

**EXECUTIVE SUMMARY**

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**APPENDIX**

- Exhibit “A”- Expanded List of Land Uses By Land Category (4 pages)
- Exhibit “B”- Gallatin County Road Impact Fee Schedule (1 page)
- Exhibit “C”- Gallatin County Road Impact Fee Schedule Worksheets (2 pages)
- Exhibit “D”- Gallatin County Major Road Inventory (9 pages)
- Exhibit “E” - Road Impact Fee Comparisons (1 page)

## I. Introduction

Gallatin County has implemented a road impact fee on new land subdivisions dating back to 1995. During that year, a detailed, in-depth study of road and fire impact fee assessments was completed by James Duncan and Associates. The study, titled County Road and Fire Impact Fee Study, was eventually adopted by the Gallatin County Board of County Commissioners and served as the basis by which road and impact fees were assessed within the county jurisdictional limits. The road impact fee policy currently in place became effective May 1, 1997.

Regarding road impact fees, current processes allow for the assessment based on two different methods. **Method number 1** is based on a flat rate assessment of \$1,837 per lot or parcel (subject to an annual inflation adjustment utilizing the Consumer Price Index). **Method number 2** allows for a subdivider to prepare and submit an independent fee calculation study for a proposed development prepared by qualified professional traffic engineers and/or economists. The availability of two different methodologies has resulted in confusion and conflict as developers take their project through the development review process. Also, there is some that suggest the current methodologies are antiquated and do not accurately reflect the true impact that a new development, and its subsequent traffic, has on the County road system. Because of this, it has been the desire of Gallatin County to derive a new, single methodology to assess road impact fees based on sound traffic engineering methodologies, that would be applicable to both new land developments, as well as any land use changes on existing properties. The precedent for implementing this type of assessment methodology is found all over the United States.

To that end, Robert Peccia & Associates, a civil engineering firm located in Helena, Montana, was retained to complete a Road Impact Fee Study Update for Gallatin County. RPA has extensive expertise in traffic engineering and transportation planning, and completes these types of projects all over Montana and the United States for a variety of clients. The fundamental goal of this Study Update is to develop a single road impact fee assessment methodology that Gallatin County, developers, and residents contemplating new land subdivisions and land use changes can utilize to arrive at an equitable road impact fee. This methodology is to rely on sound engineering data and accepted traffic engineering principles, and result in assessments that mitigate the true impact of a land use change to the County's road system.

The road impact fee should be based on a conservative estimate of the "impact" each new development (or individual property land use change) will have on the county roadway system. Impact is estimated for various classes of land use by determining the number of vehicle trips a development will usually generate, and how far these vehicles are likely to travel over the county roadway system. Under the premise that the county roadway system is being fully utilized at the time in which a new development (or land use change) begins operating, it is the additional demand for roadway capacity that is subject to a road impact fee. The "gross" road impact fee is based on calculating the additional "Vehicle Miles of Travel (VMT)" that new travel demand will require to maintain a

given roadways operational standard, and by multiplying those VMT's for each defined land use by the average cost of a single VMT. The "net" road impact fee that a developer or landowners pays equals the gross fee minus any credits that a development might accrue through various means as allowed by Gallatin County.

It must be recognized that under current laws and regulations pertinent to Gallatin County, the only two categories of land use that developers are required to divulge during the subdivision process are "residential" and "commercial". The methodology contained herein relies on almost thirty different land use categories, and subsequently incorporates thirty different road impact fee calculations. **This new methodology can only be utilized if Gallatin County implements countywide zoning requirements and/or a countywide building permit process.** Until which time this happens, there is no mechanism to implement and/or enforce the new methodology of collecting road impact fees as presented in this document. **The exception to this is the two land use categories of "residential" and "commercial".** Revised calculations for road impact fees for these two categories, as presented in this document, can be utilized in future land development projects pending adoption by the Board of County Commissioners. These two categories amount to a road impact fee of **\$3,467 for a residential lot and \$4,378 for a commercial lot.** These numbers, although larger than the amounts currently in place, are reasonable given the large amount of growth currently being experienced in the County and the extensive infrastructure needs of the County roadway system. As a comparison, **Exhibit E** of the **Appendix** presents other county road impact fees, as a matter of reference, to show how the proposed Gallatin County fees compare to other areas around the nation.

## II. Known Transportation System Needs

The traditional mechanisms for funding transportation system improvement projects have begun to fall well short of the identified needs in the community. This section of the *Road Impact Fee Study Update* documents the needed transportation system infrastructure expansions that have been identified in the *Greater Bozeman Area Transportation Plan (2001 Update)* and also the *Belgrade Area Transportation Plan (2002 Update)*. Both of these recent transportation plan projects incorporated areas that included Gallatin County, the city of Bozeman and the city of Belgrade. For purposes of this study, only those projects and planning level costs have been listed below if they are solely within the Gallatin County jurisdictional area (i.e. outside of the respective city jurisdictions). The intent is to present the multitude of projects, dealing with transportation system uses, on the foreseeable horizon that Gallatin County is faced with. More importantly, in addition to the planning level cost estimates being presented, estimated Gallatin County contributions are also identified based on the likely funding source to be used on each project. This has been done to give the reader of this document an idea of the magnitude of financial commitment necessary to adequately provide a functioning, safe transportation system, able to keep up with the community growth currently being experienced. The projects are listed on **pages 4 thru 6:**

**From Greater Bozeman Area Transportation Plan (2001 Update)**

*Major Improvement Projects (Numbering corresponds to Transportation Plan)*

Project 9: Cottonwood – Stucky to Valley Center:  
*Estimated Cost: \$17,417,000*  
**Potential Gallatin County Contribution = \$17,417,000 (100%)**

Project 10: Fowler/Davis – Stucky to Valley Center:  
*Estimated Cost: \$16,572,000*  
**Potential Gallatin County Contribution = \$16,572,000 (100%)**

Project 21: Kagy/Bozeman Trail – Highland to I-90:  
*Estimated Cost: \$4,281,000*  
**Potential Gallatin County Contribution = \$4,281,000 (100%)**

Project 28: Frontage Road – North 7<sup>th</sup> to Belgrade:  
*Estimated Cost: \$11,021,000*  
**Potential Gallatin County Contribution = \$1,479,018 (13.42%)**

Project 29: Springhill Road – Frontage Road to Sypes Canyon Road:  
*Estimated Cost: \$2,378,000*  
**Potential Gallatin County Contribution = \$319,128 (13.42%)**

Project 33: Airport Interchange:  
*Estimated Cost: \$29,400,000*  
**Potential Gallatin County Contribution = \$3,945,480 (13.42%)**

Project 34: Jackrabbit Lane - Gallatin Gateway to Four Corners:  
*Estimated Cost: \$14,839,000*  
**Potential Gallatin County Contribution = \$1,991,394 (13.42%)**

Project 35: Jackrabbit Lane – Four Corners to I-90:  
*Estimated Cost: \$10,806,000*  
**Potential Gallatin County Contribution = \$1,450,165 (13.42%)**

Project 36: I-90 Underpass – US 10 to Valley Center:  
*Estimated cost: \$750,000*  
**Potential Gallatin County Contribution = \$100,650 (13.42%)**

*Transportation System Management (TSM) Projects (Numbering corresponds to Transportation Plan)*

Project TSM-11: Frontage Road, Bozeman to Belgrade:  
*Estimated Cost: \$ 3,000*  
**Potential Gallatin County Contribution = \$403 (13.42)**

- Project TSM-12: Frontage Road, Bozeman to Belgrade:  
*Estimated Cost: \$ 2,000*  
**Potential Gallatin County Contribution = \$268 (13.42%)**
- Project TSM-13: Jackrabbit Lane:  
*Estimated Cost: \$ 3,000*  
**Potential Gallatin County Contribution = \$403 (13.42%)**
- Project TSM-16: Galligator Corridor:  
*Estimated Cost: Unknown*  
**Potential Gallatin County Contribution = Unknown**
- Project TSM-17: North 19<sup>th</sup> and Springhill:  
*Estimated Cost: \$100,000*  
**Potential Gallatin County Contribution = \$13,420 (13.42%)**
- Project TSM-23: South 19<sup>th</sup> and Stucky:  
*Estimated Cost: \$180,000*  
**Potential Gallatin County Contribution = \$180,000 (100%)**
- Project TSM-38: Oak and Ferguson:  
*Estimated Cost: \$280,000*  
**Potential Gallatin County Contribution = \$280,000 (100%)**
- Project TSM-39: Oak and Cottonwood:  
*Estimated Cost: \$280,000*  
**Potential Gallatin County Contribution = \$280,000 (100%)**
- Project TSM-40: Baxter and Ferguson:  
*Estimated Cost: \$280,000*  
**Potential Gallatin County Contribution = \$280,000 (100%)**
- Project TSM-41: Baxter and Cottonwood:  
*Estimated Cost: \$280,000*  
**Potential Gallatin County Contribution = \$280,000 (100%)**
- Project TSM-42: 27<sup>th</sup> and Valley Center:  
*Estimated Cost: \$230,000*  
**Potential Gallatin County Contribution = \$230,000 (100%)**
- Project TSM-46: N. 19<sup>th</sup> and I-90 North Ramps:  
*Estimated Cost: \$100,000*  
**Potential Gallatin County Contribution = \$13,420 (13.42%)**
- Project TSM-47: Nelson and Frontage Road:  
*Estimated Cost: \$300,000*  
**Potential Gallatin County Contribution = \$40,260 (13.42%)**

Project TSM-48: Sacajawea Peak and Frontage Road:  
*Estimated Cost: \$300,000*  
**Potential Gallatin County Contribution = \$40,260 (13.42%)**

Project TSM-49: Gallatin Field and Frontage Road:  
*Estimated Cost: \$300,000*  
**Potential Gallatin County Contribution = \$40,260 (13.42%)**

**From Belgrade Area Transportation Plan (2002 Update)**

*Major Improvement Projects (Numbering corresponds to Transportation Plan)*

Project 1: Thorpe Road Interchange:  
*Estimated Cost: \$6,000,000*  
**Potential Gallatin County Contribution = \$805,200 (13.42%)**

Project 2: Eastside By-pass:  
*Estimated Cost: \$1,025,000*  
**Potential Gallatin County Contribution = \$1,025,000 (100%)**

Project 3: Interstate Underpass @ Madison:  
*Estimated Cost: \$3,041,000*  
**Potential Gallatin County Contribution = \$408,102 (13.42%)**

Project 9: Signalize Amsterdam and River Rock:  
*Estimated Cost: \$181,000*  
**Potential Gallatin County Contribution = \$181,000 (100%)**

Project 12: Amsterdam – Off Ramp West:  
*Estimated Cost: \$1,116,000*  
**Potential Gallatin County Contribution = \$149,767 (13.42%)**

Project 13: Off Ramp Overpass and Slip Lane:  
*Estimated Cost: \$1,786,000*  
**Potential Gallatin County Contribution = \$239,681 (13.42%)**

Project 16: Ped/Bike Path – Belgrade to Bozeman:  
*Estimated Cost: \$763,000*  
**Potential Gallatin County Contribution = \$102,395 (13.42%)**

Project 17: Signalize Amsterdam and Thorpe:  
*Estimated Cost: \$249,000*  
**Potential Gallatin County Contribution = \$249,000 (100%)**

<b><i>Potential Gallatin County Contribution for all Identified Projects = \$52,394,674</i></b>
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### III. Imposition of Impact Fees

#### **Feepayer**

Any person who seeks to develop land located within the Gallatin County service area by applying to Gallatin County via the established subdivision regulations in order to make an improvement to land which will generate or attract additional traffic, shall be required to pay a County road impact fee in the manner and amount set forth in this Study Update.

#### **Gallatin County Road Impact Fee Service Areas**

Impact fee service areas are those areas in the County for which unique fees can be calculated. In the original *County Road and Fire Impact Fee Study*, it was suggested that Gallatin County could potentially be divided into three distinct service areas. The fundamental purpose of service areas are to ensure that monies collected in one part of the County are spent on road improvements and/or maintenance in that part of the County. By the same token, treating the entire County as one service area (or “benefit district”) gives the County the greatest latitude and potential opportunities for accumulating sufficient revenues to undertake major roadway projects. The standard assumption for this *Road Impact Fee Study Update* is that the entire County is considered one service area (i.e. benefit district).

### IV. Determination of Fee Based On Fee Schedule

The amount of the road impact fee can be determined using the provisions of this Section in conjunction with the “Road Impact Fee Schedule”, which is attached as **Exhibit B**. Generally, the road impact fee calculation relies on two primary data elements: Travel Demand Data and Cost Data.

#### **Travel Demand Data**

Travel demand data provides a direct connection between a development and the road impact fee based on unique travel characteristics of the development. The unique travel characteristics are described by the nationally accepted *Trip Generation Rates*. Previous national studies and traffic engineering methodologies have measured trip generation rates for various land uses for selected time periods, including the average weekday, morning, and evening peak hours of adjacent street traffic, and peak hour of the day for the particular land use. Trip generation rates were drawn primarily from *Trip Generation, Sixth Edition*, published in 1998 by the Institute of Transportation Engineers (ITE). The recommended rates to be used in the impact fee calculation are presented in **Exhibit B**.

It is appropriate to define the land uses that correlate to the codes available in the ITE *Trip Generation Manual*. The pertinent “Land Use Definitions”, as found in **Exhibit B**, that are applicable to the assessment of road impact fees in Gallatin County are as follows:

1. Land Use Definitions. The general land use categories included in the fee schedule (**Exhibit B**) are defined as follows:

a. Residential

Single-Family Detached (ITE Code 210). A detached dwelling unit, including fabricated housing or no more than two detached dwelling units, located on a single lot.

Multi-Family (ITE Code 220). Residential properties with two or more housing units including duplexes, condominiums, and townhouses.

Mobile Home (ITE Code 240). A dwelling unit manufactured off-site and subsequently transported to a mobile home park site complete or in sections and connected to necessary utilities.

Hotel/Motel (ITE Code 320). A building or any part thereof, kept, used as, maintained as, or advertised as, or held out to the public to be a place where sleeping accommodations are furnished to the public whether with or without meals and furnishing accommodations for periods of less than one month;

b. Office

General Office (ITE Code 710). A building where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services such as a bank or savings and loan, a restaurant or cafeteria, and service retail facilities.

Medical Office (ITE Code 720). A facility that provides diagnoses and outpatient care on a routine basis but which is unable to provide prolonged in-house medical/surgical care. This type of building is generally operated by one or more private physicians or dentists.

c. Commercial

General Commercial (ITE Code 820). A shopping center or an individual free-standing store selling general or specialty merchandise or a sit down restaurant.

Drive-in Bank (ITE Code 912). An establishment that provides banking services to the motorist while in a vehicle and which may also serve patrons who walk into the building.

Fast Food Restaurant (ITE Code 834). A restaurant characterized by a large carry out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours), and high turnover rates for eat-in customers.

Convenience Store (ITE Code 853). A retail establishment that sells gasoline, convenience foods, newspapers, magazines, and often, beer and wine.

d. Industrial

General Light Industry (ITE Code 110). An industrial establishment that usually employs fewer than 500 persons and has an emphasis on activities other than manufacturing. Typical light industrial activities include printing plants, material testing laboratories, assemblers of data processing equipment, and power stations.

Manufacturing (ITE Code 140). A site where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions.

Warehouse (ITE Code 150). An establishment primarily devoted to the storage of materials, which may also include office and maintenance areas.

Mini-Warehouse (ITE Code 151). A building in which a storage unit or vault is rented for the storage of household goods. Each unit is physically separated from other units and access is usually provided through an overhead door or other common access point.

e. Institutional

Elementary School (ITE Code 520).\* An educational facility that serves students between the kindergarten and middle school levels, usually centrally located in residential areas and having no student drivers.

Middle/Junior High/High School (ITE Code 530).\* An educational facility that serves middle, junior high and/or high school students.

University (ITE Code 540).\*\* An establishment of higher education, including four-year and graduate educational institutions, two-year junior colleges, or community colleges.

Day Care Center (ITE Code 565). A use typically associated with an agency, organization, or individual providing care without living

accommodations for more than (5) children that are not related by blood or marriage to, and not the legal wards or foster children of the attendant adult.

Hospital (ITE Code 610). A building or structure designed, used, or intended to be used to house and provide full time nursing care for sick, ill, injured, and infirm persons and to provide medical, psychiatric, and/or surgical treatment.

Nursing Home (ITE Code 620). A building or structure designed, used, or intended to be used to house and provide care for persons who have a chronic physical or mental illness or infirmity, but who do not need medical, surgical, or other specialized treatment normally provided by a hospital or special care facility. These facilities might also contain dining rooms, medical facilities, and recreational facilities.

Church/Synagogue (ITE Code 560). A building providing public worship services and generally housing an assembly hall or sanctuary, meeting rooms, and classrooms.

\* Property owned by a public school district is exempt from paying impact fees. However, schools or private uses housed within public school district facilities are not exempt from impact fees.

\*\* The State University System is exempt from local impact fees. Private universities, colleges, etc. are subject to impact fees.

f. Recreational

Golf Course (ITE Code 430). An area laid out for private or public golf recreation services and support facilities. Some sites have driving ranges and clubhouses with a pro shop and/or restaurant, lounge, and banquet facilities.

Park (ITE Code 412). Public parks, swimming pools, and similar public recreation areas, excluding golf courses.

2. Expanded Use Listing. An expanded list of specific land uses is provided in **Exhibit A**.
3. Standard Industrial Classification (SIC) Manual. In the event that the classification of a particular use of land into the classification established by this manual is unclear, the SIC Manual, as published by the Superintendent of Documents, U.S. Government Printing Office, latest edition, shall be used as the final authority. The manual can be searched at the following website <http://www.osha.gov/oshstats/sicser.html>.

4. Alternative Methods. If it is determined that there is no comparable type of land use in the fee schedule (**Exhibit B**) or **Exhibit A**, the fee shall be determined administratively by Gallatin County.

#### B. Units of Development

Once a proposed development has been classified into one or more of the general land use categories included in the fee schedule, the fee shall be determined by multiplying the fee per unit of development for each land use category by the number of proposed development units. The following types of development units are hereby defined:

1. Dwelling Unit. One or more rooms in a residential building or residential portion of a building which are arranged, designed, used, or intended for occupancy by an individual or a group of individuals acting as a single housekeeping unit, and which include one (1) kitchen and sleeping and sanitary facilities reserved for the occupants thereof.
2. Building Gross Floor Area (GFA). The total of the gross horizontal areas of all floors, including usable basements and cellars, below the roof, and within the outer surfaces of the main walls of principal or accessory buildings, or in the center lines of party walls separating such buildings or portions thereof, but excluding air space above the ground floor of an atrium and areas used for accessory off-street parking spaces or loading berths and driveways and maneuvering aisles relating thereto.

#### C. Mixed Use Development

If a parcel or development includes both residential and non-residential land uses, the impact fees are assessed for each use based on the fee schedule (**Exhibit B**) and the results aggregated. In some cases, feepayers may suggest that the total impact fee should be reduced to account for internal trips between residential and non-residential land uses. There are no provisions in this manual for such a reduction.

#### D. Mixed Use Structures

1. In many instances, a particular structure or structures may include accessory uses associated with the primary land use. For example, in addition to the actual production of goods, manufacturing facilities may also have office, warehouse, research, and other associated functions. The impact fee shall be assessed based on the primary land use, as determined by Gallatin County.
2. To be considered an accessory land use in a mixed use structure or structures, a land use must satisfy two conditions: The principal function of each accessory land use must be to support the primary land use and it must be 25%\* or less of the gross floor area (GFA) of the primary land use. The feepayer shall certify in writing to Gallatin County that the principal function of any land use claimed as

an accessory land use is to support a primary land use and, further, identify the supported primary land use. Any use, which does not meet both these criteria, regardless of size, shall be considered a primary land use and the fee calculated accordingly. For example, a feepayer with a 10,000 square foot structure certifies that the primary land use is 8,000 square feet (SF) of manufacturing with functions, principally in support of the manufacturing use, consisting of 1,000 SF (12.5%) of warehouse, and 1,000 SF (12.5%) of office. Since the warehouse and office uses have been certified to be principally in support of the primary land use and each supportive function is less than 25% of the primary land use GFA, they are legitimate accessory uses. The fee for the entire 10,000 square foot structure is therefore based on the primary land use rate for manufacturing.

3. If any use, which supports the primary land use, is greater than 25% of the GFA of the primary land use, it becomes an additional primary land use. Therefore, a mixed-use structure may have more than one primary land use. The impact fees are then assessed for each primary land use based on the fee schedule (**Exhibit B**) and the results aggregated. Accessory land uses to the primary land uses are treated as noted above. For example, a feepayer with a 10,000 square foot structure certifies that the primary land use is 6,000 SF of manufacturing, with supportive functions of 3,000 SF (50%) of warehouse, and 1,000 SF (16.7%) of office. Since the warehouse use is greater than 25% of the GFA of the manufacturing use, it becomes an additional primary land use. The fee is therefore based on the two primary land use rates: 7,000 SF at the manufacturing rate (6,000 manufacturing + 1,000 office) plus 3,000 SF at the warehouse rate.
  
4. In the case of a mixed-use structure with more than one primary land use, the impact fees are assessed for each primary land use based on the fee schedule (**Exhibit B**) and the results aggregated. For example, a feepayer with a 10,000 square foot structure certifies that there are two primary land uses, namely, 8,000 SF of medical office and 2,000 SF of drive-in banking that is unrelated to the medical office operation. The medical office primary land use is further broken down to 7,000 SF of medical office use and supportive function of 1,000 SF (14%) of general office. The fee would then be based on the primary land use rates of 8,000 SF at the medical office rate plus 2,000 SF at the drive-in banking rate. If the supporting general office function to the medical office had been greater than 25% of the medical office GFA, the general office function would become an additional primary land use. In our above example, if the general office area had been 2,000 SF (33%), the fee would then be based on three primary land use rates of 6,000 SF at the medical office rate, plus 2,000 SF at the general office rate, plus 2,000 SF at the drive-in banking rate.

Note: see **Exhibit C** for blank worksheets.

5. In all cases the burden shall be on the feepayer to provide written certification to the satisfaction of Gallatin County of the breakdown of the primary land uses and any supportive accessory uses in percent and GFA.

\* 25% is based on the Uniform Building Code, Volume 1, Section 302-Mixed Use or Occupancy

#### E. Shell Permit

Developers will often apply for a building permit to construct the “shell” of a building. Remodeling permits would be issued later to finish construction of the interior of the structure. The impact fee shall be paid prior to the issuance of the building permit for construction of the shell. The amount of the fee shall be based on the intended land use as described by the developer. If the intended land use is not known, and in the absence of a contract or lease stating what the use will be, the impact fees shall be assessed based on the land use allowed under the existing zoning for the lot or parcel which generates the least traffic impact as determined by Gallatin County. If it is found during review of the application for a remodeling permit that the actual land use differs from the intended land use as described by the developer, a determination shall be made as to whether or not an additional impact fee is due based on the procedures for Change of Use (see below). If so, the additional impact fee shall be paid prior to the issuance of a remodeling permit for the completion of the building.

#### F. Change of Use

1. In the case of a change of use, redevelopment, or modification of a previous land use, which requires the issuance of a building permit, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the previous use. The amount of the impact fee that is due as a result of the change in land use shall be determined and paid at the time that the feepayer applies for the building permit.
2. Previous land use shall be the most recent lawful land use physically existing and active on the property within the ten (10) years prior to the date the building permit is issued. The feepayer shall furnish all documentation required by Gallatin County to determine the most recent previous use, including any gaps in time when there was no use. In the absence of satisfactory documentation, Gallatin County shall treat the parcel as vacant land.
3. The burden shall be on the feepayer to provide written certification to the satisfaction of Gallatin County of the breakdown of the primary land uses and any supportive accessory uses in percent and GFA of the existing and the proposed changes to the land use. For example, an existing 10,000 square foot manufacturing structure, as certified by the feepayer, consists of 8,000 SF of manufacturing and supportive functions, of 1,500 SF (18.8%) warehouse, and

500 SF (6.3%) office. The proposed changes to this 10,000 square foot structure, as certified by the feepayer, will result in 7,500 SF of manufacturing and supportive functions, of 1,800 SF (24.6%) of warehouse, and 700 SF (9.3%) office. With these changes, the accessory uses still remain below the 25% threshold as stated in Mixed Use Structures. In this case no fee will be charged. If the entire incremental change had been in the warehouse use (i.e. 7,500 SF of manufacturing, 2,000 SF of warehouse, and 500 SF of office), the warehouse use would become an additional primary land use since the warehouse use is now greater than 25% in “Mixed Use Structures”. The fee is now based on 8,000 SF at the manufacturing rate plus 2,000 SF at the warehouse rate. If the new fee is greater than the original fee, a fee is charged for the difference between the new fee and the original fee. If the new fee is less than the original fee, no fee is charged. Under no circumstances will a refund of impact fees be granted for a change in use.

Note: see **Exhibit C** for blank worksheets.

4. Gallatin County shall calculate the impact fee due to a change in use. Gallatin County shall be guided in the determination of the fee by the sources listed above. Under no circumstances will a refund of the impact fee be granted for change of use.

#### G. Auxiliary Uses

Auxiliary land uses are uses which are secondary to the primary land use and are typically not measured in the same units as are used for fee assessment. For example, the unit of assessment for a golf course is per hole. A separate fee is not calculated for the golf course storage and maintenance buildings since they are an auxiliary use. A further example is an apartment complex where the unit of assessment would be per dwelling which has a clubhouse for use of the tenants. The club house would be an auxiliary use and would generally not be assessed a separate impact fee unless it can be established by Gallatin County that the auxiliary land use serves as an individual attraction. However, structures that meet the definition of a “dwelling” are not exempted as auxiliary uses.

#### H. Mobile Home

The appropriate impact fee for the set-up of a mobile home residence must be paid prior to the issuance of the requested permit. An exemption will be granted if it can be documented that an impact fee has been paid previously for a mobile home set-up on that same lot, parcel, or space. Documentation to be used by Gallatin County may include utility bills for the period of time in question, the tax rolls or other such records deemed appropriate by Gallatin County.

I. Relocation of Dwelling Unit

Impact fees shall be assessed for structures or mobile homes moved from one location to another unless the structure or unit being moved is a replacement of an equivalent use at the new location. If the structure or mobile home so moved is replaced by an equivalent use at the old location, no impact fee shall be due for the replacement use. In every case, the burden of proving past payment of impact fees, exemption, or equivalency of use rests with the feepayer.

J. Recreational Vehicles (RV's)

The provision of an RV site will be assessed an impact fee at the Hotel/Motel (Per Room) rate in the fee schedule (**Exhibit B**). No impact fees shall be assessed for “move in” of a recreational vehicle in an RV park that has already paid a regional road impact fee.

K. Shopping Centers

Out-parcels shall be included with the main structure of the shopping center when determining total square footage. The total square footage shall be used to determine the rate for each general commercial use. Uses within the shopping center which fall into a separately identified land use category such as drive-in banks, convenience stores, fast food restaurants, etc. shall be charged according to the rates for the specific land use. In arriving at the rate for general commercial uses when an existing shopping center is expanded, the total square footage shall be calculated according to the square footage of the existing center plus the new additions but in no case will there be a refund or credit for the existing uses if the new general commercial rate is lower than that paid on the existing uses.

L. Model Homes

Single-family model homes constructed on single-family lots shall pay the impact fee for a single-family dwelling unit as shown on the fee schedule (**Exhibit B**). Multi-family models shall pay the multi-family rate.

M. Facilities Constructed for Private Use

For land uses limited exclusively to private use, which are internal to a particular development and for the exclusive use of residents within the development of their guests, and which, therefore have no off-site street impact, e.g., private clubhouse dining facilities built as part of a planned development, no impact fee will be charged if the following conditions are met:

1. The final approval, which identifies the facility, includes a condition of approval limiting the facility exclusively to private on-site use.

2. There exists sufficient authority and documentation that authorizes the Local Administrator to revoke the Certificate of occupancy for the building or structure in question.
3. There exists sufficient authority and documentation which authorizes the Local Administrator to withhold all permits of all types on any and all phases of the development of which the building or structure is a part until the correct impact fees are paid for public use of the facility, if public use occurs in violation of the condition.

For land uses that are partially limited to private use internal to a particular development, only the portion of the facility devoted to public use will be assessed an impact fee, if the final approval contains the same conditions listed in paragraphs 1-3 above, which identify and restrict part of the facility to exclusive private use and grants similar authorization to Gallatin County if public use occurs in violation of the condition.

#### N. Supplemental Units/Mother-in-law Attached or Detached Dwellings

The impact fees for supplemental (mother-in-law) units attached to a single family detached dwelling unit are assessed at the multi-family rate in addition to the single family rate.

#### O. Gaming/Resorts

Impact fees for new gaming/resort development will be determined based upon the number of hotel rooms and RV spaces and the appropriate rates for these uses. Separate fees for the gaming area or the typical gaming/resort amenities such as restaurant, incidental retail shopping, entertainment facilities, etc. shall not be charged.

### **Level of Service**

Unlike road exaction standards or traffic assessments, which focus on a particular development's impact on immediately adjacent roadways, road impact fees are based on the average impact of new development generally on the major roadway system. The basic principal of road impact fees is that new development should not worsen traffic congestion or result in a decrease from the existing level of service on the major roadway system. In general, road impact fees represent the average cost of building new roadway capacity to accommodate the additional travel demand generated by new development.

In order to calculate road impact fees, the demand placed by new development on the County road system must be expressed in a common unit of measurement, referred to as a "service unit". Traffic counts measure vehicular flow (vehicles per day) on an individual roadway. Individual traffic counts can be aggregated to a measure of travel demand on the roadway system by multiplying the count times the length of the road segment on

which the count was taken. This measure of travel demand, which will be the service unit for the road impact fees, is referred to as “vehicle-miles of travel”, or VMT.

Road impact fees should not charge new development the cost of maintaining a higher level of service than is currently provided for existing development. For the purpose of this analysis, the level of service is based on average traffic volumes currently experienced on County roadways by pavement type.

Recent traffic counts are available on about three-fourths (~75 %) of the County’s existing roadway mileage. Traffic count coverage is higher for gravel roads than for paved roads, as shown in **Table 1**.

**Table 1  
County Roads By Traffic Count Coverage and Surface Type\***

Factor	Paved Roads	Gravel Roads	Total
Total Miles	140.83	467.90	608.73
Miles w/ Counts	84.89	365.42	450.31
Percent w/ Counts	60.3%	78.1%	74.0%

\* Gallatin County Major Road Inventory (2003)

Current (2002/2003) traffic counts were converted to VMT for paved and gravel roads (see **Exhibit D** in **Appendix**). These VMT counts were then adjusted by the percent of roads for which counts were available to determine an estimate of total daily travel-miles on the County’s roadway system. As shown in **Table 2**, current travel demand is estimated to be 241,920 VMT, which is roughly evenly split between travel on paved and gravel roads.

**Table 2  
Daily Travel Demand By Pavement Type**

Factor	Paved Roads	Gravel Roads	Total
VMT Counts	83,177	81,209	N/A
% Roads w/ Counts	60.3 %	78.1 %	N/A
Estimated Total VMT	137,939	103,981	241,920
% Total VMT	57.0 %	43.0 %	100.0 %

The final step in determining average traffic volumes by roadway type is to divide total daily vehicle-miles of travel by total miles of roadway for each roadway pavement type. As shown in **Table 3**, the County’s paved roads carry an average of 980 vehicles per day, and gravel roads carry an average of 222 vehicles per day.

**Table 3**  
**Average Daily Traffic Volumes By Surface Type**

Factor	Paved Roads	Gravel Roads
VMT	137,939	103,981
Centerline Miles	140.83	467.90
Average Vehicles/Day	980	222

From the above tabulated information and the major road inventory data contained in the **Appendix**, an “average trip length on the County road system can be determined. To arrive at an average “overall” trip length on the County road system, the following is provided:

Total Available Counts on County Roads: 38,579 vehicles  
 Estimated Total Vehicles = 38,579 / 0.74: 52,133 vehicles  
 Total VMT calculated from Table 2: 241,920 vehicle-miles  
 Average Length of Trip = 241,920 / 52,133: 4.64 miles  
**Average Trip Length = 4.64 miles**

**Cost Data**

The next step is to determine the average cost to accommodate an additional vehicle-mile of travel on the County roadway system. The cost to be charged through impact fees, however, is not the total cost, but the share of costs that must be provided with local funds, as opposed to non-local revenue sources, such as Federal highway funds and gasoline tax revenues. An analysis of the County capital road budget over the five year period of 1990 – 1994 indicates that local revenue sources account for approximately 62 percent of total roadway capital funds, as shown in **Table 4**.

**Table 4**  
**County Road Capital Budget (Fiscal Year 2003)\***

Revenue Source	Avg. Funding	Percent
Local Funds	\$2,015,500	86.2 %
Federal Funds	\$61,900	2.6 %
Gas Tax	\$260,700	11.2 %
Total	\$2,338,100	100.0 %

\*Gallatin County Road Department

The cost to be charged new development should also be reduced to give credit for property tax revenues that will be generated by new development and used to retire outstanding bonded indebtedness for past road improvements. The County, however, does not have any outstanding road debt.

The cost of pavement and gravel road improvements was determined based on recent County documentation. Dividing the cost per mile by the average number of vehicles accommodated yields a cost per VMT for paved and gravel roads. Weighting these costs by the percent of total travel occurring on each roadway type gives an average cost per VMT. The average total cost is then adjusted by the historical percentage of local funding to determine the calculated local cost per VMT. To provide for a margin of error in the calculations, the calculated cost has been reduced by 25 percent. The resulting assumed local cost per VMT is \$156, as shown in **Table 5**.

**Table 5  
Average Local Cost Per Vehicle-Mile of Travel**

Factor	Paved Roads	Gravel Roads	Total
Cost/Mile*	\$165,000	\$75,000	N/A
Avg. Vehicles /Day	980	222	N/A
Cost/VMT	\$168	\$338	N/A
Distribution of Travel	57.0 %	43.0 %	100.0 %
Weighted Cost/VMT	\$96	\$146	\$241
Percent Local Funding			86.2 %
Calculated Local Cost/VMT			\$208
Reduction Factor			75.0 %
<b>Assumed Local Cost/VMT</b>			<b>\$156</b>

\*Gallatin County Road Department/Local Contractor Interviews

## V. Determination of Fees

Road impact fees shall be assessed in accordance with the land use type in the fee schedule as shown in **Exhibit B**. If it is determined that there is no comparable type of land use in the fee schedule, then Gallatin County shall determine the fee based on the guidelines of this Section.

### Methodology

If it is determined that there is no comparable type of land use in the fee schedule, then Gallatin County shall determine the fee by:

1. Determining the Most Comparable Use. If the type of development activity is not specified in the fee schedule (**Exhibit B**) or in **Exhibit A**, Gallatin County shall determine the fee on the basis of the fee schedule applicable to the most nearly comparable type of land use. Gallatin County shall be guided in the selection of a comparable type by the reports titled:
  - a. “*Trip Generation – An Informational Report* (latest edition)”, prepared by the Institute of Transportation Engineers (ITE), or

- b. Articles or reports appearing in the ITE Journal as deemed acceptable by Gallatin County, or
- c. Studies or reports done by or for the U.S. Department of Transportation, Montana Department of Transportation, or Gallatin County and deemed acceptable by Gallatin County officials.

These sources should also be used when possible to determine other relevant traffic parameters to the fee calculation (i.e. trip length, percent new trips). In the event that those parameters are not available, the parameters identified in the fee schedule (see **Exhibit B** in the **Appendix**), applicable to the most nearly comparable type of land use, should be used.

2. Applying the Formula:

$$\text{IMPACT FEE/UNIT} = \text{VMT/unit} \times \text{NC}$$

$$\text{VMT/UNIT} = \frac{\text{ADT/Unit} \times \text{NT} \times \text{TL}}{2}$$

Where:

ADT/Unit = Average number of trips generated per unit of development on a weekday

NT = New trips (Percent of trips that are primary trips, as opposed to “pass-by” or “diverted link” trips)

TL = Average length of a trip on County road system (in miles)

VMT/Unit = Vehicle-miles of Travel per unit of development on the County road system

NC = Net Cost per VMT. For the purposes of this formula, use the current net cost per VMT shown in **Table 5**.

## VI. Studies To Establish New/Redefined Land Use Categories

### Studies by Gallatin County

From time to time, Gallatin County may undertake studies necessary for the creation of a land use category currently not defined in this Study Update, or to redefine an existing land use category. The results of such studies may be proposed for inclusion in periodic updates to the County’s road impact fee assessments.

### **Studies by Others**

Third parties interested in proposing the addition of new land uses or the redefinition of existing land uses and the associated trip generation data therewith, shall undertake the necessary independent studies as identified by Gallatin County at their sole expense. Completion and acceptance of such studies by Gallatin County shall in no way be construed as binding Gallatin County to accept the results of such studies or to amend this Study Update to incorporate them into the land use fee structure.

#### 1. Notice of Intent

Prior to initiating an independent land use study, the applicant shall inform Gallatin County of his intent in writing. Upon receiving this notice, Gallatin County shall schedule a pre-application meeting with the applicant.

#### 2. Pre-application meeting

Prior to commencing with an independent land use study, the applicant shall meet with Gallatin County staff to discuss the scope, methodology, procedures, and standards to be met of the required study.

Results, conclusions and agreements reached at the pre-application meeting regarding the scope of the study, methodology, required forms of documentation, or procedures, which may not constitute a waiver of manual provisions, shall be placed in writing by Gallatin County, and a copy of this memorandum shall be sent to the applicant.

If the applicant wishes to proceed with the study, he shall acknowledge receipt and acceptance of Gallatin County's memorandum in writing and return this acknowledgement to Gallatin County with an application fee of \$1,500 for administrative costs associated with the review and decision on such a study. By accepting this memorandum, the applicant is obligated to turn over the completed study and assign all rights to the study to Gallatin County upon its completion.

#### 3. Gallatin County

Upon completion and acceptance of an independent land use study, Gallatin County shall include the salient results of such a study in the next proposed general update to the Road Impact Fees for consideration.

## VII. Exemptions

An exemption must be claimed by the feepayer at the time of the application of preliminary plat. An exemption not so claimed shall be deemed waived by the feepayer.

### Total Exemptions

The following shall be exempted from payment of all impact fees:

1. Alterations. Alteration or expansion of an existing building or land use where no additional living units will be produced over and above those in the existing use of the property, the use is not changed, and where no additional vehicle trips will be produced over and above those produced by the existing use.
2. RV Site Amendment. An amendment to a recreational vehicle building permit or development, providing that the amended recreational building permit does not increase the number of recreational vehicle units permitted.
3. Federal Buildings. A building permit or encroachment permit obtained by or for the United States of America. Privately owned properties or facilities leased for general government operations and activities and private residential, commercial, or industrial activities constructed or operated through lease agreements on public lands or in public facilities shall not be considered governmental or public facilities and shall be subject to provisions of this road impact fee study update.
4. Property Owned by a Public School District or State University. Property owned by a school district and the State University system are exempt from paying impact fees. However, private schools and private universities or private uses housed within public school district and public university facilities are not exempt from road impact fees.
5. Internal Uses. Land uses devoted entirely or partially to exclusive private use, which are internal to a particular development and which, therefore have no off-site street impact.

## VIII. Credits Against Road Impact Fees

### Feepayer Must Apply

A feepayer may obtain credit against Gallatin County Road Impact Fees. In order to obtain said credit against the Road Impact Fees otherwise due, a feepayer should (a) submit a written agreement or offer to dedicate to Gallatin County specific parcels of land, or to construct specific road improvements in accordance with applicable State or County design and construction standards; or (b) submit written evidence of the payment of fees for road improvements to an approved Rural Improvement District (RID); and (c) should specifically request a credit against such Road Impact Fees.

### Eligible Contributions

A feepayer or subdivider may obtain credit against the Gallatin County Road Impact Fees for the following:

1. Credit for qualifying right-of-way dedications shall, at the subdividers option, be valued at (a) one hundred percent (100%) of the most recent assessed value for such land as shown in the records of the County Assessor; or (b) that fair market value established by a private appraiser acceptable to the County in an appraisal paid for by the subdivider.
2. Credit for acquisition or construction of road improvements. The feepayer or subdivider shall submit acceptable engineering drawings, specifications, and construction cost estimates to the County. The County will determine the amount of credit due based on the information submitted, or, if it determines that such information is inaccurate or unreliable, then on alternative engineering or construction costs acceptable to the County.
3. Credit for payments to an approved Rural Improvement Area for road improvements shall be valued at the full amount of such payments.

### Non-Eligible Contributions

A feepayer or subdivider may not obtain credit against the Gallatin County Road Impact Fees for the following:

- (a) Land dedications for or construction of, site related improvements defined as:
  1. All access roads leading to the proposed development,
  2. Driveways and roads within the development,
  3. Acceleration, deceleration, right, or left turn lanes leading to any road and driveway within the development, and
  4. Traffic control devices for roads and driveways within the development.
- (b) Any voluntary right-of-way dedications not accepted by the County.
- (c) Any voluntary acquisition or construction of Road Improvements not approved in writing by the County prior to commencement of the acquisition or construction.
- (d) Any mandatory or voluntary dedication, construction, or acquisition of a type of road improvements not included in the calculations of the Road impact Fee set forth in this Study Update.

## **IX. Construction Traffic Considerations**

Studies completed by the University of California (Berkeley), the University of California (Davis) and the Kansas Department of Transportation have shown that heavy truck traffic causes considerably more damage to roadways than conventional passenger cars. One study commissioned by the City of Rafael, California estimated that the impact of construction truck traffic on its local roads, based on various vehicle weights, axle loads and number of trips, resulted in construction traffic having a 20.1% impact over and above that of conventional passenger vehicle traffic. Some communities do assess a “premium” on road impact fees for businesses that generate construction truck traffic. This premium is only assessed in those jurisdictions that having a building permit process in place. In no case did the research find communities that assessed a “premium” on residential or commercial development usage.

There is no data available that supports increasing residential or commercial road impact fees to account for the temporary increase in construction traffic associated with the building of a home or commercial entity. The available data does suggest that, if a building permit process is established, that a “premium” could potentially be placed on the road impact fee for the types of businesses that are construction related (i.e. home builders, gravel suppliers, concrete providers, etc.). The premiums have been anywhere from 0.50% to 20% of the normally expected road impact fee contribution. It is advisable that Gallatin County explore this “premium” assessment for construction related traffic if and when the County moves towards a building permit system.

## **X. Conclusion**

Road impact fees are a viable tool for dealing with growth in a community. Observed trends show that growth within Montana is occurring in the outlying areas of urban areas, and the greatest impact of this falls upon the individual Counties. Funding of infrastructure improvements to keep up with this growth is a growing concern, and Gallatin County is no exception. The underlying premise of a “road impact fee” is that new growth should not decrease the level of service on the County road system and substantially impact road capacity.

It is highly recommended that Gallatin County’s road impact fees be reviewed and updated every three years to keep pace with the latest County specific costs of building roadways. Additionally, trip generation rates as published by the Institute for Transportation Engineers (ITE) are updated quite frequently, and updated rates should be used as appropriate during the fee calculation.

# **Appendix**

## **Exhibit A**

### **Expanded List of Land Uses By Land Category**

#### **RESIDENTIAL**

##### Single-Family Detached (ITE Code 210)

- One or two detached dwelling units on individual lot.
- Two or more detached dwellings on a single parcel under condominium ownership.
- Mobile home subdivision.
- Mobile home on individual lot.

##### Multi-Family (ITE Code 220)

- Two or more dwelling units, including:
  - Apartments
  - Condominiums
  - Townhouse
  - Duplex
  - Boarding House
  - Senior assisted living housing
  - Supplemental units/mother-in-law detached dwellings

##### Mobile Home (ITE Code 240)

- Mobile home park

##### Hotel/Motel (ITE Code 320)

- Hotel
- Motel
- Casino Hotel
- Resort Hotel
- RV Park

#### **OFFICE**

##### General Office (ITE Code 710)

- General offices and office buildings including:
  - Accounting offices
  - Architect
  - Financial offices
  - Insurance office
  - Laboratories
  - Law offices
  - Government offices
  - Public utility office
  - Real Estate
  - Recording Studio

Medical Office (ITE Code 720)

- Medical clinic
- Dentists office
- Veterinary clinic
- Urgent care
- Optometrist office
- Chiropractic office

**COMMERCIAL/RETAIL**

General Commercial (ITE Code 820)

- Shopping centers and free-standing commercial buildings, including:
  - Adult entertainment
  - Bakery
  - Bar/cocktail lounge
  - Barber shop
  - Beauty salon
  - Car wash (operator)
  - Clothing store
  - Drug/variety store
  - Dry cleaning
  - Electronic Sales and service
  - Ice cream parlor
  - Jeweler
  - Massage, tattoo, body painting, etc.
  - Office supplies
  - Pawn shop
  - Pet store
  - Pet grooming
  - Pool/billiard parlor
  - Record store
  - Quality restaurant
  - Savings and loan
  - Shopping center
  - Shoe repair
  - Tailor
  - Taxidermy
  - Video arcade
  - Video rental

Drive-In Bank (ITE Code 912)

- Bank with drive-thru window or drive-thru ATM

Convenience Store (ITE Code 853)

- Convenience store with or without pumps
- Service station with convenience market.

Fast Food Restaurant (ITE Code 834)

- Restaurant (fast food and/or drive through)

**INDUSTRIAL**

General Industry – Light (ITE Code 110)

- Abattoir and packing plant
- Auto repair
- Auto painting
- Auto body
- Equipment rental
- Industrial laundry
- Heavy equipment repair/service
- Material testing labs
- Publishing and/or printing

Manufacturing (ITE Code 140)

- Dairy products
- Chemical processing/manufacturing
- Furniture manufacturer
- Textile mill

Warehousing (ITE Code 150)

- Storage warehouse
- Distribution warehouse

Mini-Warehouse (ITE Code 151)

- Mini-storage warehouse development

**INSTITUTIONAL**

Private Elementary Schools (ITE Code 520)

- Elementary school

Private Middle/Junior High/High School (ITE Code 530)

- Middle school
- Junior high school
- High school

Private University (ITE Code 540)

- College
- University
- Junior college
- Community college

Day Care Center (ITE Code 565)

- Child care center
- Day care center
- Kindergarten

Hospital (ITE Code 610)

- Hospital
- Psychiatric Hospital
- Mental Institution

Nursing Home (ITE Code 620)

- Convalescent Center
- Nursing Home

Church/Synagogue (ITE Code 560)

- Church
- Synagogue

**RECREATIONAL**

Golf course (ITE Code 430)

- Public golf course
- Private golf course

Park (ITE Code 412)

- Public swimming pool
- Skating rink

**Exhibit B**  
**Gallatin County Road Impact Fee Schedule**

Land Use	ITE Code	Unit	ADT Trip Rate	1-Way Trips	% New Trips	Daily Trips	Trip Length	Daily VMT	\$/VMT	Impact Fee (per unit)
<b>Residential</b>										
Single-Family Detached	210	Dwelling	9.57	4.79	100%	4.79	4.64	22.23	\$156	\$3,467
Multi-Family	220	Dwelling	6.63	3.32	100%	3.32	4.64	15.40	\$156	\$2,403
Mobile Home	240	Dwelling	4.81	2.41	100%	2.41	4.64	11.18	\$156	\$1,744
Hotel/Motel	320	Room	9.11	4.56	85%	3.88	4.64	18.00	\$156	\$2,808
<b>Office</b>										
General Office Building	710	1000 GFA	11.01	5.51	85%	4.68	4.64	21.72	\$156	\$3,388
Medical Office	720	1000 GFA	36.13	18.07	85%	15.36	4.18	64.14	\$156	\$10,006
<b>Commercial/retail</b>										
Com/Re <50,000 GFA	820	1000 GFA	91.66	45.83	33%	15.12	1.86	28.06	\$156	\$4,378
Com/Re 50-99K	820	1000 GFA	70.68	35.34	45%	15.90	2.32	36.89	\$156	\$5,755
Com/Re 100-199K	820	1000 GFA	54.50	27.25	55%	14.99	2.78	41.73	\$156	\$6,510
Com/Re 200-299K	820	1000 GFA	46.82	23.41	59%	13.81	3.25	44.85	\$156	\$6,997
Com/Re 300-399K	820	1000 GFA	42.02	21.01	62%	13.03	3.71	48.37	\$156	\$7,545
Com/Re 400-499K	820	1000 GFA	38.66	19.33	64%	12.37	4.18	51.66	\$156	\$8,059
Com/Re >500K	820	1000 GFA	29.08	14.54	72%	10.47	4.64	48.58	\$156	\$7,579
Drive-In Bank	912	1000 GFA	265.21	132.61	55%	72.94	0.93	67.69	\$156	\$10,559
Fast Food Restaurant	834	1000 GFA	496.12	248.06	25%	62.04	0.93	57.57	\$156	\$8,981
Convenience Store	853	1000 GFA	845.69	422.85	25%	105.71	0.93	98.10	\$156	\$15,303
Casino Gaming Area	473	1000 GFA	46.05	23.03	85%	19.58	4.64	90.85	\$156	\$14,173
<b>Industrial</b>										
General Light Ind.	110	1000 GFA	6.97	3.49	85%	2.97	4.64	13.78	\$156	\$2,150
Manufacturing	140	1000 GFA	3.82	1.91	85%	1.62	4.64	7.52	\$156	\$1,173
Warehouse	150	1000 GFA	4.96	2.48	85%	2.11	4.64	9.79	\$156	\$1,527
Mini-Warehouse	151	1000 GFA	2.50	1.25	90%	1.13	4.64	5.24	\$156	\$818
<b>Institutional</b>										
Elementary School	520	1000GFA	12.03	6.02	24%	1.44	2.78	4.01	\$156	\$625
High School	530	1003GFA	13.27	6.64	50%	3.32	2.78	9.24	\$156	\$1,442
University	540	1000 GFA	18.36	9.18	80%	7.34	2.78	20.43	\$156	\$3,188
Day Care Center	565	1000 GFA	79.26	39.63	24%	9.51	2.78	26.48	\$156	\$4,130
Hospital	610	1000 GFA	16.78	8.39	85%	7.13	4.64	33.08	\$156	\$5,161
Nursing Home	620	1000 GFA	5.36	2.68	85%	2.28	4.64	10.58	\$156	\$1,650
Church/Synagogue	560	1000 GFA	9.11	4.56	85%	3.88	3.71	14.40	\$156	\$2,247
<b>Recreation</b>										
Golf course	430	Hole	35.74	17.87	85%	15.19	3.71	56.39	\$156	\$8,796
Park	412	Acre	2.28	1.14	85%	0.97	3.71	3.60	\$156	\$562

**Exhibit C**  
**Gallatin County Road Impact Fee Worksheets**

Mixed Use Structures Worksheet

MIXED USE STRUCTURES WORKSHEET			
1. Primary Land Use	1000 GFA	\$/Unit	Fee
Supportive Function Less Than 25% of Above Primary Use			
	%		
	%		
Total			
1. Primary Land Use	1000 GFA	\$/Unit	Fee
Supportive Function Less Than 25% of Above Primary Use			
	%		
	%		
Total			
1. Primary Land Use	1000 GFA	\$/Unit	Fee
Supportive Function Less Than 25% of Above Primary Use			
	%		
	%		
Total			
1. Primary Land Use	1000 GFA	\$/Unit	Fee
Supportive Function Less Than 25% of Above Primary Use			
	%		
	%		
Total			
<b>FEE TOTAL</b>			

Change of Use Worksheet

CHANGE OF USE WORKSHEET			
<b>Proposed</b> Primary Land Use	1000 GFA	\$/Unit	Fee
_____	_____		
Supportive Function Less Than 25% of Above Primary Use			
	%	_____	
	%	_____	
Total			
<b>Proposed</b> Primary Land Use	1000 GFA	\$/Unit	Fee
_____	_____		
Supportive Function Less Than 25% of Above Primary Use			
	%	_____	
	%	_____	
Total			
<b>Existing</b> Land Use	1000 GFA	\$/Unit	Fee
_____	_____		
Supportive Function Less Than 25% of Above Primary Use			
	%	_____	
	%	_____	
Total			
<b>Existing</b> Land Use	1000 GFA	\$/Unit	Fee
_____	_____		
Supportive Function Less Than 25% of Above Primary Use			
	%	_____	
	%	_____	
Total			
<b>FEE FOR THE PROPOSED USE</b> <b>SUBTRACT FEE PAID ON TOTAL EXISTING USE</b> <b>FEE TOTAL</b>			
NOTE: UNDER NO CIRCUMSTANCE WILL A REFUND BE GRANTED FOR A CHANGE IN USE			

**Exhibit D  
Gallatin County Major Road Inventory**

ROAD NAME	LENGTH	SURFACE		ADT	YEAR	VMT		Length w/Counts	
		Paved	Gravel			Paved	Gravel	Paved	Gravel
AIRPORT ROAD	4.12	4.12							
ALASKA FRONTAGE RD	1.10	1.10							
ALASKA NORTH RD	0.50		0.50						
ALASKA SOUTH RD	2.50	1.50	0.50	665	2003	997.5		1.50	0.50
AMSTERDAM RD	13.94	7.44	2.50						
ARNOLD RD	4.02								
AXTELL-ANCENEY RD	12.41		3.00	225	2002	0	675		3.00
AXTELL-GATEWAY RD	2.40		2.40	442	2002	0	1060.8		2.40
BASELINE RD, EAST	3.53	2.25	1.28	361	2003	812.25		2.25	1.28
BASELINE RD, WEST	2.00		2.00						
BAXTER RD, EAST	6.67	3.53	3.14	303	2003	1069.59		3.53	3.14
BAXTER RD, WEST	0.25								
BEACON RD	3.00			32	2003	0	0		
BEAR CANYON RD	7.81		3.50	801	2002	0	2803.5		3.50
BEAR CREEK RD	4.50		1.75	89	2003	0	155.75		1.75
BEATTY RD	1.50		1.50	256	2002	0	384		1.50
BENCH RD	6.78		6.78	107	2002	0	725.46		6.78
BENEDICT RD	2.00								
BIGGS-HAUGLAND RD	4.92			42	2002	0	0		
BITTERROOT RD	2.39		2.39						
BLACKWOOD RD	6.40	1.50	4.90	247	2003		1210.3	1.50	4.90
BOLINGER RD	1.45		1.45						
BOSTWICK RD	1.98		1.98	74	2002	0	146.52		1.98
BOZEMAN TRAIL RD	3.80	1.62	2.18	473	2003		1031.14	1.62	2.18
BRACKETT CREEK RD	6.60		6.60	319	2003	0	2105.4		6.60
BREEZEWAY RD	1.94		1.94	51	2003	0	98.94		1.94
BREMER CREEK RD	6.87		0.25						

ROAD NAME	LENGTH	SURFACE		ADT	YEAR	VMT		Length w/Counts	
		Paved	Gravel			Paved	Gravel	Paved	Gravel
BRYAN RD	0.53		0.53						
BUFFALO JUMP RD	15.64	2.00	13.64	323	2003		4405.7 2	2.00	13.64
BURNT RD	3.85		3.85						
BUTTLEMAN RD	2.50		2.50	37	2003	0	92.5		2.50
CACTUS RD	0.97		0.97	12	2003	0	11.64		0.97
CAMERON BRIDGE RD, E	3.00	1.50	1.50						
CAMERON BRIDGE RD, W	5.75	2.50	3.25	288	2002		936	2.50	3.25
CAMP CREEK RD	8.20	1.00	7.20	196	2003		1411.2	1.00	7.20
CANAL RD	0.86		0.86	141	2002	0	121.26		0.86
CARDINAL RD	1.25								
CARPENTER RD	3.66		3.66	58	2002	0	212.28		3.66
CENTRAL PARK RD	2.75		2.75	282	2003	0	775.5		2.75
CHAPMAN RD	1.77		1.77	253	2002	0	447.81		1.77
CLARKSTON RD	11.99		11.99	211	2003	0	2529.8 9		11.99
COBB HILL RD	1.75	0.75	1.00	450	2002		787.5	0.75	1.00
COLLINS RD	1.94		1.94						
COOPER RD	8.93		2.93	84	2002	0	246.12		2.93
CORBLY GULCH RD	3.09		1.75						
COTTONTAIL RD	3.00		2.00						
COTTONWOOD CANYON RD	2.00		2.00	300	2003	0	600		2.00
COTTONWOOD RD	13.20	7.00	6.20	612	2002	2142	1897.2	7.00	6.20
COX RD	4.20		3.50	23	2002	0	80.5		3.50
CROWLEY LN	1.50		1.50	67	2002	0	100.5		1.50
DAVIS LN	2.20		2.20						
DENNY CREEK RD	3.60	3.20	0.40						
DRY CREEK RD	17.89		17.89	256	2003	0	4579.8 4		17.89
DRY CREEK SCHOOL RD	1.48		1.48	31	2003	0	45.88		1.48
DUNCAN RD	1.37		1.37						
DURSTON RD	3.75	1.50	2.25	159	2002	88.5	225	1.50	2.25

ROAD NAME	LENGTH	SURFACE		ADT	YEAR	VMT		Length w/Counts	
		Paved	Gravel			Paved	Gravel	Paved	Gravel
DYK RD	2.93	2.00		175	2003	350	0	2.00	
E. GALLATIN RD	1.58		1.58						
ELK CREEK RD	1.00								
ENDERS RD	1.50		1.50	105	2003	0	157.5		1.50
FAIRY CREEK RD	1.50		1.10						
FASTJE RD	2.50		1.75						
FISH HATCHERY RD	0.59		0.59	26	2002	0	15.34		0.59
FLANDERS MILL RD	0.98		0.98	675	2003	0	661.5		0.98
FLATHEAD CREEK RD	6.00		4.00	70	2002	0	280		4.00
FLATHEAD PASS RD	9.50			5	2002	0	0		
FORSWALL RD	3.19		0.19	26	2003	0	4.94		0.19
FORT ELLIS RD	1.92		1.42	51	2000	0	72.42		1.42
FOSTER CREEK RD	5.10		2.00						
FOWLER LN	4.50		4.50	629	2002	0	2830.5		4.50
FRANK RD	1.50	1.13	0.12						
FRONT RD	1.70		1.70						
GALLATIN FIELD RD	0.58	0.58							
GANT RD	1.25		1.25	28	2003	0	35		1.25
GATEWAY FOOTHILLS RD	0.50		0.50	85	2003	0	42.5		0.50
GATEWAY SOUTH RD	6.50	3.00	3.50	735	2002	1095	1277.5	3.00	3.50
GEE-NORMAN RD	3.30		3.30	151	2002	0	498.3		3.30
GOLDENSTEIN LANE	2.00	2.00		1654	2002	3308	0	2.00	
GOOCH HILL RD	8.67	7.67	1.00	128	2003	981.76		7.67	1.00
GRAIN BELT RD	4.00			23	2003	0	0		
GRAVEL PIT RD	4.00		1.00	175	2002	0	175		1.00
GRAYCLIFF RD	0.51		0.51						
GRAYLING RD	0.45		0.45						
HAASAKKER RD	2.00		1.00	33	2002	0	33		1.00
HAGGERTY LN	0.75	0.75							

ROAD NAME	LENGTH	SURFACE		ADT	YEAR	VMT		Length w/Counts	
		Paved	Gravel			Paved	Gravel	Paved	Gravel
HAMILTON RD	5.08		5.08	125	2003	0	635		5.08
HAMM RD	0.99		0.99	42	2003	0	41.58		0.99
HARPER PUCKETT RD	3.65	0.50	3.15	336	2003		1058.4	0.50	3.15
HEEB RD	4.49		4.49	254	2002	0	1140.4 6		4.49
HENDRICKSON RD	1.99		1.99	22	2002	0	43.78		1.99
HIDDEN VALLEY RD	1.34	0.75	0.59	309	2003	116.25	91.45	0.75	0.59
HIGH FLAT RD	6.13		1.00	133	2002	0	133		1.00
HIGHLINE RD	6.02		6.02	396	2003	0	2383.9 2		6.02
HILLSIDE LN	0.45		0.45	350	2003	0	157.5		0.45
HORSESHOE COTTONWOOD	18.12		18.12	34	2003	0	616.08		18.12
HULBERT RD, EAST	1.95		1.95						
HULBERT RD, WEST	1.00		1.00	456	2003	0	456		1.00
HYALITE CANYON RD	0.54	0.54							
JACKSON CREEK RD	7.79	5.00	2.79	533	2003	4152.0 7		5.00	2.79
JOHNSON CANYON RD	2.08								
JOHNSON RD	3.00		2.00						
JONES RD	3.00		1.00						
JORDON SPUR RD	0.25		0.25						
JUNIPER RD	1.08		1.08						
KAGY RD	1.00		0.38						
KAMP RD	3.50								
KANTA RD	4.00								
KELLY CANYON RD	5.89		5.89	331	2003	0	1949.5 9		5.89
KENT SPUR RD	1.00		1.00						
KILGORE LN	0.50		0.50	16	2002	0	8		0.50
KIMM RD	1.50	0.50		160	2002	80	0	0.50	
KLEINSCHMIDT RD	2.00								
KUIPERS RD	4.00		4.00	76	2002	0	304		4.00
KYD RD	9.70		2.00	345	2003	0	690		2.00

ROAD NAME	LENGTH	SURFACE		ADT	YEAR	VMT		Length w/Counts	
		Paved	Gravel			Paved	Gravel	Paved	Gravel
"L" STREET	0.24		0.24	406	2003	0	97.44		0.24
LAGOON RD	1.00								
LAKE RD	0.27		0.27						
LANE RD	2.80		2.80	93	2002	0	260.4		2.80
LAW RD	1.00		1.00	256	2003	0	256		1.00
LEE RD	2.02		2.02						
LINNEY RD	3.18		3.18						
LITTLE BEAR RD	3.25	3.00	0.25						
LITTLE BEAR SPUR RD	0.50		0.50						
LITTLE HOLLAND RD	2.55		2.55	189	2002	0	481.95		2.55
LOGAN TRIDENT RD	5.58		5.58						
LOVE LN	4.00	2.00	2.00						
MADISON RD	18.74		18.74	108	2002	0	2023.9 2		18.74
MAIDEN ROCK RD	0.50		0.50						
MANDEVILLE LN	0.30		0.30	36	2003	0	10.8		0.30
MANHATTAN FRONTAGE	2.13		2.13	31	2003	0	66.03		2.13
MANHATTAN FRONTAGE, N	0.80		0.80	23	2003	0	18.4		0.80
MANHATTAN SOUTH	0.50	0.50		234	2003	117	0	0.50	
MANLEY RD	1.76		1.76	556	2003	0	978.56		1.76
MAUDLOW RD	1.00								
MAUDLOW RD, W	0.23		0.23						
MCDONNELL RD	1.50		1.50	7	2002	0	10.5		1.50
MCGUIRE RD	2.28		2.28						
MCILHATTAN RD	3.01	0.23	2.78	340	2003		945.2	0.23	2.78
MCREYNOLDS RD	1.15		1.15	81	2002	0	93.15		1.15
MEADOW VIEW RD	0.77		0.77	66	2002	0	50.82		0.77
MENARD	5.00			30	2003	0	0		
MERIDIAN CEMETARY RD	1.12		1.12	131	2002	0	146.72		1.12
MILLER RD	1.70								

ROAD NAME	LENGTH	SURFACE		ADT	YEAR	VMT		Length w/Counts	
		Paved	Gravel			Paved	Gravel	Paved	Gravel
MOFFIT GULCH RD	0.33		0.33						
MONFORTON SCHOOL RD	2.00	0.50	1.50						
MONGOLD RD	3.90		1.73	31	2002	0	53.63		1.73
MORGAN RD	2.53		1.00	31	2002	0	31		1.00
MOSS BRIDGE RD	0.34	0.34							
MOUNT ELLIS LN	1.76		1.26						
MUDDY CREEK RD	4.00			11	2002	0	0		
NASH RD	2.50	0.50	2.00						
NEINFELDT LN	3.42			14	2003	0	0		
NELSON RD	5.00	5.00							
NIXON GULCH RD	12.40		2.20	508	2003	0	1117.6		2.20
NO. 1 RANCH RD	1.66		1.66	67	2003	0	111.22		1.66
OLD TOWN RD	1.00		1.00						
OLD YELLOWSTON TRAIL	4.20		4.20	139	2002	0	583.8		4.20
PASHA LN	0.49		0.49						
PASS CREEK RD	3.74		3.74	28	2002	0	104.72		3.74
PATTERSON RD	2.50	0.50	2.00	998	2002	499	1996	0.50	2.00
PEASE RD	0.50								
PENWELL BRIDGE RD	6.50		6.50	333	2003	0	2164.5		6.50
PETTERSON RD	2.50		0.50						
PINE BUTTE RD	2.38	1.00	1.38	272	2003	136	187.68	1.00	1.38
POELMAN LN	0.45		0.45	51	2003	0	22.95		0.45
POLE GULCH RD	2.00								
PONDEROSA RD	1.49		1.25						
PORTNELL RD	4.50		2.50						
POTTER SIDING RD	0.83		0.83	25	2003	0	20.75		0.83
PRAIRIE RD	3.88		1.00	73	2002	0	73		1.00
PYFER RD	1.00		1.00	22	2002	0	22		1.00
QUINN CREEK RD	0.50		0.50	159	2002	0	79.5		0.50

ROAD NAME	LENGTH	SURFACE		ADT	YEAR	VMT		Length w/Counts	
		Paved	Gravel			Paved	Gravel	Paved	Gravel
RAINBOW POINT RD	5.49	5.49							
RECTOR RD	1.98		1.98	45	2003	0	89.1		1.98
RED WING DR	1.00		1.00						
REESE CREEK RD	4.15		4.15	175	2002	0	726.25		4.15
REYNOLDS CREEK RD	4.77		2.50	10	2002	0	25		2.50
RICH MAN RD	1.10		1.10						
RIVER RD	8.50	3.00	3.50	679	2003	1020	1190	3.00	3.50
ROCKY CREEK RD	0.18		0.18	61	2002	0	10.98		0.18
ROCKY MOUNTAIN RD	15.00		14.00	463	2003	0	6482		14.00
ROSS CREEK RD	0.76			89	2003	0	0		
ROYAL RD	1.01	1.01							
SADDLE MOUNTAIN RD	1.94	0.25	1.69	321	2002	622.74		0.25	1.69
SALES RD	3.39		3.39	123	2003	0	416.97		3.39
SAPPIINGTON RD	2.60		1.00						
SCHAFFER RD	0.50		0.50						
SCHURINGA RD	0.79		0.79	15	2002	0	11.85		0.79
SCHUTTER RD	5.00		2.00						
SEBENA RD	1.37		0.37	10	2002	0	3.7		0.37
SEDAN RD	1.02		1.02	20	2002	0	20.4		1.02
SEITZ RD	4.80		3.50	40	2002	0	140		3.50
SHADOAN DITCH RD	0.50			39	2003	0	0		
SIXTEEN MILE RD	21.10		5.00						
SKINNER RD	7.55			19	2003	0	0		
SOURDOUGH CANYON RD	1.50		0.50	251	2002	0	125.5		0.50
SOURDOUGH RD	6.50	6.50		490	2003	3185	0	6.50	
SOUTH 19TH	8.00	8.00		6824	2002	54592	0	8.00	
SOUTH 3RD	4.20	4.20							
SPAIN BRIDGE RD	2.02		2.02						
SPANISH CREEK RD	4.03		4.03						

ROAD NAME	LENGTH	SURFACE		ADT	YEAR	VMT		Length w/Counts	
		Paved	Gravel			Paved	Gravel	Paved	Gravel
SPAULDING BRIDGE RD	3.27		1.00						
SPOONER RD	2.00								
SPRINGHILL COMM. RD	4.37	2.00	2.37	236	2003	236	279.66	2.00	2.37
STAGECOACH TRAIL RD	6.50	2.50	4.00	135	2003	130	332	2.50	4.00
STIMSON LANE	1.00	1.00							
STORY HILL RD	0.34		0.34	119	2002	0	40.46		0.34
STORY MILL RD	2.00		2.00	544	2002	0	1088		2.00
STUBLAR RD	1.58			32	2003	0	0		
STUCKY RD	3.00		3.00	1653	2002	0	4959		3.00
SUMMER CUTOFF RD	1.00	1.00							
SWAMP RD	4.09		4.09	104	2003	0	425.36		4.09
SYPES CANYON RD	3.09	3.00	0.09						
TABLE MOUNTAIN RD	6.00								
TALC RD	1.60	1.60							
TAYABESHOCKUP RD	1.50		1.10	239	2002	0	262.9		1.10
THEISEN RD	10.01	3.00	7.01	71	2002	63	350.5	3.00	7.01
THORPE RD	9.74	8.74	1.00	919	2003	7228	92	8.74	1.00
THREE FORKS AIRPORT	0.94	0.50	0.44						
TOOHEY RD	1.80		1.80						
TOWER RD	0.44	0.44							
TRAIL CREEK RD	6.30		6.30	556	2002	0	3502.8		6.30
TUBB RD	1.35	1.35							
UPPER RAINBOW RD	0.25		0.25	208	2003	0	52		0.25
VALLEY CENTER RD E	4.65	4.65							
VALLEY CENTER RD W	0.98		0.98						
VELTKAMP RD	1.00		0.50						
VINCENT RD	6.04		5.04						
VISSER RD	1.55		1.55	28	2002	0	43.4		1.55
WALKER RD	5.34	2.10	3.24	185	2002	155.4	359.64	2.10	3.24

ROAD NAME	LENGTH	SURFACE		ADT	YEAR	VMT		Length w/Counts	
		Paved	Gravel			Paved	Gravel	Paved	Gravel
WATTS LANE	0.50		0.50						
WEAVER RD	4.45		4.45	149	2003	0	663.05		4.45
WES DAVIS RD	3.00		3.00						
WESTLAKE RD	0.50		0.50						
WHITE RD	1.27		0.77						
WILLIAMS BRIDGE RD	2.30		2.30	128	2003	0	294.4		2.30
WILLIAMS RD	1.77			133	2002	0	0		
WILLOW WAY RD	0.55		0.55						
WILSON CREEK RD	1.20		1.20						
WOODEN SHOE LANE	0.32		0.32						
WOODEN SHOE RD	4.50		4.50	153	2003	0	688.5		4.50
WYTANA RD	4.00			244	2002	0	0		
YADON RD	1.49		1.49	348	2002	0	518.52		1.49
YANKEE CREEK RD	1.00		0.50	88	2003	0	44		0.50
YONDER RD	1.00			40	2003	0	0		
ZACHARIAH LANE	0.95		0.95	282	2002	0	267.9		0.95
	819.00	140.83	467.90	38579		83177	81209	84.89	365.42

### Exhibit E Road Impact Fee Comparisons

Community	Residential Category		Commercial Category						
	Single-Family	Multi-Family	Com/Re <50,000 GFA	Com/Re 50-99K	Com/Re 100-199K	Com/Re 200-299K	Com/Re 300-399K	Com/Re 400-499K	Com/Re >500K
Weld County (Colorado)	\$1,987	\$1,377	\$3,182	\$3,182	\$3,059	\$3,059	\$2,934	\$2,934	\$2,686
Washoe County (Nevada)	\$2,070	\$1,434	\$2,483	\$3,312	\$3,764	\$4,058	\$4,386	\$4,778	\$4,521
Lee County (Florida)	\$2,436	\$1,687	\$3,992	\$3,992	\$3,869	\$3,869	\$3,634	\$3,634	\$3,354
Clackamas County (Washington)	\$3,032	\$2,100	\$7,571	\$7,571	\$7,571	\$7,571	\$7,571	\$7,571	\$7,571
Gallatin County (Montana)	\$3,467	\$2,403	\$4,378	\$5,755	\$6,510	\$6,997	\$7,545	\$8,059	\$7,579
Montgomery County (Maryland)	\$5,500	\$3,500	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Collier County (Florida)	\$4,388	\$2,764	\$9,542	\$8,122	\$6,917	\$5,888	\$5,888	\$5,362	\$5,362