and landscaping. To compare construction costs for these items the City's Department of Municipal Development (DMD) provided data from recent public works projects for several of the items used in the cost estimate. Based on the information each of the main categories of work; clearing, demolition, grading and paving, used in the previous estimate were slightly higher than those provided by DMD. This represented 62% of the total cost for this area. The other items included in this work area were for storm water management, landscaping, and utilities, all of which appear reasonable for this planning level estimate. There was no information in the DMD to verify these items. The planning level cost estimate for this work is still reasonable.

3.2.2 Entrance Roads and Scale Complex – 2011 Estimate - \$692,000

Description: The area of work includes a new entrance road and four new scales. The paving costs used are within the actual cost provided by DMD. JRMA compared the cost to install scales and scale house with other recent projects. These costs appear to be reasonable and no changes are needed.

3.2.3 Main Transfer Station - 2011 Estimate - \$10,830,000

Description: The primary construction item is a 70,000 s.f. PEMB for the transfer station. JRMA contacted local metal building suppliers and they confirmed the cost estimate used to purchase and install a PEMB for the New Mexico marketplace is comparable to that used in the 2011 cost estimate. The concrete foundation cost estimate was comparable to that provided by the New Mexico Department of Transportation. No changes are required for the transfer station building.

3.2.4 Buy Back Center and HHW Drop off – 2011 Estimate - \$1,680,000

Description: This area of work provides a large paved area for cars and pickups to drop off recyclables and a HHW Center. The functions and layout of these facilities is less defined. JRMA used costs from recent projects to estimate the cost of construction. For instance an HHW facility was designed and constructed in Santa Fe in 2012 where the cost was about \$800,000. For the City the cost estimate used was \$900,000 but it did not include the paving which is broken out separately. Based on the preliminary nature of the facilities to be built the construction cost estimate prepared in 2011 appears reasonable and no changes are required for the planning level cost estimate.

The construction cost estimate also includes line items for the contractor's general conditions, and engineering/construction administration. These estimates are still within typical percentages used in estimating the cost for construction on projects. Also the 15% contingency appears reasonable.

****Note the cost estimate does not include any contingency for remediation of site conditions.***

3.3 Construction Cost for Office and Maintenance Center

With this update JRMA reviewed the estimated construction cost for the new offices and truck maintenance center. As with the transfer station project the site civil work which includes grading, storm water management and paving has not increased based on unit cost received from recent City public works projects. However, JRMA believes the unit cost used for the employees break rooms and showers etc. may be low based on recent projects completed by JRMA. Therefore, we would suggest using a unit cost of \$300 per s.f. for these areas versus the \$175 per s.f. used in the 2011 report. The result is the estimated planning level construction cost increased from \$12.4

million to \$13.5 million or 9%. Assuming this additional cost is realized it would translate to about \$55,000 annually over twenty (20) years.

The updated construction cost estimates are provided in the Updated Appendix B of this Addendum.

4. Update Cost of Operations

The operating expenses for the new transfer station were prepared in 2011 feasibility report. Of the operating costs, labor expenses represented 43% of the total cost. Given that labor expenses for the City have increased by 10.4% it is assumed the operating expenses will incur these increases. In addition to the labor increase we assumed a modest 2% increase in other operating expenses.

Estimated Operating Expenses	2011	2014 Update
Labor Expense	\$1,100,000	\$ 1,214,000
Equipment Expenses	370,000	377,000
Equipment Maintenance	120,000	122,000
Equipment Replacement	300,000	306,000
Facility Replacement	300,000	306,000
Subtotal	\$ 2,190,000	\$ 2,325,000
Operating Contingency (20%)	<u>440,000</u>	<u>465,000</u>
Transfer Station Operating Expenses	\$ 2,630,000	\$ 2,790,000
<i>Other Services</i>		
Recycle Drop Off Center	\$ 100,000	\$ 112,000
HHW Drop Off (5 days/wk)	<u>\$ 150,000</u>	<u>\$ 168,000</u>
Subtotal Other Services	\$ 250,000	\$ 280,000
Total Operating Expenses	\$ 2,880,000	\$ 3,070,000

The result of these adjustments demonstrates the operating expenses have increased by a total of 6.6%. In the 2011 model JRMA rounded the operating expenses to \$3,000,000. Therefore, for planning purposes we used \$3,100,000 in the financial analysis.

The SWD currently also operates three convenience centers or small transfer stations. The annual operating expenses presented in the 2011 Report were \$3.1 million. This represents the net operating expenses and does not include transfers and transportation costs. Transportation of waste to the landfills from these facilities was reported to be \$427,000 and the truck repair and maintenance allocation was \$315,000.

To determine the cost impacts of building a new central transfer the operating expenses of the three convenience centers were updated. It is understood this information is used only for providing the financial analysis of the impacts of closing one or more of the convenience centers for consolidation purposes. The City has not made a decision to close any of these centers.

Operating expenses for a new transfer station were estimated to have increased by 6.6%. Using this inflation factor, the operating expenses for the three convenience centers of \$3.1 million in 2011 would increase to \$3.3 million in 2014. It stands to reason then the truck repair and maintenance expense allocation would also increase by 6.6% from \$315,000 to \$336,000. The total cost of operations for the three convenience centers is assumed to be \$3.6 million in 2014.

Transportation expenses were estimated to have increased by 7.5% since 2011. Therefore, the transportation cost from the convenience centers to the landfill which was \$427,000 in 2011 is estimated to \$459,000 in 2014.

The updated costs for operating and transporting waste from the convenience center will be used to update the scenarios in the financial analysis that show the impacts to the system cost if the convenience centers are closed when the new central transfer station is constructed.

5. Update Financial Models

Using the dated cost information the Feasibility model has been the updated. This includes the two primary options of 1) Building a New Transfer Station and 2) Building the Transfer Station and new facilities for the Solid Waste Department. Under each option there are three scenarios similar to the 2011 Report. The first assumes the convenience centers would be closed when the new transfer station becomes operational. A second scenario shows what happens if the convenience centers are closed and the labor cost savings are not fully realized. The third scenario demonstrates the cost impact when keeping the convenience centers open.

In the 2011 Report the City provided fixed cost for licensing, insurance and general overhead expenses that are attributed to operating the collection fleet. This information was included in the hourly operations cost for evaluating impacts of transporting waste under each option. Whereas, it is not inaccurate to include these fixed expenses it is our opinion that perhaps these savings may not be fully realized. When taken out of the transportation analysis it does not change the feasibility of moving forward with the transfer station project. It does change the cost difference of the alternatives, but not significantly. As such, in completing the updated report we removed these fixed operational expenses from the analysis. If the City wishes to include them the models can be adjusted.

The following table summarizes the financial impacts of the various scenarios and compares the results to the 2011 report. Specifically, the figures show the difference or savings in operating expenses between direct haul to landfill versus operating a central transfer and transporting waste for the first year of operations. The table also shows the life cycle cost savings projected over twenty-four (24) years. This includes the four (4) years to design and build the facilities and twenty (20) years to retire the debt.

Summary Table - Cost Savings of Transfer versus Direct Haul

Scenarios w/Transfer Station	2011		2014	
	1sr Yr \$	Life Cycle	1sr Yr \$	Life Cycle
1. TS w/Convenience Centers Closed	\$3.0 M	\$118 M	\$3.4 M	\$133 M
2. TS w/Convenience Centers Closed – no labor savings	\$1.2 M	\$ 67 M	\$1.7 M	\$ 83 M
3. TS w/Convenience Centers Open	(\$800,000)	\$ 10 M	(\$600,000)	\$ 18 M
Scenarios with Full Build Out of new Solid Waste Department Facilities				
4. TS &SWD w/Convenience Centers Closed	\$2.0 M	\$98 M	\$2.4.M	\$112 M
5. TS &SWD w/Convenience Centers Closed – no labor savings	\$200,000	\$47 M	\$610,000	\$61 M
6. T S \$ SWD w/Convenience Centers Open	(\$1.8 M)	(\$10.0 M)	(\$1.6 M)	(\$3.2 M)

Comparing the 2014 updated information to the 2011 Report the cost of each scenario has increased because of the various factors described in Addendum. However, the difference between the transfer and direct hauling has increased demonstrating the savings to the City of building the transfer station is more favorable than the cost represented in 2011.

**Addendum to
Albuquerque Transfer Station
Feasibility Analysis**

Appendix B
Updated Construction Cost Tables

Albuquerque Transfer Station
Edith St SWD Offices/Hauling Yard & Maintenance Center Facilities (Approx 8 Acres)
Preliminary Construction Costs (February 2014 \$)

Generic Site							Assumptions Notes 01/30/14
BUILDING/ SITE AREA		DESCRIPTION OF WORK	QUANTITY	SF / LF	UNIT COST	EXTENDED VALUE	
Site Work							Import - can be reduced with precise grading plan Employee parking 4 inch plus base All truck access areas 8 inch plus base
	Demolition	Remove Debris / demo structures	1	LS	\$200,000.00	\$200,000	
	Site Preparation	Clear and Grade	250,000	SF	\$0.50	\$125,000	
	Soil Removal /Fill		20,000	CY	\$8.00	\$160,000	
	Utilities	Water/Fire extension	1,000	LF	\$20.00	\$20,000	
		Sewer	1,000	LF	\$20.00	\$20,000	
		Power	1	LS	\$100,000.00	\$100,000	
	Paving	Employee parking	55,000	SF	\$4.00	\$220,000	
		Truck parking 8 in paving	125,000	SF	\$6.00	\$750,000	
		Access roads - maneuver areas etc	20,000	SF	\$6.00	\$120,000	
		Storm water	1	LS	\$200,000.00	\$200,000	
	Landscaping	Based on screening	10,000	SF	\$5.00	\$50,000	
SUBTOTAL SITE WORK							\$1,965,000
		General Condition				\$0	
		Engineering				\$0	
		Contingency				\$0	
TOTAL SITE WORK							\$1,965,000
ENTRANCE ROADS / SCALE COMPLEX							
	Access Roads	Includes entrance; access; and site parking		SF	\$6.00	\$0	
	Scale Approaches	Concrete		SF	\$12.00	\$0	
	Scale house	Scale house and bathrooms		SF	\$400.00	\$0	
	Scales	Two entrance plus 1 exit and transfer trucks		EA	\$60,000.00	\$0	
SUBTOTAL ONSITE ROADS AND SCALE COMPLEX							\$0
		General Condition				\$0	
		Engineering				\$0	
		Contingency				\$0	
TOTAL SITE IMPROVEMENTS AND SCALE COMPLEX							\$0
MAIN TRANSFER STATION							
	New Transfer Station	PEMB - with standard concrete base / skylights		SF	\$140.00	\$0	
	Foundations/ Tunnel	Standard slab on grade		SF	\$6.00	\$0	
	New Push Wall	Standard concrete push walls		LF	\$200.00	\$0	
				LF		\$0	
						\$0	
	Employee / Maintenance Area	SWD Office	8,400	SF	\$225.00	\$1,890,000	
	Mech	Break room / showers etc.	1,600	SF	\$300.00	\$480,000	
	Driver Center	Employee Center w/ showers etc	3,000	SF	\$300.00	\$900,000	
	Truck Bays	Truck maintenance facility	22,000	SF	\$175.00	\$3,850,000	
SUBTOTAL NEW TRANSFER STATION W/EMPLOYEE SPACE							\$7,120,000
		General Condition				\$0	
		Engineering				\$0	
		Contingency				\$0	
TOTAL NEW TRANSFER STATION							\$7,120,000
Buy Back Center and HHW Drop Off							
	Paving	Drives and maneuvering areas for drop offs		SF	\$6.00	\$0	
				SF		\$0	
	HHW building	Assume 4,000 sq ft		SF	\$225.00	\$0	
	Misc.	Walls, dividers, boxes etc		LS	\$100,000.00	\$0	
						\$0	
	Recycle Drop-Off	Area for public to drop-off recyclables		SF	\$100.00	\$0	
SUBTOTAL CONSTRUCTION COST - RECYCLING CENTER / HHW							\$0
SUMMARY OF ESTIMATED CONSTRUCTION COST							
Site Work - Grading, Drainage and Paving						\$1,965,000	
Entrance Road and Scale complex						\$0	
Buyback & Recycle Drop Off Center						\$0	
Transfer Station Expansion w/ Entrance / Employee and Maintenance bays						\$7,120,000	
Subtotal Construction Cost						\$9,085,000	
Cost of Land							
		General Condition			12%	\$1,090,200	
		Engineering /Construction Adm			12%	\$1,090,200	
		Contingency			15%	\$1,362,750	
		Gross Receipts Tax			7%	\$807,657	
SUMMARY - TOTAL ESTIMATED CONSTRUCTION COST						\$13,435,807	
						USE \$ 13,500,000	

Notes

Estimates are preliminary and carry a confidence range of +20 /-15%.
Site Plans are conceptual but based on projects of similar size and complexity
Incomplete base maps with limited topographic data were used
Unit cost are based on projects in other areas in absence of unit prices for New Mexico region
No environmental clean up/remediation is included

JRMA

1/30/2014

Albuquerque Transfer Station
Edith St Transfer Station Facilities (9 Acres)
Preliminary Construction Costs (February 2014 \$)

Generic Site							Assumptions Notes 12/30/11
BUILDING/ SITE AREA	DESCRIPTION OF WORK	QUANTITY	SF / LF	UNIT COST	EXTENDED VALUE		
Site Work							Import - can be reduced with precise grading plan Employee parking 4 inch plus base All truck access areas 8 inch plus base
Demolition	Remove Debris / demo structures	1	LS	\$200,000.00	\$200,000		
Site Preparation	Clear and Grade	350,000	SF	\$0.50	\$175,000		
Soil Removal /Fill		20,000	CY	\$8.00	\$160,000		
Utilities	Water/Fire extension	1,000	LF	\$20.00	\$20,000		
	Sewer	1,000	LF	\$20.00	\$20,000		
	Power	1	LS	\$100,000.00	\$100,000		
Paving	Employee parking	0	SF	\$4.00	\$0		
	Truck parking 8 in paving	0	SF	\$6.00	\$0		
	Access roads - maneuver areas etc	120,000	SF	\$6.00	\$720,000		
Landscaping	Storm water	1	LS	\$200,000.00	\$200,000		
	Based on screening	35,000	SF	\$5.00	\$175,000		
SUBTOTAL SITE WORK						\$1,770,000	
	General Condition				\$0		
	Engineering				\$0		
	Contingency				\$0		
TOTAL SITE WORK						\$1,770,000	
ENTRANCE ROADS / SCALE COMPLEX							
Access Roads	Includes entrance; access; and site parking	30,000	SF	\$6.00	\$180,000		
Scale Approaches	Concrete	6,000	SF	\$12.00	\$72,000		
Scale house	Scale house and bathrooms	500	SF	\$400.00	\$200,000		
Scales	Two entrance plus 1 exit and transfer trucks	4	EA	\$60,000.00	\$240,000		
SUBTOTAL ONSITE ROADS AND SCALE COMPLEX						\$692,000	
	General Condition				\$0		
	Engineering				\$0		
	Contingency				\$0		
TOTAL SITE IMPROVEMENTS AND SCALE COMPLEX						\$692,000	
MAIN TRANSFER STATION							
New Transfer Station	PEMB - with standard concrete base / skylights	70,000	SF	\$140.00	\$9,800,000	Only need to build about 300 ft because of site topography	
	Foundations/ Tunnel	70,000	SF	\$6.00	\$420,000		
	New Push Wall	200	LF	\$200.00	\$40,000		
	Retaining Walls	3,000	sf	\$40.00	\$120,000		
Employee / Maintenance Area	Office space for foreman/break room and lunch/lockers	2,000	SF	\$225.00	\$450,000		
	Mech		SF	\$150.00	\$0		
	Driver Center		SF	\$150.00	\$0		
	Truck Bays		SF	\$175.00	\$0		
SUBTOTAL NEW TRANSFER STATION W/EMPLOYEE SPACE						\$10,830,000	
	General Condition				\$0		
	Engineering				\$0		
	Contingency				\$0		
TOTAL NEW TRANSFER STATION						\$10,830,000	
Buy Back Center and HHW Drop Off							
Paving	Drives and maneuvering areas for drop offs	20,000	SF	\$4.00	\$80,000		
			SF		\$0		
	HHW building	Assume 4,000 sq ft	4,000	SF	\$225.00	\$900,000	
Misc.	Walls, dividers, boxes etc	1	LS	\$100,000.00	\$100,000		
Recycle Drop-Off	Area for public to drop-off recyclables	6,000	SF	\$100.00	\$600,000		
SUBTOTAL CONSTRUCTION COST - RECYCLING CENTER / HHW						\$1,680,000	
SUMMARY OF ESTIMATED CONSTRUCTION COST							
Site Work - Grading, Drainage and Paving						\$1,770,000	
Entrance Road and Scale complex						\$692,000	
Buyback & Recycle Drop Off Center						\$1,680,000	
Transfer Station Expansion w/ Entrance / Employee and Maintenance bays						\$10,830,000	
Subtotal Construction Cost						\$14,972,000	
Cost of Land							
	General Condition			12%	\$1,796,640		
	Engineering /Construction Adm			12%	\$1,796,640		
	Contingency			15%	\$2,245,800		
	Gross Receipts Tax			7%	\$1,456,776		
SUMMARY - TOTAL ESTIMATED CONSTRUCTION COST						\$22,267,856	Use \$22,300,000

Notes

Estimates are preliminary and carry a confidence range of +20 /-15%.
 Site Plans are conceptual but based on projects of similar size and complexity
 Incomplete base maps with limited topographic data were used
 Unit cost are based on projects in other areas in absence of unit prices for New Mexico region
 No environmental clean up/remediation is included

**Addendum to
Albuquerque Transfer Station
Feasibility Analysis**

**Appendix C
Updated Financial Models**

Albuquerque Transfer Station
Feasibility Evaluation for Edith Blvd w/ New SWD Facilities
SCENARIO # 1 - BASE CASE NEW TRANSFER STATION & CONVENIENCE CENTERS CLOSE 2014

	Current Waste Volumes	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total for 24 years	
Existing System Operations																											
Convenience Centers		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Eagle Rock	32,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Montessa Park	14,746	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Don Reservoir	7,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Operations		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Transportation Cost																											
Convenience Centers		\$5.50/ton	\$177,749	\$184,912	\$192,364	\$200,117	\$208,181	\$216,571	\$225,299	\$234,378	\$243,824	\$253,650	\$263,872	\$274,506	\$285,569	\$297,077	\$309,049	\$321,504	\$334,460	\$347,939	\$361,961	\$376,548	\$391,723	\$407,509	\$423,932	\$441,017	\$6,973,711
Eagle Rock	32,318	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$91,309	\$94,989	\$98,817	\$102,799	\$106,942	\$111,251	\$115,735	\$120,399	\$125,251	\$130,299	\$135,550	\$141,012	\$146,695	\$152,607	\$158,757	\$165,155	\$171,811	\$178,735	\$185,938	\$193,431	\$201,226	\$3,181,953
Montessa Park	14,746	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$226,228	\$235,345	\$244,830	\$254,696	\$264,961	\$275,639	\$286,747	\$298,303	\$310,324	\$322,830	\$335,841	\$349,375	\$363,455	\$378,102	\$393,339	\$409,191	\$425,681	\$442,836	\$460,683	\$479,248	\$498,562	\$7,883,664
Don Reservoir	7,623	\$18.32/ton	\$7,417,800	\$7,716,737	\$8,027,722	\$8,351,239	\$8,687,794	\$9,037,912	\$9,402,140	\$9,781,046	\$10,175,222	\$10,585,284	\$11,011,871	\$11,455,649	\$11,917,312	\$12,397,579	\$12,897,202	\$13,416,959	\$13,957,663	\$14,520,156	\$15,105,319	\$15,714,063	\$16,347,340	\$17,006,138	\$17,691,485	\$18,404,452	\$291,026,083
Collection Direct haul	405,000																										
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$8,868,893	\$9,226,309	\$9,598,129	\$9,984,934	\$10,387,327	\$10,805,936	\$11,241,415	\$11,694,444	\$12,165,731	\$12,656,009	\$13,166,047	\$13,696,638	\$14,248,613	\$14,822,832	\$15,420,192	\$16,041,626	\$16,688,103	\$17,360,634	\$18,060,267	\$18,788,096	\$19,545,257	\$309,065,411	
Total Existing		\$11,517,594	\$11,944,261	\$12,386,998	\$12,846,419	\$13,323,161	\$13,817,887	\$14,331,284	\$14,864,068	\$15,416,979	\$15,990,790	\$16,586,300	\$17,204,342	\$17,845,779	\$18,511,509	\$19,202,465	\$19,919,614	\$20,663,963	\$21,436,557	\$22,238,482	\$23,070,865	\$23,934,879	\$24,831,740	\$25,762,713	\$26,729,111	\$434,377,763	
New Central Transfer Station Operations																											
Central Station Operations	459,687	\$3,100,000			\$3,387,454	\$3,489,077	\$3,593,750	\$3,701,562	\$3,812,609	\$3,926,987	\$4,044,797	\$4,166,141	\$4,291,125	\$4,419,859	\$4,552,455	\$4,689,028	\$4,829,699	\$4,974,590	\$5,123,828	\$5,277,542	\$5,435,869	\$5,598,945	\$5,766,913	\$5,939,921	\$6,118,118	\$97,140,268	
Convenience Centers		\$3,640,000	\$3,749,200	\$3,861,676																							
Eagle Rock	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Montessa Park	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Don Reservoir	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Subtotal Operations		\$3,640,000	\$3,749,200	\$3,861,676	\$3,387,454	\$3,489,077	\$3,593,750	\$3,701,562	\$3,812,609	\$3,926,987	\$4,044,797	\$4,166,141	\$4,291,125	\$4,419,859	\$4,552,455	\$4,689,028	\$4,829,699	\$4,974,590	\$5,123,828	\$5,277,542	\$5,435,869	\$5,598,945	\$5,766,913	\$5,939,921	\$6,118,118	\$108,391,144	
Transportation Costs																											
Transport to Cerro Landfill	459,687	\$7.77/ton			\$4,020,145	\$4,182,157	\$4,350,698	\$4,526,031	\$4,708,430	\$4,898,180	\$5,095,576	\$5,300,928	\$5,514,555	\$5,736,792	\$5,967,985	\$6,208,494	\$6,458,697	\$6,718,982	\$6,989,757	\$7,271,444	\$7,564,484	\$7,869,332	\$8,186,466	\$8,516,381	\$8,859,591	\$128,945,106	
Transport form Convenience Centers																										0	
Eagle Rock	0	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,026
Montessa Park	0	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253,246
Don Reservoir	0	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$627,447
Collection Direct haul		\$7,417,800	\$7,716,737	\$8,027,722																							
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$4,020,145	\$4,182,157	\$4,350,698	\$4,526,031	\$4,708,430	\$4,898,180	\$5,095,576	\$5,300,928	\$5,514,555	\$5,736,792	\$5,967,985	\$6,208,494	\$6,458,697	\$6,718,982	\$6,989,757	\$7,271,444	\$7,564,484	\$7,869,332	\$8,186,466	\$8,516,381	\$8,859,591	\$130,380,824	
New TS - Capital Investments																											
Real Estate																											
Land Purchase		\$0																									
Site Permitting		\$100,000																									
Construction cost		\$35,800,000																									
Annualized Debt Service	0.08024	\$2,880,616			\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$57,612,320
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10 100,000 ea	\$1,000,000																									
Transfer trailers	10 55,000 Ea	\$550,000																									
Rolling Stock	350,000	\$350,000																									
Annualized Equipment Cost	0.09634	\$183,050			\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$2,745,755.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station		\$0	\$0	\$0	\$3,063,666	\$0	\$60,358,075																				
Total annual Cost for New Transfer Station		\$11,517,594	\$11,944,261	\$12,386,998	\$10,471,265	\$10,734,900	\$11,008,114	\$11,291,259	\$11,584,705	\$11,888,833	\$12,204,039	\$12,530,735	\$12,869,347	\$13,220,317	\$13,584,106	\$13,961,189	\$14,352,062	\$14,757,239	\$15,177,251	\$15,429,603	\$15,880,968	\$16,348,893	\$16,833,996	\$17,336,918	\$17,977,709	\$322,292,302	
Total Savings:		\$0	\$0	\$0	\$2,375,154	\$2,588,261	\$2,809,773	\$3,040,025	\$3,279,363	\$3,528,146	\$3,786,750	\$4,055,565	\$4,334,995	\$4,625,462	\$4,927,404	\$5,241,276	\$5,567,552	\$5,906,725	\$6,259,306	\$6,608,879	\$7,189,897	\$7,585,986	\$7,997,744	\$8,425,795	\$11,751,402	\$112,085,461	

Assumptions

1. All transportation labor and operating expenses related to direct haul are realized. Therefore the labor savings is realized by attrition and assigning transportation labor to jobs for new services. Some drivers can be assigned to transfer trucks.
2. Labor savings from closing existing convenience centers is realized by assigning drivers to transfer trucks and for operations of the new transfer stations.
3. This scenario includes an allocation of \$5,000,000 to purchase new property.
4. The City will purchase 10 new live bottom trailers and 10 new trucks - the remaining fleet of 10 trucks and 10 trailers will be provided from existing rolling stock.
5. All construction cost and projections are planning level estimates and carry a plus 15% and minus 10% range.
6. All capital construction costs includes 7% gross receipts tax

Albuquerque Transfer Station
Feasibility Evaluation for Edith Blvd w/New SWD Facilities
SCENARIO # 2 - NEW TRANSFER STATION & CONVENIENCE CENTERS CLOSE - LABOR COST SAVING NOT REALIZED

	Current Waste Volumes	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total for 24 years	
Existing System																											
Operations																											
Convenience Centers		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Eagle Rock	32,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Montessa Park	14,746	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Don Reservoir	7,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Operations		\$3,400,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$200,117	\$208,181	\$216,571	\$225,299	\$234,378	\$243,824	\$253,650	\$263,872	\$274,506	\$285,569	\$297,077	\$309,049	\$321,504	\$334,460	\$347,939	\$361,961	\$376,548	\$391,723	\$407,509	\$423,932	\$441,017	\$6,973,711
Montessa Park	14,746	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$91,309	\$94,989	\$98,817	\$102,799	\$106,942	\$111,251	\$115,735	\$120,399	\$125,251	\$130,299	\$135,550	\$141,012	\$146,695	\$152,607	\$158,757	\$165,155	\$171,811	\$178,735	\$185,938	\$193,431	\$201,226	\$3,181,953
Don Reservoir	7,623	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$226,228	\$235,345	\$244,830	\$254,696	\$264,961	\$275,639	\$286,747	\$298,303	\$310,324	\$322,830	\$335,841	\$349,375	\$363,455	\$378,102	\$393,339	\$409,191	\$425,681	\$442,836	\$460,683	\$479,248	\$498,562	\$7,883,664
Collection Direct haul	405,000	\$18.32/ton	\$7,417,800	\$7,716,737	\$8,027,722	\$8,351,239	\$8,687,794	\$9,037,912	\$9,402,140	\$9,781,046	\$10,175,222	\$10,585,284	\$11,011,871	\$11,455,649	\$11,917,312	\$12,397,579	\$12,897,202	\$13,416,959	\$13,957,663	\$14,520,156	\$15,105,319	\$15,714,063	\$16,347,340	\$17,006,138	\$17,691,485	\$18,404,452	\$291,026,083
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$8,868,893	\$9,226,309	\$9,598,129	\$9,984,934	\$10,387,327	\$10,805,936	\$11,241,415	\$11,694,444	\$12,165,731	\$12,656,009	\$13,166,047	\$13,696,638	\$14,248,613	\$14,822,832	\$15,420,192	\$16,041,626	\$16,688,103	\$17,360,634	\$18,060,267	\$18,788,096	\$19,545,257	\$309,065,411	
Total Existing		\$11,517,594	\$11,944,261	\$12,386,998	\$12,846,419	\$13,323,161	\$13,817,887	\$14,331,284	\$14,864,068	\$15,416,979	\$15,990,790	\$16,586,300	\$17,204,342	\$17,845,779	\$18,511,509	\$19,202,465	\$19,919,614	\$20,663,963	\$21,436,557	\$22,238,482	\$23,070,865	\$23,934,879	\$24,831,740	\$25,762,713	\$26,729,111	\$434,377,763	
New Central Transfer Station																											
Operations																											
Central Station Operations	459,687	\$3,100,000			\$3,387,454	\$3,489,077	\$3,593,750	\$3,701,562	\$3,812,609	\$3,926,987	\$4,044,797	\$4,166,141	\$4,291,125	\$4,419,859	\$4,552,455	\$4,689,028	\$4,829,699	\$4,974,590	\$5,123,828	\$5,277,542	\$5,435,869	\$5,598,945	\$5,766,913	\$5,939,921	\$6,118,118	\$97,140,268	
Convenience Centers		\$3,640,000	\$3,749,200	\$3,861,676																							
Eagle Rock	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Montessa Park	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Don Reservoir	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Subtotal Operations		\$3,640,000	\$3,749,200	\$3,861,676	\$3,387,454	\$3,489,077	\$3,593,750	\$3,701,562	\$3,812,609	\$3,926,987	\$4,044,797	\$4,166,141	\$4,291,125	\$4,419,859	\$4,552,455	\$4,689,028	\$4,829,699	\$4,974,590	\$5,123,828	\$5,277,542	\$5,435,869	\$5,598,945	\$5,766,913	\$5,939,921	\$6,118,118	\$108,391,144	
Transportation Costs																											
Transport to Cerro Landfill	459,687	\$7.77/ton			\$4,020,145	\$4,182,157	\$4,350,698	\$4,526,031	\$4,708,430	\$4,898,180	\$5,095,576	\$5,300,928	\$5,514,555	\$5,736,792	\$5,967,985	\$6,208,494	\$6,458,697	\$6,718,982	\$6,989,757	\$7,271,444	\$7,564,484	\$7,869,332	\$8,186,466	\$8,516,381	\$8,859,591	\$128,945,106	
Transport form Convenience Centers																										0	
Eagle Rock	0	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,026
Montessa Park	0	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253,246
Don Reservoir	0	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$627,447
Collection Direct haul		\$7,417,800	\$7,716,737	\$8,027,722																							
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$4,020,145	\$4,182,157	\$4,350,698	\$4,526,031	\$4,708,430	\$4,898,180	\$5,095,576	\$5,300,928	\$5,514,555	\$5,736,792	\$5,967,985	\$6,208,494	\$6,458,697	\$6,718,982	\$6,989,757	\$7,271,444	\$7,564,484	\$7,869,332	\$8,186,466	\$8,516,381	\$8,859,591	\$130,380,824	
New TS - Capital Investments																											
Real Estate																											
Land Purchase		\$0																									
Site Permitting		\$100,000																									
Construction cost		\$35,800,000																									
Annualized Debt Service	0.08024	\$2,880,616			\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$57,612,320
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10 100000 Ea	\$1,000,000																									
Transfer trailers	10 55,000 Ea	\$550,000																									
Rolling Stock	350,000	\$350,000																									
Annualized Equipment Cost	0.09634	\$183,050			\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$2,745,755.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station		\$0	\$0	\$0	\$3,063,666	\$60,358,075																					
Total annual Cost for New Transfer Station		\$11,517,594	\$11,944,261	\$12,386,998	\$10,471,265	\$10,734,900	\$11,008,114	\$11,291,259	\$11,584,705	\$11,888,833	\$12,204,039	\$12,530,735	\$12,869,347	\$13,220,317	\$13,584,106	\$13,961,189	\$14,352,062	\$14,757,239	\$15,177,251	\$15,429,603	\$15,880,968	\$16,348,893	\$16,833,996	\$17,336,918	\$17,977,709	\$322,292,302	
Total Savings:		\$0	\$0	\$0	\$2,375,154	\$2,588,261	\$2,809,773	\$3,040,025	\$3,279,363	\$3,528,146	\$3,786,750	\$4,055,565	\$4,334,995	\$4,625,462	\$4,927,404	\$5,241,276	\$5,567,552	\$5,906,725	\$6,259,306	\$6,808,879	\$7,189,897	\$7,585,986	\$7,997,744	\$8,425,795	\$11,751,402	\$112,085,461	
Labor:		\$1,614,843			\$1,764,582	\$1,817,520	\$1,872,045	\$1,928,207	\$1,986,053	\$2,045,634	\$2,107,004	\$2,170,214	\$2,235,320	\$2,302,380	\$2,371,451	\$2,442,595	\$2,515,872	\$2,591,349	\$2,669,089	\$2,74							

Albuquerque Transfer Station
Feasibility Evaluation for Edith Blvd w/New SWD Facilities
SCENARIO # 3 - NEW TRANSFER STATION & CONVENIENCE CENTERS OPEN

	Current Waste Volumes	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total for 24 years	
Existing System																											
Operations																											
Convenience Centers		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Eagle Rock	32,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Montessa Park	14,746	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Don Reservoir	7,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Operations		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$200,117	\$208,181	\$216,571	\$225,299	\$234,378	\$243,824	\$253,650	\$263,872	\$274,506	\$285,569	\$297,077	\$309,049	\$321,504	\$334,460	\$347,939	\$361,961	\$376,548	\$391,723	\$407,509	\$423,932	\$441,017	\$6,973,711
Montessa Park	14,746	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$91,309	\$94,989	\$98,817	\$102,799	\$106,942	\$111,251	\$115,735	\$120,399	\$125,251	\$130,299	\$135,550	\$141,012	\$146,695	\$152,607	\$158,757	\$165,155	\$171,811	\$178,735	\$185,938	\$193,431	\$201,226	\$3,181,953
Don Reservoir	7,623	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$226,228	\$235,345	\$244,830	\$254,696	\$264,961	\$275,639	\$286,747	\$298,303	\$310,324	\$322,830	\$335,841	\$349,375	\$363,455	\$378,102	\$393,339	\$409,191	\$425,681	\$442,836	\$460,683	\$479,248	\$498,562	\$7,883,664
Collection Direct haul	405,000	\$18.32/ton	\$7,417,800	\$7,716,737	\$8,027,722	\$8,351,239	\$8,687,794	\$9,037,912	\$9,402,140	\$9,781,046	\$10,175,222	\$10,585,284	\$11,011,871	\$11,455,649	\$11,917,312	\$12,397,579	\$12,897,202	\$13,416,959	\$13,957,663	\$14,520,156	\$15,105,319	\$15,714,063	\$16,347,340	\$17,006,138	\$17,691,485	\$18,404,452	\$291,026,083
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$8,868,893	\$9,226,309	\$9,598,129	\$9,984,934	\$10,387,327	\$10,805,936	\$11,241,415	\$11,694,444	\$12,165,731	\$12,656,009	\$13,166,047	\$13,696,638	\$14,248,613	\$14,822,832	\$15,420,192	\$16,041,626	\$16,688,103	\$17,360,634	\$18,060,267	\$18,788,096	\$19,545,257	\$309,065,411	
Total Existing		\$11,517,594	\$11,944,261	\$12,386,998	\$12,846,419	\$13,323,161	\$13,817,887	\$14,331,284	\$14,864,068	\$15,416,979	\$15,990,790	\$16,586,300	\$17,204,342	\$17,845,779	\$18,511,509	\$19,202,465	\$19,919,614	\$20,663,963	\$21,436,557	\$22,238,482	\$23,070,865	\$23,934,879	\$24,831,740	\$25,762,713	\$26,729,111	\$434,377,763	
New Central Transfer Station																											
Operations																											
Central Station Operations	405,000	\$3,100,000			\$3,387,454	\$3,489,077	\$3,593,750	\$3,701,562	\$3,812,609	\$3,926,987	\$4,044,797	\$4,166,141	\$4,291,125	\$4,419,859	\$4,552,455	\$4,689,028	\$4,829,699	\$4,974,590	\$5,123,828	\$5,277,542	\$5,435,869	\$5,598,945	\$5,766,913	\$5,939,921	\$6,118,118	\$97,140,268	
Convenience Centers		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Eagle Rock	32,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Montessa Park	14,746	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Don Reservoir	7,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Operations		\$3,640,000	\$3,749,200	\$3,861,676	\$7,364,980	\$7,585,929	\$7,813,507	\$8,047,912	\$8,289,350	\$8,538,030	\$8,794,171	\$9,057,996	\$9,329,736	\$9,609,628	\$9,897,917	\$10,194,855	\$10,500,700	\$10,815,721	\$11,140,193	\$11,474,399	\$11,818,631	\$12,173,190	\$12,538,385	\$12,914,537	\$13,301,973	\$222,452,619	
Transportation Costs																											
Transport to Cerro Landfill	405,000	\$7.77/ton			\$3,541,885	\$3,684,623	\$3,833,114	\$3,987,588	\$4,148,288	\$4,315,464	\$4,489,377	\$4,670,299	\$4,858,512	\$5,054,310	\$5,257,999	\$5,469,896	\$5,690,333	\$5,919,654	\$6,158,216	\$6,406,392	\$6,664,569	\$6,933,151	\$7,212,557	\$7,503,224	\$7,805,603	\$113,605,057	
Transport form Convenience Centers																										0	
Eagle Rock	32,318	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$200,117	\$208,181	\$216,571	\$225,299	\$234,378	\$243,824	\$253,650	\$263,872	\$274,506	\$285,569	\$297,077	\$309,049	\$321,504	\$334,460	\$347,939	\$361,961	\$376,548	\$391,723	\$407,509	\$423,932	\$441,017	\$6,973,711
Montessa Park	14,746	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$91,309	\$94,989	\$98,817	\$102,799	\$106,942	\$111,251	\$115,735	\$120,399	\$125,251	\$130,299	\$135,550	\$141,012	\$146,695	\$152,607	\$158,757	\$165,155	\$171,811	\$178,735	\$185,938	\$193,431	\$201,226	\$3,181,953
Don Reservoir	7,623	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$226,228	\$235,345	\$244,830	\$254,696	\$264,961	\$275,639	\$286,747	\$298,303	\$310,324	\$322,830	\$335,841	\$349,375	\$363,455	\$378,102	\$393,339	\$409,191	\$425,681	\$442,836	\$460,683	\$479,248	\$498,562	\$7,883,664
Collection Direct haul		\$7,417,800	\$7,716,737	\$8,027,722																							
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$4,059,539	\$4,223,139	\$4,393,331	\$4,570,382	\$4,754,569	\$4,946,178	\$5,145,509	\$5,352,873	\$5,568,594	\$5,793,008	\$6,026,466	\$6,269,333	\$6,521,987	\$6,784,823	\$7,058,251	\$7,342,699	\$7,638,610	\$7,946,446	\$8,266,687	\$8,599,835	\$8,946,408	\$131,644,385	
New TS - Capital Investments																											
Real Estate																											
Land Purchase		\$0																									
Site Permitting		\$100,000																									
Construction cost		\$35,800,000																									
Annualized Debt Service	0.08024	\$2,880,616			\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$2,880,616	\$57,612,320
Transfer Station Equipment																											
Transfer trucks	10 100,000Ea	\$1,000,000																									
Transfer trailers	10 55,000 Ea	\$550,000																									
Rolling Stock	350,000	\$350,000																									
Annualized Equipment Cost	0.09634	\$183,050			\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$2,745,755.20
Subtotal Capital Cost for New Transfer Station		\$0	\$0	\$0	\$3,063,666	\$0	\$60,358,075																				
Total annual Cost for New Transfer Station		\$11,517,594	\$11,944,261	\$12,386,998	\$14,488,186	\$14,872,734	\$15,270,505	\$15,681,961	\$16,107,585	\$16,547,875	\$17,003,346	\$17,474,536	\$17,961,996	\$18,466,303	\$18,988,050	\$19,527,854	\$20,086,354	\$20,664,211	\$21,262,111	\$21,697,714	\$22,337,856	\$23,000,251	\$23,685,689	\$24,394,988	\$22,248,381	\$437,617,339	
Total Savings:		\$0	\$0	\$0	-\$1,641,766	-\$1,549,573	-\$1,452,618	-\$1,350,677	-\$1,243,517	-\$1,130,895	-\$1,012,557	-\$888,236	-\$757,654	-\$620,524	-\$476,540	-\$325,389	-\$166,739	-\$247	\$174,447	\$540,768	\$733,009	\$934,627	\$1,146,051	\$1,367,725	\$4,480,730	-\$3,239,576	

Albuquerque Transfer Station
Feasibility Evaluation for Edith Blvd
SCENARIO # 1 - BASE CASE NEW TRANSFER STATION & CONVENIENCE CENTERS CLOSE 2014

	Current Waste Volumes	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total for 24 years	
Existing System																											
Operations																											
Convenience Centers		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Eagle Rock	32,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Montessa Park	14,746	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Don Reservoir	7,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Operations		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$200,117	\$208,181	\$216,571	\$225,299	\$234,378	\$243,824	\$253,650	\$263,872	\$274,506	\$285,569	\$297,077	\$309,049	\$321,504	\$334,460	\$347,939	\$361,961	\$376,548	\$391,723	\$407,509	\$423,932	\$441,017	\$6,973,711
Montessa Park	14,746	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$91,309	\$94,989	\$98,817	\$102,799	\$106,942	\$111,251	\$115,735	\$120,399	\$125,251	\$130,299	\$135,550	\$141,012	\$146,695	\$152,607	\$158,757	\$165,155	\$171,811	\$178,735	\$185,938	\$193,431	\$201,226	\$3,181,953
Don Reservoir	7,623	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$226,228	\$235,345	\$244,830	\$254,696	\$264,961	\$275,639	\$286,747	\$298,303	\$310,324	\$322,830	\$335,841	\$349,375	\$363,455	\$378,102	\$393,339	\$409,191	\$425,681	\$442,836	\$460,683	\$479,248	\$498,562	\$7,883,664
Collection Direct haul	405,000	\$18.32/ton	\$7,417,800	\$7,716,737	\$8,027,722	\$8,351,239	\$8,687,794	\$9,037,912	\$9,402,140	\$9,781,046	\$10,175,222	\$10,585,284	\$11,011,871	\$11,455,649	\$11,917,312	\$12,397,579	\$12,897,202	\$13,416,959	\$13,957,663	\$14,520,156	\$15,105,319	\$15,714,063	\$16,347,340	\$17,006,138	\$17,691,485	\$18,404,452	\$291,026,083
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$8,868,893	\$9,226,309	\$9,598,129	\$9,984,934	\$10,387,327	\$10,805,936	\$11,241,415	\$11,694,444	\$12,165,731	\$12,656,009	\$13,166,047	\$13,696,638	\$14,248,613	\$14,822,832	\$15,420,192	\$16,041,626	\$16,688,103	\$17,360,634	\$18,060,267	\$18,788,096	\$19,545,257	\$309,065,411	
Total Existing		\$11,517,594	\$11,944,261	\$12,386,998	\$12,846,419	\$13,323,161	\$13,817,887	\$14,331,284	\$14,864,068	\$15,416,979	\$15,990,790	\$16,586,300	\$17,204,342	\$17,845,779	\$18,511,509	\$19,202,465	\$19,919,614	\$20,663,963	\$21,436,557	\$22,238,482	\$23,070,865	\$23,934,879	\$24,831,740	\$25,762,713	\$26,729,111	\$434,377,763	
New Central Transfer Station																											
Operations																											
Central Station Operations	459,687	\$3,100,000			\$3,387,454	\$3,489,077	\$3,593,750	\$3,701,562	\$3,812,609	\$3,926,987	\$4,044,797	\$4,166,141	\$4,291,125	\$4,419,859	\$4,552,455	\$4,689,028	\$4,829,699	\$4,974,590	\$5,123,828	\$5,277,542	\$5,435,869	\$5,598,945	\$5,766,913	\$5,939,921	\$6,118,118	\$97,140,268	
Convenience Centers		\$3,640,000	\$3,749,200	\$3,861,676																							
Eagle Rock	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Montessa Park	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Don Reservoir	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Subtotal Operations		\$3,640,000	\$3,749,200	\$3,861,676	\$3,387,454	\$3,489,077	\$3,593,750	\$3,701,562	\$3,812,609	\$3,926,987	\$4,044,797	\$4,166,141	\$4,291,125	\$4,419,859	\$4,552,455	\$4,689,028	\$4,829,699	\$4,974,590	\$5,123,828	\$5,277,542	\$5,435,869	\$5,598,945	\$5,766,913	\$5,939,921	\$6,118,118	\$108,391,144	
Transportation Costs																											
Transport to Cerro Landfill	459,687	\$7.77/ton			\$4,020,145	\$4,182,157	\$4,350,698	\$4,526,031	\$4,708,430	\$4,898,180	\$5,095,576	\$5,300,928	\$5,514,555	\$5,736,792	\$5,967,985	\$6,208,494	\$6,458,697	\$6,718,982	\$6,989,757	\$7,271,444	\$7,564,484	\$7,869,332	\$8,186,466	\$8,516,381	\$8,859,591	\$128,945,106	
Transport form Convenience Centers																										0	
Eagle Rock	0	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,026
Montessa Park	0	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253,246
Don Reservoir	0	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$627,447
Collection Direct haul		\$7,417,800	\$7,716,737	\$8,027,722																							
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$4,020,145	\$4,182,157	\$4,350,698	\$4,526,031	\$4,708,430	\$4,898,180	\$5,095,576	\$5,300,928	\$5,514,555	\$5,736,792	\$5,967,985	\$6,208,494	\$6,458,697	\$6,718,982	\$6,989,757	\$7,271,444	\$7,564,484	\$7,869,332	\$8,186,466	\$8,516,381	\$8,859,591	\$130,380,824	
New TS - Capital Investments																											
Real Estate																											
Land Purchase		\$0																									
Site Permitting		\$100,000																									
Construction cost		\$22,300,000																									
Annualized Debt Service	0.08024	\$1,797,376			\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$35,947,520
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10 100,000 ea	\$1,000,000																									
Transfer trailers	10 55,000 Ea	\$550,000																									
Rolling Stock	350,000	\$350,000																									
Annualized Equipment Cost	0.09634	\$183,050			\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$2,745,755.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station		\$0	\$0	\$0	\$1,980,426	\$0	\$38,693,275																				
Total annual Cost for New Transfer Station		\$11,517,594	\$11,944,261	\$12,386,998	\$9,388,025	\$9,651,660	\$9,924,874	\$10,208,019	\$10,501,465	\$10,805,593	\$11,120,799	\$11,447,495	\$11,786,107	\$12,137,077	\$12,500,866	\$12,877,949	\$13,268,822	\$13,673,999	\$14,094,011	\$14,346,363	\$14,797,728	\$15,265,653	\$15,750,756	\$16,253,678	\$14,977,709	\$300,627,502	
Total Savings:		\$0	\$0	\$0	\$3,458,394	\$3,671,501	\$3,893,013	\$4,123,265	\$4,362,603	\$4,611,386	\$4,869,990	\$5,138,805	\$5,418,235	\$5,708,702	\$6,010,644	\$6,324,516	\$6,650,792	\$6,989,965	\$7,342,546	\$7,892,119	\$8,273,137	\$8,669,226	\$9,080,984	\$9,509,035	\$11,751,402	\$133,750,261	

Assumptions

1. All transportation labor and operating expenses related to direct haul are realized. Therefore the labor savings is realized by attrition and assigning transportation labor to jobs for new services. Some drivers can be assigned to transfer trucks.
2. Labor savings from closing existing convenience centers is realized by assigning drivers to transfer trucks and for operations of the new transfer stations.
3. This scenario includes an allocation of \$5,000,000 to purchase new property.
4. The City will purchase 10 new live bottom trailers and 10 new trucks - the remaining fleet of 10 trucks and 10 trailers will be provided from existing rolling stock.
5. All construction cost and projections are planning level estimates and carry a plus 15% and minus 10% range.
6. All capital construction costs includes 7% gross receipts tax

JRMA 2/13/2014

Albuquerque Transfer Station

Feasibility Evaluation for Edith Blvd

SCENARIO # 2 - NEW TRANSFER STATION & CONVENIENCE CENTERS CLOSE - LABOR COST SAVING NOT REALIZED

	Current Waste Volumes	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total for 24 years	
Existing System																											
Operations																											
Convenience Centers		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Eagle Rock	32,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Montessa Park	14,746	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Don Reservoir	7,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Operations		\$3,400,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$200,117	\$208,181	\$216,571	\$225,299	\$234,378	\$243,824	\$253,650	\$263,872	\$274,506	\$285,569	\$297,077	\$309,049	\$321,504	\$334,460	\$347,939	\$361,961	\$376,548	\$391,723	\$407,509	\$423,932	\$441,017	\$6,973,711
Montessa Park	14,746	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$91,309	\$94,989	\$98,817	\$102,799	\$106,942	\$111,251	\$115,735	\$120,399	\$125,251	\$130,299	\$135,550	\$141,012	\$146,695	\$152,607	\$158,757	\$165,155	\$171,811	\$178,735	\$185,938	\$193,431	\$201,226	\$3,181,953
Don Reservoir	7,623	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$226,228	\$235,345	\$244,830	\$254,696	\$264,961	\$275,639	\$286,747	\$298,303	\$310,324	\$322,830	\$335,841	\$349,375	\$363,455	\$378,102	\$393,339	\$409,191	\$425,681	\$442,836	\$460,683	\$479,248	\$498,562	\$7,883,664
Collection Direct haul	405,000	\$18.32/ton	\$7,417,800	\$7,716,737	\$8,027,722	\$8,351,239	\$8,687,794	\$9,037,912	\$9,402,140	\$9,781,046	\$10,175,222	\$10,585,284	\$11,011,871	\$11,455,649	\$11,917,312	\$12,397,579	\$12,897,202	\$13,416,959	\$13,957,663	\$14,520,156	\$15,105,319	\$15,714,063	\$16,347,340	\$17,006,138	\$17,691,485	\$18,404,452	\$291,026,083
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$8,868,893	\$9,226,309	\$9,598,129	\$9,984,934	\$10,387,327	\$10,805,936	\$11,241,415	\$11,694,444	\$12,165,731	\$12,656,009	\$13,166,047	\$13,696,638	\$14,248,613	\$14,822,832	\$15,420,192	\$16,041,626	\$16,688,103	\$17,360,634	\$18,060,267	\$18,788,096	\$19,545,257	\$309,065,411	
Total Existing		\$11,517,594	\$11,944,261	\$12,386,998	\$12,846,419	\$13,323,161	\$13,817,887	\$14,331,284	\$14,864,068	\$15,416,979	\$15,990,790	\$16,586,300	\$17,204,342	\$17,845,779	\$18,511,509	\$19,202,465	\$19,919,614	\$20,663,963	\$21,436,557	\$22,238,482	\$23,070,865	\$23,934,879	\$24,831,740	\$25,762,713	\$26,729,111	\$434,377,763	
New Central Transfer Station																											
Operations																											
Central Station Operations	459,687	\$3,100,000			\$3,387,454	\$3,489,077	\$3,593,750	\$3,701,562	\$3,812,609	\$3,926,987	\$4,044,797	\$4,166,141	\$4,291,125	\$4,419,859	\$4,552,455	\$4,689,028	\$4,829,699	\$4,974,590	\$5,123,828	\$5,277,542	\$5,435,869	\$5,598,945	\$5,766,913	\$5,939,921	\$6,118,118	\$97,140,268	
Convenience Centers		\$3,640,000	\$3,749,200	\$3,861,676																							
Eagle Rock	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Montessa Park	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Don Reservoir	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Operations		\$3,640,000	\$3,749,200	\$3,861,676	\$3,387,454	\$3,489,077	\$3,593,750	\$3,701,562	\$3,812,609	\$3,926,987	\$4,044,797	\$4,166,141	\$4,291,125	\$4,419,859	\$4,552,455	\$4,689,028	\$4,829,699	\$4,974,590	\$5,123,828	\$5,277,542	\$5,435,869	\$5,598,945	\$5,766,913	\$5,939,921	\$6,118,118	\$108,391,144	
Transportation Costs																											
Transport to Cerro Landfill	459,687	\$7.77/ton			\$4,020,145	\$4,182,157	\$4,350,698	\$4,526,031	\$4,708,430	\$4,898,180	\$5,095,576	\$5,300,928	\$5,514,555	\$5,736,792	\$5,967,985	\$6,208,494	\$6,458,697	\$6,718,982	\$6,989,757	\$7,271,444	\$7,564,484	\$7,869,332	\$8,186,466	\$8,516,381	\$8,859,591	\$128,945,106	
Transport form Convenience Centers																										0	
Eagle Rock	0	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,026
Montessa Park	0	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253,246
Don Reservoir	0	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$627,447
Collection Direct haul		\$7,417,800	\$7,716,737	\$8,027,722																							
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$4,020,145	\$4,182,157	\$4,350,698	\$4,526,031	\$4,708,430	\$4,898,180	\$5,095,576	\$5,300,928	\$5,514,555	\$5,736,792	\$5,967,985	\$6,208,494	\$6,458,697	\$6,718,982	\$6,989,757	\$7,271,444	\$7,564,484	\$7,869,332	\$8,186,466	\$8,516,381	\$8,859,591	\$130,380,824	
New TS - Capital Investments																											
Real Estate																											
Land Purchase		\$0																									
Site Permitting		\$100,000																									
Construction cost		\$22,300,000																									
Annualized Debt Service	0.08024	\$1,797,376			\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$35,947,520
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10 100000 Ea	\$1,000,000																									
Transfer trailers	10 55,000 Ea	\$550,000																									
Rolling Stock	350,000	\$350,000																									
Annualized Equipment Cost	0.09634	\$183,050			\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$2,745,755.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station		\$0	\$0	\$0	\$1,980,426	\$0	\$38,693,275																				
Total annual Cost for New Transfer Station		\$11,517,594	\$11,944,261	\$12,386,998	\$9,388,025	\$9,651,660	\$9,924,874	\$10,208,019	\$10,501,465	\$10,805,593	\$11,120,799	\$11,447,495	\$11,786,107	\$12,137,077	\$12,500,866	\$12,877,949	\$13,268,822	\$13,673,999	\$14,094,011	\$14,346,363	\$14,797,728	\$15,265,653	\$15,750,756	\$16,253,678	\$14,977,709	\$300,627,502	
Total Savings:		\$0	\$0	\$0	\$3,458,394	\$3,671,501	\$3,893,013	\$4,123,265	\$4,362,603	\$4,611,386	\$4,869,990	\$5,138,805	\$5,418,235	\$5,708,702	\$6,010,644	\$6,324,516	\$6,650,792	\$6,989,965	\$7,342,546	\$7,892,119	\$8,273,137	\$8,669,226	\$9,080,984	\$9,509,035	\$11,751,402	\$133,750,261	
Labor:		\$1,614,843			\$1,764,582	\$1,817,520	\$1,872,045	\$1,928,207	\$1,986,053	\$2,045,634	\$2,107,004	\$2,170,214	\$2,235,320	\$2,302,380	\$2,371,451	\$2,4											

Albuquerque Transfer Station
Feasibility Evaluation for Edith Blvd
SCENARIO # 3 - NEW TRANSFER STATION & CONVENIENCE CENTERS OPEN

	Current Waste Volumes	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total for 24 years	
Existing System																											
Operations																											
Convenience Centers		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Eagle Rock	32,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Montessa Park	14,746	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Don Reservoir	7,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Operations		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$200,117	\$208,181	\$216,571	\$225,299	\$234,378	\$243,824	\$253,650	\$263,872	\$274,506	\$285,569	\$297,077	\$309,049	\$321,504	\$334,460	\$347,939	\$361,961	\$376,548	\$391,723	\$407,509	\$423,932	\$441,017	\$6,973,711
Montessa Park	14,746	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$91,309	\$94,989	\$98,817	\$102,799	\$106,942	\$111,251	\$115,735	\$120,399	\$125,251	\$130,299	\$135,550	\$141,012	\$146,695	\$152,607	\$158,757	\$165,155	\$171,811	\$178,735	\$185,938	\$193,431	\$201,226	\$3,181,953
Don Reservoir	7,623	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$226,228	\$235,345	\$244,830	\$254,696	\$264,961	\$275,639	\$286,747	\$298,303	\$310,324	\$322,830	\$335,841	\$349,375	\$363,455	\$378,102	\$393,339	\$409,191	\$425,681	\$442,836	\$460,683	\$479,248	\$498,562	\$7,883,664
Collection Direct haul	405,000	\$18.32/ton	\$7,417,800	\$7,716,737	\$8,027,722	\$8,351,239	\$8,687,794	\$9,037,912	\$9,402,140	\$9,781,046	\$10,175,222	\$10,585,284	\$11,011,871	\$11,455,649	\$11,917,312	\$12,397,579	\$12,897,202	\$13,416,959	\$13,957,663	\$14,520,156	\$15,105,319	\$15,714,063	\$16,347,340	\$17,006,138	\$17,691,485	\$18,404,452	\$291,026,083
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$8,868,893	\$9,226,309	\$9,598,129	\$9,984,934	\$10,387,327	\$10,805,936	\$11,241,415	\$11,694,444	\$12,165,731	\$12,656,009	\$13,166,047	\$13,696,638	\$14,248,613	\$14,822,832	\$15,420,192	\$16,041,626	\$16,688,103	\$17,360,634	\$18,060,267	\$18,788,096	\$19,545,257	\$309,065,411	
Total Existing		\$11,517,594	\$11,944,261	\$12,386,998	\$12,846,419	\$13,323,161	\$13,817,887	\$14,331,284	\$14,864,068	\$15,416,979	\$15,990,790	\$16,586,300	\$17,204,342	\$17,845,779	\$18,511,509	\$19,202,465	\$19,919,614	\$20,663,963	\$21,436,557	\$22,238,482	\$23,070,865	\$23,934,879	\$24,831,740	\$25,762,713	\$26,729,111	\$434,377,763	
New Central Transfer Station																											
Operations																											
Central Station Operations	405,000	\$3,100,000			\$3,387,454	\$3,489,077	\$3,593,750	\$3,701,562	\$3,812,609	\$3,926,987	\$4,044,797	\$4,166,141	\$4,291,125	\$4,419,859	\$4,552,455	\$4,689,028	\$4,829,699	\$4,974,590	\$5,123,828	\$5,277,542	\$5,435,869	\$5,598,945	\$5,766,913	\$5,939,921	\$6,118,118	\$97,140,268	
Convenience Centers		\$3,640,000	\$3,640,000	\$3,749,200	\$3,861,676	\$3,977,526	\$4,096,852	\$4,219,758	\$4,346,350	\$4,476,741	\$4,611,043	\$4,749,374	\$4,891,856	\$5,038,611	\$5,189,770	\$5,345,463	\$5,505,827	\$5,671,001	\$5,841,131	\$6,016,365	\$6,196,856	\$6,382,762	\$6,574,245	\$6,771,472	\$6,974,616	\$7,183,855	\$125,312,352
Eagle Rock	32,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Montessa Park	14,746	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Don Reservoir	7,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Operations		\$3,640,000	\$3,749,200	\$3,861,676	\$7,364,980	\$7,585,929	\$7,813,507	\$8,047,912	\$8,289,350	\$8,538,030	\$8,794,171	\$9,057,996	\$9,329,736	\$9,609,628	\$9,897,917	\$10,194,855	\$10,500,700	\$10,815,721	\$11,140,193	\$11,474,399	\$11,818,631	\$12,173,190	\$12,538,385	\$12,914,537	\$13,301,973	\$222,452,619	
Transportation Costs																											
Transport to Cerro Landfill	405,000	\$7.77/ton			\$3,541,885	\$3,684,623	\$3,833,114	\$3,987,588	\$4,148,288	\$4,315,464	\$4,489,377	\$4,670,299	\$4,858,512	\$5,054,310	\$5,257,999	\$5,469,896	\$5,690,333	\$5,919,654	\$6,158,216	\$6,406,392	\$6,664,569	\$6,933,151	\$7,212,557	\$7,503,224	\$7,805,603	\$113,605,057	
Transport form Convenience Centers																										0	
Eagle Rock	32,318	\$5.50/ton	\$177,749	\$184,912	\$192,364	\$200,117	\$208,181	\$216,571	\$225,299	\$234,378	\$243,824	\$253,650	\$263,872	\$274,506	\$285,569	\$297,077	\$309,049	\$321,504	\$334,460	\$347,939	\$361,961	\$376,548	\$391,723	\$407,509	\$423,932	\$441,017	\$6,973,711
Montessa Park	14,746	\$5.50/ton	\$81,103	\$84,371	\$87,772	\$91,309	\$94,989	\$98,817	\$102,799	\$106,942	\$111,251	\$115,735	\$120,399	\$125,251	\$130,299	\$135,550	\$141,012	\$146,695	\$152,607	\$158,757	\$165,155	\$171,811	\$178,735	\$185,938	\$193,431	\$201,226	\$3,181,953
Don Reservoir	7,623	\$26.36/ton	\$200,942	\$209,040	\$217,465	\$226,228	\$235,345	\$244,830	\$254,696	\$264,961	\$275,639	\$286,747	\$298,303	\$310,324	\$322,830	\$335,841	\$349,375	\$363,455	\$378,102	\$393,339	\$409,191	\$425,681	\$442,836	\$460,683	\$479,248	\$498,562	\$7,883,664
Collection Direct haul		\$7,417,800	\$7,716,737	\$8,027,722																							
Subtotal Transportation		\$7,877,594	\$8,195,061	\$8,525,322	\$4,059,539	\$4,223,139	\$4,393,331	\$4,570,382	\$4,754,569	\$4,946,178	\$5,145,509	\$5,352,873	\$5,568,594	\$5,793,008	\$6,026,466	\$6,269,333	\$6,521,987	\$6,784,823	\$7,058,251	\$7,342,699	\$7,638,610	\$7,946,446	\$8,266,687	\$8,599,835	\$8,946,408	\$131,644,385	
New TS - Capital Investments																											
Real Estate																											
Land Purchase		\$0																									
Site Permitting		\$100,000																									
Construction cost		\$22,300,000																									
Annualized Debt Service	0.08024	\$1,797,376			\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$1,797,376	\$35,947,520
Transfer Station Equipment																											
Transfer trucks	10 100,000Ea	\$1,000,000																									
Transfer trailers	10 55,000 Ea	\$550,000																									
Rolling Stock	350,000	\$350,000																									
Annualized Equipment Cost	0.09634	\$183,050			\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$183,050	\$2,745,755.20
Subtotal Capital Cost for New Transfer Station		\$0	\$0	\$0	\$1,980,426	\$0	\$38,693,275																				
Total annual Cost for New Transfer Station		\$11,517,594	\$11,944,261	\$12,386,998	\$13,404,946	\$13,789,494	\$14,187,265	\$14,598,721	\$15,024,345	\$15,464,635	\$15,920,106	\$16,391,296	\$16,878,756	\$17,383,063	\$17,904,810	\$18,444,614	\$19,003,114	\$19,580,971	\$20,178,871	\$20,614,474	\$21,254,616	\$21,917,011	\$22,602,449	\$23,311,748	\$22,248,381	\$415,952,539	
Total Savings:		\$0	\$0	\$0	-\$558,526	-\$466,333	-\$369,378	-\$267,437	-\$160,277	-\$47,655	\$70,683	\$195,004	\$325,586	\$462,716	\$606,700	\$757,851	\$916,501	\$1,082,993	\$1,257,687	\$1,624,008	\$1,816,249	\$2,017,867	\$2,229,291	\$2,450,965	\$4,480,730	\$18,425,224	