

Transportation Impact Fee



Agenda

- ▶ Background/Status
 - Bruce Bender
- ▶ Transportation Impact Fee Study
 - Dwayne Guthrie, TischlerBise, Inc
- ▶ Transportation Impact Fee Advisory Committee Recommendations
 - John Engen, Mayor
 - Janet Donahue, Chair



2003

City/County Impact Fee Study

Completed by TischlerBise, Inc.



2004

- ▶ City Impact Fee Ordinance #3250 adopted by City Council in May, 2004
- ▶ Impact fees enacted
 - Fire and Emergency Medical Services
 - Law Enforcement
 - Community Services
 - Parks and Open Space



2004 continued...

- ▶ Applied to both Housing and Commercial development
- ▶ Annual revenues \$.5 million/year
- ▶ Allocated in CIP to the particular service



2005

Montana Senate Bill 185

- ▶ Designates Impact Fees for:
 - ▶ Police
 - ▶ Fire
 - ▶ Transportation
 - ▶ Sewer/Water/Storm Water
- ▶ Allows fees for other facilities
 - ▶ If 2/3 of governing body approves
- ▶ Defines "Capital Improvement"
 - ▶ Ten (10) year useful life



2005 continued...

Affect on Missoula Impact Fee Ordinance

- ▶ Affirms Police, Fire & Sewer fees
- ▶ 2/3 vote required to continue Parks & Community Services
- ▶ Eliminates vehicles with less than ten (10) year useful life (Police patrol vehicles are eliminated)
- ▶ Enables a Transportation Impact Fee



Transportation Impact Fee

- ▶ OPG employed TischlerBise, Inc to complete Transportation Impact Fee Study with WGM Group in 2006 (Federal/State Transportation Planning Funds)
- ▶ **City Impact Fee Advisory Committee**
 - ▶ Established by City Council in October 2006
 - ▶ Nine members:
 - ▶ Mayor Appointees: Janet Donahue (chair), Dick Ainsworth, Collin Bangs, John Freer, Jim Galipeau, Jinny Iverson, Mark Muir
 - ▶ City Council Appointees: Jerry Ford, Derek Goldman
 - ▶ Seven meetings held: December, 2006 ~ April, 2007



Recommendations from the City Impact Fee Advisory Committee

- ▶ City-wide transportation fee
 - Had initially considered just the Wye-Mullan Area
- ▶ Proposed fees are half of the recommended fees in the March 8, 2007 Transportation Impact Fee Study by TischlerBise, Inc.
- ▶ Adjusts other impact fees
 - Senate Bill 185



Proposed Impact Fees

- Based on 1,700 – 1,799 square foot home
- Broken down in 100 square foot increments

| Fee | Current Fees | Proposed Fees |
|-------------------|--------------|----------------|
| Parks | \$420 | \$ 190 |
| Community Service | \$238 | \$ 220 |
| Police/Fire | \$166 | \$ 120 |
| Transportation | \$ 0 | \$ 1,100 |
| Total | \$824 | \$1,630 |



Other Considerations

- ▶ Fees are broken down to 100 square foot increments
- ▶ The lowest tiered bracket is a 1,000 square foot home
- ▶ While the impact fees for Police/Fire are slightly reduced, it is clear that these will need to be adjusted upward as the city considers a new public safety facility.



Transportation Impact Fee Budget

\$1 Million Revenue

2008 & 2009

Transportation Impact Fee Budget

\$1 Million Revenue

2010

| Location of Proposed Improvements | Description of Proposed Improvements | Year 2010 | Cost Est | Other Funding | Impact Fee |
|--|--|-----------|----------|---------------|------------|
| S 3 rd W – Russell to Reserve | Widen Street – install curb & sidewalk | | | | |
| Broadway & Mary Jane Intersection | Install traffic signal | | | | |
| Mullan & Mary Jane Intersection | Install traffic signal | X | 250 | ? | 250 |
| Miller Creek/Old 93 | Install traffic signal at Briggs/Miller Creek. Improve Miller Creek/Brooks intersection. Improve Old 93 between Brooks and Reserve. Install signal at Old 93/Reserve. | X | 1,500 | 750 | 750 |
| S 3 rd W – Reserve to Hiberta | Widen street and install curb & sidewalk | | | | |
| Lower Miller Creek | Linda Vista to Maloney Ranch | | | | |

Transportation Impact Fee Budget

\$1 Million Revenue

2011 & 2012

| Location of Proposed Improvements | Description of Proposed Improvements | Year 2011 | Cost Est | Other Funding | Impact Fee | Year 2012 | Cost Est | Other Funding | Impact Fee |
|--|---|-----------|----------|---------------|------------|-----------|----------|---------------|------------|
| S 3 rd W – Russell to Reserve | Widen Street – install curb & sidewalk | | | | | | | | |
| Broadway & Mary Jane Intersection | Install traffic signal | | | | | | | | |
| Mullan & Mary Jane Intersection | Install traffic signal | | | | | | | | |
| Miller Creek/Old 93 | Install traffic signal at Briggs/Miller Creek. Improve Miller Creek/Brooks intersection. Improve Old 93 between Brooks and Reserve. Install signal at Old 93/Reserve. | | | | | | | | |
| S 3 rd W – Reserve to Hiberta | Widen street and install curb & sidewalk | X | 1,400 | 400 | 1,000 | X | 650 | 250 | 400 |
| Lower Miller Creek | Linda Vista to Maloney Ranch | | | | | X | 950 | 350 | 500 |