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## Millions in impact fees pay for upgrades

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Impact fees for roads in Tucson have brought in more than \$12.5 million since the city's assessment of the fees began in 2005.

Add in interest the fees have earned when not being used and the total is nearly \$13.2 million.

Most of those fees have come from the west district, which encompasses most of the city limits west of Interstate 10 and north of Los Reales Road, according to a quarterly road impact fee report from the city.

The west district brought in about \$3.4 million from the impact fee program's inception through December 2007, the report shows.

The east impact fee area brought in about \$2.7 million from new construction east of Alvernon Way and north of East Golf Links Road. The east district also includes an area of the city south of Golf Links, between South Wilmot Road, Interstate 10 and South Alvernon Way.

The next highest road impact fee collection area was the southeast, which is south of East Golf Links Road, east of South Wilmot Road and north of Interstate 10.

That district brought in about \$2.6 million in the past year and a half.

The central and southlands impact fee areas each brought in about \$1.9 million and encompass the central area of the city and city land south of Interstate 10.

The fees were first assessed in July 2005 at \$1 per square foot on new homes, but the rate at which new development paid fees for such services as roads and parks increased over time.

The most expensive project so far completed using impact fees was the construction of East Mary Ann Cleveland Way, in southeastern Tucson.

That project used \$3.5 million, part of which came from a loan from the general fund. That loan is being paid back to the general fund as impact fees in the southeast part of the city are collected.

In addition, two projects funded by impact fees have been completed in the west district.

The intersection improvement at North Silverbell Road and West Goret Road used \$700,000, and another \$600,000 was used for Anklam Road traffic safety.

Impact fees must be used in the area in which they were collected.

In all, nearly \$5 million has been spent so far on projects in the districts in which the fees were collected. About \$4.6 million has been committed to projects under way, but hasn't yet been spent, according to the report.

City Councilwoman Shirley Scott said she expects the impact fee collections to increase more slowly, or even level off, because the housing market is down.

"I think we will see sort of a flatter line (in collections) than we've seen in the past," Scott said at a City Council subcommittee meeting Thursday. "These funds will not be as healthy as we've seen in the past. We'll just have to see how it all plays out."

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