

# Sxwtpqyen Area Transportation Special Impact Fee Study

City of Missoula, MT  
*February 19<sup>th</sup>, 2021*

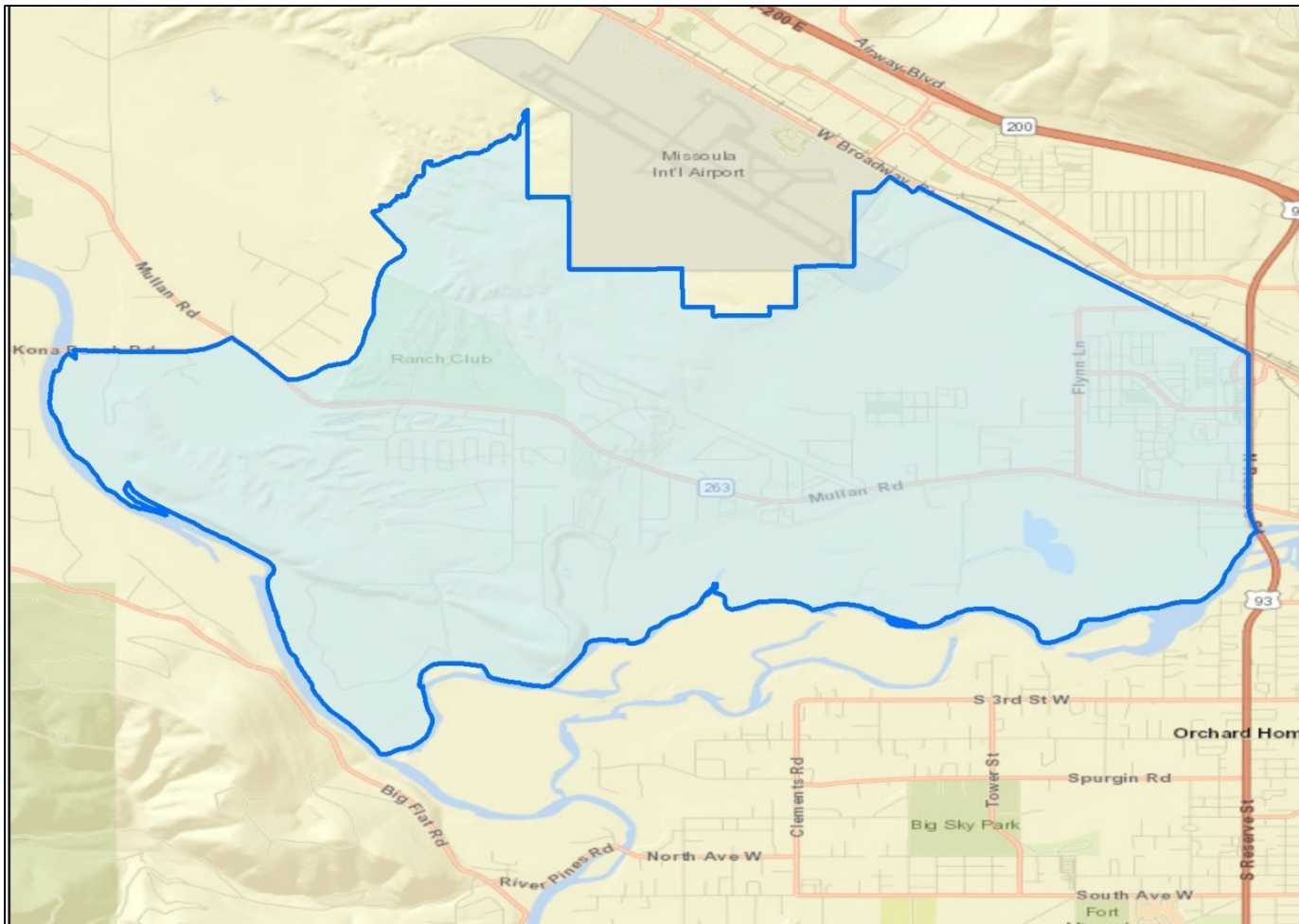


# Sxwtpqyen Area Impact Fee Study

- Sxwtpqyen Area Growth Projections
- Transportation Project List Summary
- Impact Fee Analysis
- Fee Schedule
- Fee Revenue Projections

# Sxwtpqyen Area Study Area

- Transportation projects in study provide benefit to growth in shaded area
- Fee is to be collected on new development



Boundary follows utility service area and includes service/job center that will benefit from expanded capacity and population growth to the west.



# Study Area Projections

Greater Sxwtpqyen Study Area	Base Year 2020	2025	2030	2035	2040	2045	2050	30-Year Increase
Population	9,333	12,250	15,168	18,086	21,003	23,921	26,839	17,506
<b>Housing Type</b>								
Single Family	2,634	3,458	4,282	5,105	5,929	6,752	7,576	4,941
Multifamily	1,908	2,505	3,101	3,698	4,294	4,891	5,487	3,579
Total Housing Units	4,542	5,963	7,383	8,803	10,223	11,643	13,063	8,521

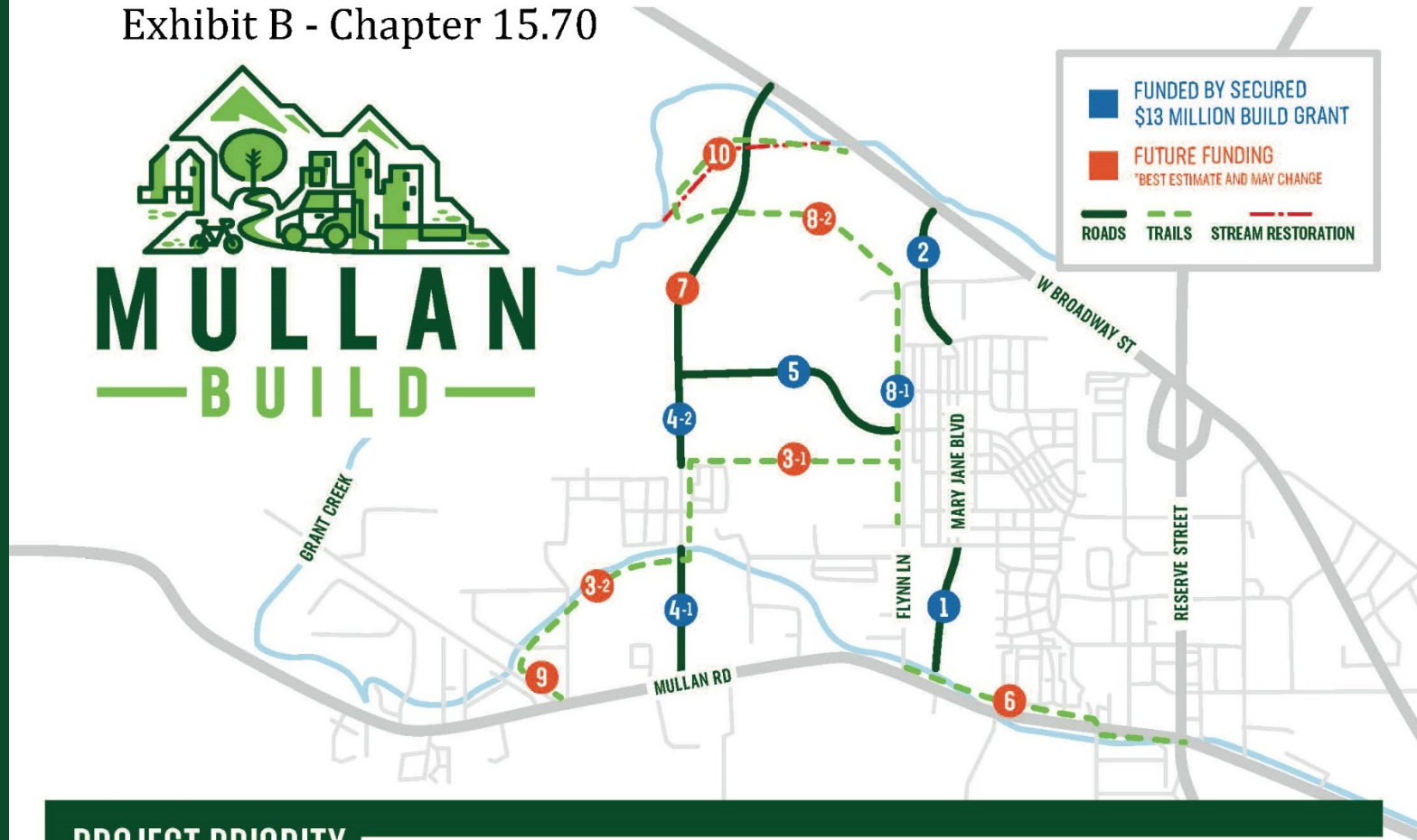
Source: City of Missoula Traffic Analysis Zone Database; U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Greater Sxwtpqyen Study Area	Base Year 2020	2025	2030	2035	2040	2045	2050	30-Year Increase
<b>Jobs</b>								
Retail	929	1,197	1,465	1,733	2,002	2,270	2,538	1,609
Office	791	972	1,152	1,333	1,513	1,694	1,874	1,083
Industrial	598	1,102	1,606	2,110	2,614	3,118	3,622	3,024
Institutional	922	1,035	1,149	1,262	1,375	1,489	1,602	680
Total	3,240	4,306	5,372	6,438	7,504	8,570	9,636	6,396
<b>Nonresidential Floor Area (1,000 sq. ft.)</b>								
Retail	396	511	625	740	854	969	1,083	687
Office	266	327	388	449	510	570	631	365
Industrial	368	678	988	1,298	1,608	1,917	2,227	1,860
Institutional	326	366	406	446	486	526	566	240
Total	1,357	1,882	2,407	2,932	3,457	3,983	4,508	3,151

[1] Source: City of Missoula Traffic Analysis Zone Database; Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

# Transportation Projects

Exhibit B - Chapter 15.70



## PROJECT PRIORITY

- |                             |                            |                              |   |
|-----------------------------|----------------------------|------------------------------|---|
| 1 MARY JANE BOULEVARD SOUTH | 4 GEORGE ELMER DRIVE SOUTH | 7 GEORGE ELMER DRIVE NORTH   | 9 MILWAUKEE TRAIL                           |
| 2 MARY JANE BOULEVARD NORTH | 5 ENGLAND BOULEVARD        | 8-1 FLYNN LANE TRAIL - EAST* | 10 GRANT CREEK TRAIL AND STREAM RESTORATION |
| 3 TIPPERARY WAY TRAIL       | 6 MULLAN TRAIL             | 8-2 FLYNN LANE TRAIL - WEST* |   |

\* The Flynn Lane Trail was originally prioritized lower than the Tipperary Way Trail. However, because the Tipperary Way Trail does not have land available to build this connection, and the Flynn Lane Trail does, this trail segment moved up in ranking to be constructed in 2021. Tipperary Way Trail still remains a top priority and will be built as soon as possible.

# Transportation Projects

- Planned-based methodology requires project details

Project	Total Cost
Mary Jane Boulevard South	\$4,524,000
Mary Jane Boulevard North	\$5,319,000
Flynn Lane Trail	\$206,000
George Elmer Drive South	\$4,584,000
England Boulevard	\$4,470,000
Mullan Trail	\$499,000
George Elmer Drive North	\$6,850,000
Tipperary Way Trail	\$631,000
Milwaukee Trail	\$141,000
Grant Creek Trail/Restoration	\$1,600,000
<b>Total</b>	<b>\$28,824,000</b>

Methodology also ensures that impact fee revenue can only be used to fund these specific projects.

Construction Cost	\$28,824,000
Preliminary Engineering	\$963,000
Final Engineering	\$2,456,000
Construction Manager	\$425,000
Construction Administration (8%)	\$2,306,000
<b>Total Project Cost</b>	<b>\$34,974,000</b>

# Impact Fee Analysis

- Impact fee eligible costs are found by reducing total cost by other funding sources
- Represents Sxwtpqyen Area transportation cost of growth
- Growth's cost is spread over 30 years
- A future significant grant may trigger a recalculation/credit

Sxwtpqyen Area Transportation Special Impact Fee	
Total Project Cost	\$34,974,000
Federal Funding (2019 BUILD Grant)	(\$13,000,000)
Missoula County Funding	(\$1,300,000)
City of Missoula Citywide Impact Fee Funding	(\$2,000,000)
<b>Impact Fee Eligible Costs</b>	<b>\$18,674,000</b>

Sxwtpqyen Area Transportation Special Impact Fee	
Estimated City Capital Cost	\$18,674,000
30-Year Increase in VMT	674,022
<b>Capital Cost per Vehicle Miles Traveled</b>	<b>\$27.71</b>

# Impact Fee Schedule

Fee Component	Cost per VMT
Roadway Improvements	\$27.71
<b>Net Total</b>	<b><u>\$27.71</u></b>

## Residential

Size of Unit (square feet)	Vehicle Trip Ends	Trip Adj. Factor	Average Trip Length	Trip Length Wgt. Factor	Maximum Supportable Fee per Unit
750 or Less	4.37	54%	13.09	121%	\$1,035
751 to 1,000	5.50	54%	13.09	121%	\$1,303
1,001 to 1,250	6.37	54%	13.09	121%	\$1,509
1,251 to 1,500	7.09	54%	13.09	121%	\$1,680
1,501 to 1,750	7.69	54%	13.09	121%	\$1,822
1,751 to 2,000	8.22	54%	13.09	121%	\$1,948
2,001 to 2,250	8.68	54%	13.09	121%	\$2,057
2,251 to 2,500	9.09	54%	13.09	121%	\$2,154
2,501 to 2,750	9.47	54%	13.09	121%	\$2,244
2,751 to 3,000	9.81	54%	13.09	121%	\$2,324
3,001 to 3,250	10.12	54%	13.09	121%	\$2,398
3,251 to 3,500	10.41	54%	13.09	121%	\$2,466
3,501 to 3,750	10.68	54%	13.09	121%	\$2,530
3,751 to 4,000	10.93	54%	13.09	121%	\$2,590
4,000 or More	11.17	54%	13.09	121%	\$2,647

## Nonresidential

Development Type	Vehicle Trip Ends	Trip Adj. Factor	Average Trip Length	Trip Length Wgt. Factor	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	37.75	38%	8.39	66%	\$2,201
Office	9.74	50%	8.18	73%	\$806
Industrial	4.96	50%	8.18	73%	\$410
Institutional	10.72	50%	8.18	73%	\$887



# Impact Fee Schedule

## ○ Mixed-Use Development Impact Fee

Fee Component	Cost per VMT
Roadway Improvements	\$27.71

**Net Total** \$27.71

### Residential

Size of Unit (square feet)	Vehicle Trip Ends	Trip Adj. Factor	Average Trip Length	Trip Length Wgt. Factor	Mixed-Use Internal Trip Capture	Maximum Supportable Fee per Unit
750 or Less	4.37	54%	13.09	121%	36%	\$663
751 to 1,000	5.50	54%	13.09	121%	36%	\$834
1,001 to 1,250	6.37	54%	13.09	121%	36%	\$966
1,251 to 1,500	7.09	54%	13.09	121%	36%	\$1,075
1,501 to 1,750	7.69	54%	13.09	121%	36%	\$1,166
1,751 to 2,000	8.22	54%	13.09	121%	36%	\$1,246
2,001 to 2,250	8.68	54%	13.09	121%	36%	\$1,316
2,251 to 2,500	9.09	54%	13.09	121%	36%	\$1,378
2,501 to 2,750	9.47	54%	13.09	121%	36%	\$1,436
2,751 to 3,000	9.81	54%	13.09	121%	36%	\$1,488
3,001 to 3,250	10.12	54%	13.09	121%	36%	\$1,535
3,251 to 3,500	10.41	54%	13.09	121%	36%	\$1,579
3,501 to 3,750	10.68	54%	13.09	121%	36%	\$1,619
3,751 to 4,000	10.93	54%	13.09	121%	36%	\$1,657
4,000 or More	11.17	54%	13.09	121%	36%	\$1,694

### Nonresidential

Development Type	Vehicle Trip Ends	Trip Adj. Factor	Average Trip Length	Trip Length Wgt. Factor	Mixed-Use Internal Trip Capture	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	37.75	38%	8.39	66%	29%	\$1,563
Office	9.74	50%	8.18	73%	19%	\$653
Industrial	4.96	50%	8.18	73%	n/a	\$410
Institutional	10.72	50%	8.18	73%	n/a	\$887

Development must meet a number of different requirements to qualify for mixed-use fee schedule.

# Impact Fee Revenue Projection

- Over 30 years, maximum supportable fee amounts are anticipated to cover all growth related costs

## Infrastructure Costs for Transportation Facilities

	Total Cost	City Cost	Growth Cost
Roadway Improvements	\$34,974,000	\$20,674,000	\$18,674,000
<b>Total Expenditures</b>	<b>\$34,974,000</b>	<b>\$20,674,000</b>	<b>\$18,674,000</b>

## Projected Development Impact Fee Revenue

		Single Family \$2,393 per unit	Multifamily \$1,137 per unit	Retail \$2,201 per KSF	Office \$806 per KSF	Industrial \$410 per KSF	Institutional \$887 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2020	2,634	1,908	396	266	368	326
Year 5	2025	3,458	2,505	511	327	678	366
Year 10	2030	4,282	3,101	625	388	988	406
Year 15	2035	5,105	3,698	740	449	1,298	446
Year 20	2040	5,929	4,294	854	510	1,608	486
Year 25	2045	6,752	4,891	969	570	1,917	526
Year 30	2050	7,576	5,487	1,083	631	2,227	566
30-Year Increase		4,941	3,579	687	365	1,860	240
Projected Revenue		\$11,825,000	\$4,071,000	\$1,511,000	\$294,000	\$762,000	\$213,000
Projected Revenue =>						<u>\$18,676,000</u>	
Total Expenditures =>						<u>\$18,674,000</u>	
Non-Impact Fee Funding =>						<u>\$0</u>	

# Comments/Questions