

**RESOLUTION 8502**

**A resolution generally establishing Sxwtpqyen Area Special Transportation Impact Fees as proposed by Missoula Public Works and Mobility Department effective March 31, 2021.**

**WHEREAS**, the City Council of the City of Missoula, Montana passed Ordinance Number 3677 on March 1, 2021, establishing Special Transportation Impact Fees for the Mullan BUILD Project Area based on a methodology report prepared by Tischler Bise, Inc.;

**WHEREAS**, the Missoula Public Works and Mobility Department recommends adoption of the attached 'Exhibit A' for the Sxwtpqyen Area Special Transportation Impact Fee Schedule; and

**WHEREAS**, the proposed Special Transportation Impact Fee Schedule was reviewed by the Impact Fee Advisory Committee, and the Committee supports the proposed fees; and

**WHEREAS**, in accordance with Section 15.70.080, a public hearing was duly advertised on February 8, 2021 and held by the City Council on February 22, 2021 in order to give the public an opportunity to be heard.

WHEREAS, the Missoula City Council finds that the proposed Transportation Special Impact Fees are reasonable related to and reasonably attributable to the cost of infrastructure improvements made necessary by the new development and represents the new development's share of the cost.

**NOW THEREFORE, BE IT RESOLVED** that the Missoula City Council hereby adopts the fees as shown in Exhibit A, all fees listed are effective March 31, 2021.

**BE IT FURTHER RESOLVED** that the Transportation Special Impact Fee shall be reviewed on an annual basis pursuant to the provisions of Sections 15.70.070 and 15.66.070, Missoula Municipal Code.

**PASSED AND ADOPTED** this 1st day of March, 2021.

**ATTEST: APPROVED:**

/s/ Martha L. Rehbein

\_\_\_\_\_  
Martha L. Rehbein, CMC  
City Clerk

/s/ John Engen

\_\_\_\_\_  
John Engen  
Mayor

(S E A L)

## Exhibit A

### Proposed Sxwtpqyen Area Transportation Impact Fee Schedule

Fee Component	Cost per
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	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

Proposed Sxwtpqyen Area Transportation Impact Fee Schedule – Mixed-Use Development

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

**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