



MULLAN

— BUILD —

Mullan BUILD

Public Meeting #5

December 18, 2020

Construction Details

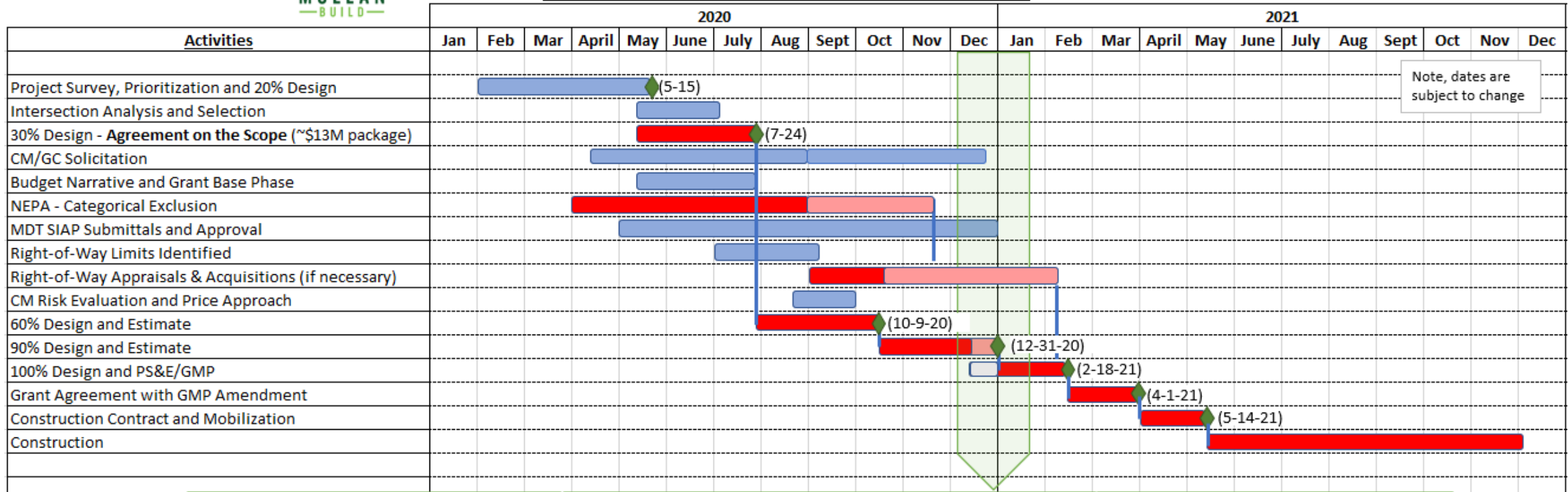


Welcome & Introductions

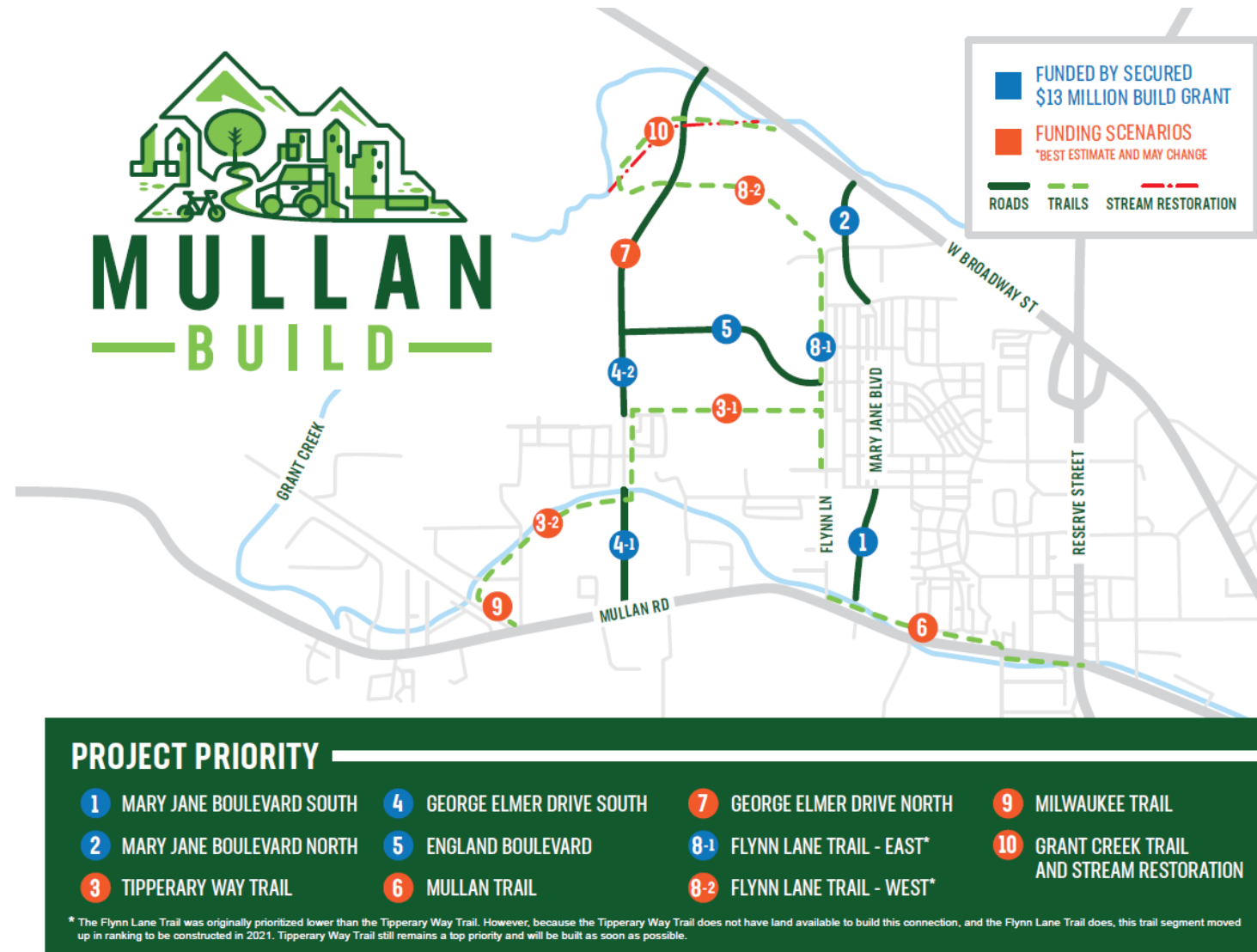
Schedule



Mullan BUILD Milestone Schedule - updated 12.3.20

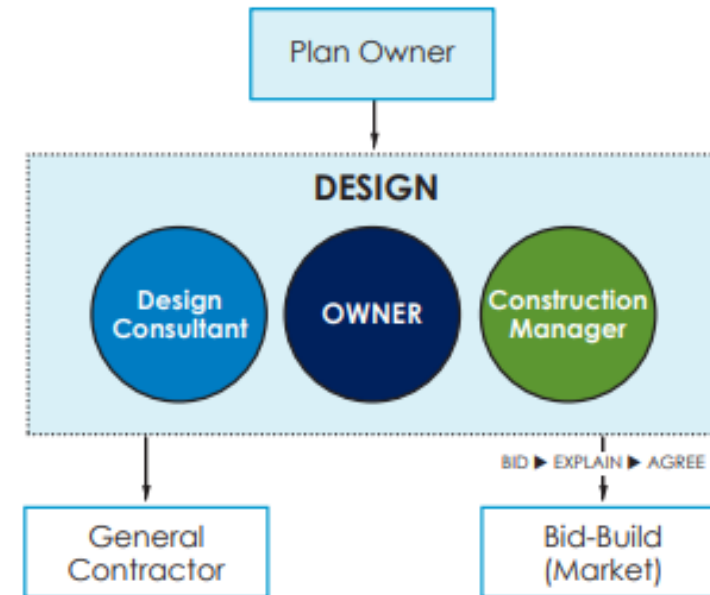


Project Scope



Construction Manager / General Contractor

- Called CM/GC
- Competitive selection [Kiewit]
- Contractor onboard during project delivery [design] phase
- Cost certainty
- Schedule certainty
- Coordination [utilities, developers]
- Saves time between design completion and contract award [March through May]



Construction Schedule Considerations

| | 2021 | | | | 2022 | | | |
|---------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------|--------|--------|--------|------|--------|
| | Spring | Summer | Fall | Winter | Spring | Summer | Fall | Winter |
| Phase 1 |  | | | | | | | |
| Phase 2 | |  | | | | | | |



Phase 1 Work

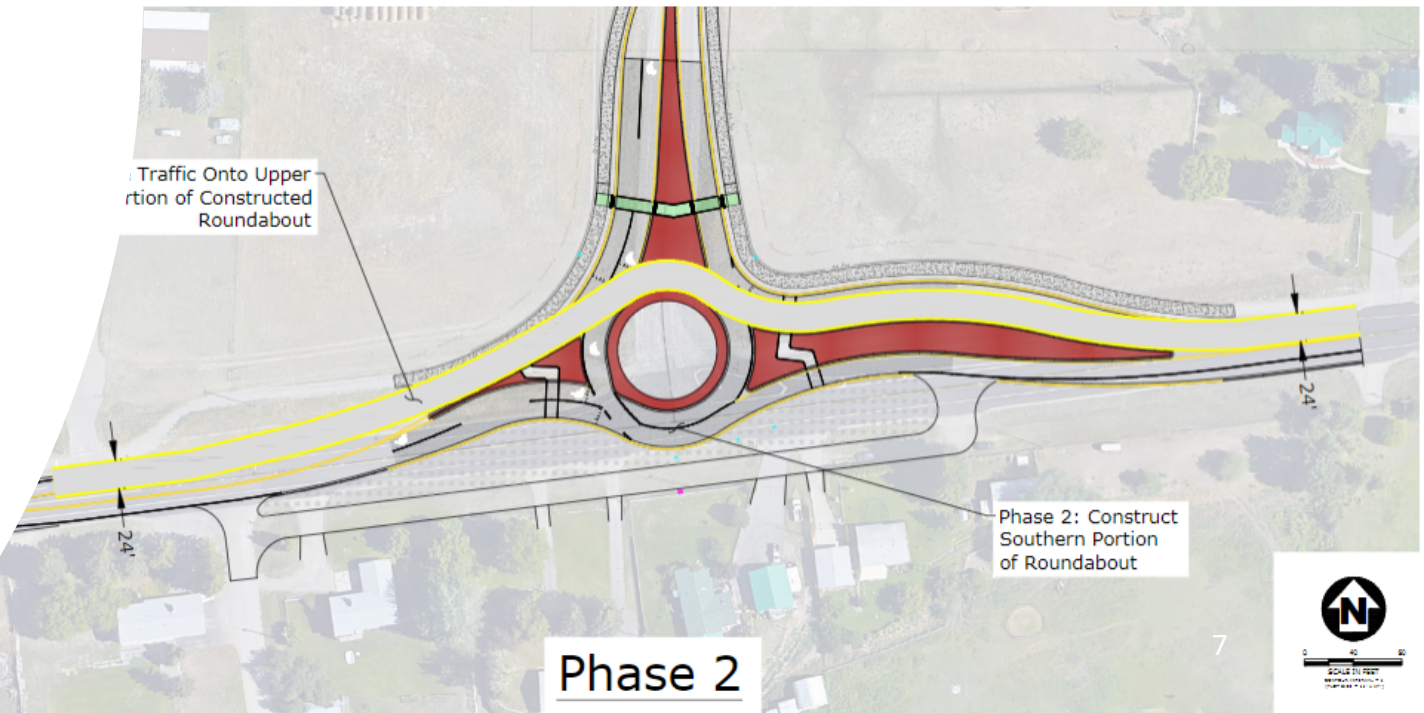
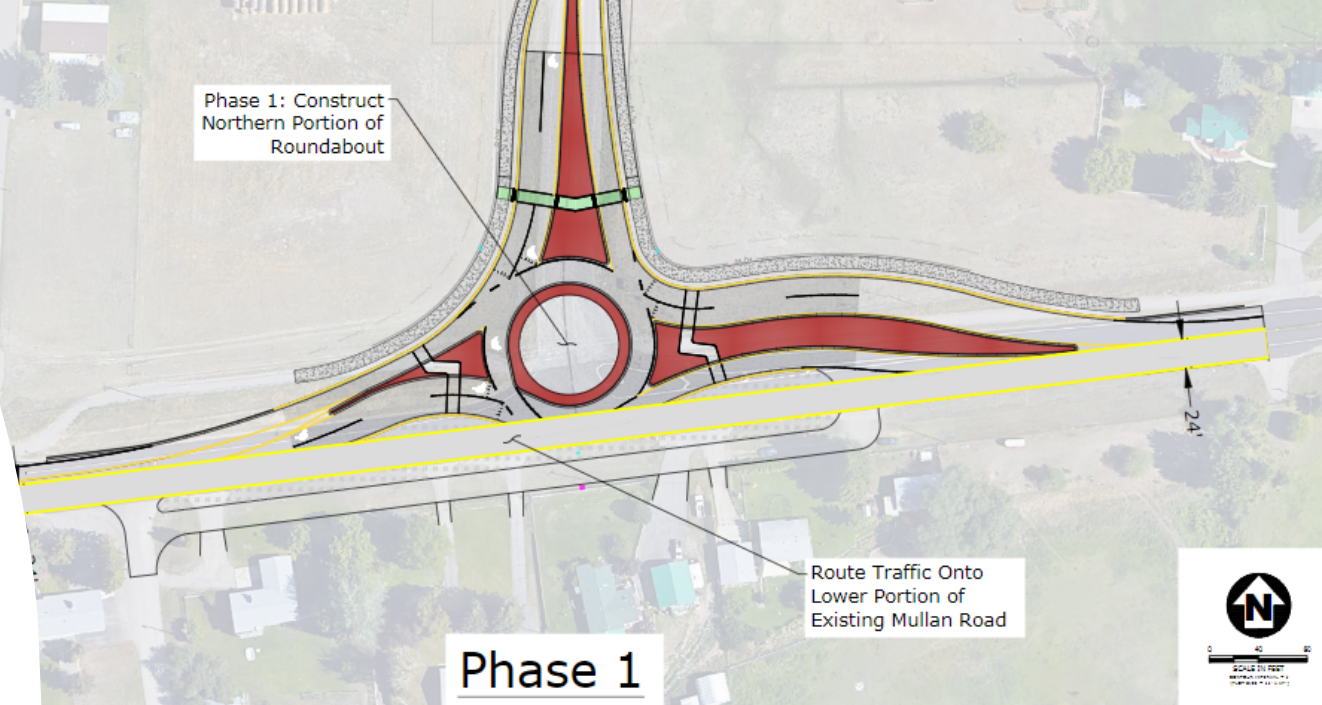
- Existing utility relocations i.e.. communication lines
- Power poles, other existing utilities located in new roadway alignment
- Installation of new utilities & subsurface drainage

Phase 2 Work

- Clear topsoil & vegetation
- Excavation & embankment-use site material to build roadway sections
- Place roadway base, curb and asphalt
- Complete site finishes i.e.. paths, landscaping, lighting

Construction Impacts

- Minimize Traffic Delays
 - Stage intersection construction
 - Minimize need for flaggers on Mullan
 - Avoid delays during school busing windows
- Noise Impacts
 - Avoid night and weekend work





MULLAN
— BUILD —

Development Impact Fees

December 18, 2020



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.

Project Costs

| Mullan BUILD Cost Summary | | | | | | 11/19/2020 |
|---------------------------|---------------------------------------------------------------------------------------|----------------------|---------------------|---------------------|---------------------|----------------------|
| Project Element | | Surface | Storm | Water | Sewer | Total |
| 1 | Mary Jane Boulevard South * | \$ 3,992,980 | \$ 531,208 | \$ 292,365 | \$ - | \$ 4,816,553 |
| 2 | Mary Jane Boulevard North * | \$ 4,909,868 | \$ 408,917 | \$ - | \$ 194,258 | \$ 5,513,043 |
| 3 | Flynn Lane Trail * | \$ 205,833 | | \$ - | \$ - | \$ 205,833 |
| 4 | George Elmer Drive South * | \$ 4,244,285 | \$ 339,940 | \$ 629,407 | \$ 512,480 | \$ 5,726,112 |
| 5 | England Boulevard * | \$ 3,467,069 | \$ 1,002,602 | \$ 663,366 | \$ 624,743 | \$ 5,757,780 |
| 6 | Mullan Trail ** | \$ 498,848 | | \$ - | \$ - | \$ 498,848 |
| 7 | George Elmer Drive North ** | \$ 5,380,156 | \$ 1,469,708 | \$ 1,058,394 | \$ 105,194 | \$ 8,013,452 |
| 8 | Tipperary Way Trail ** | \$ 630,665 | \$ - | \$ - | \$ - | \$ 630,665 |
| 9 | Milwaukee Trail ** | \$ 141,413 | \$ - | \$ - | \$ - | \$ 141,413 |
| 10 | Grant Creek Trail ** | \$ 212,772 | \$ - | \$ - | \$ - | \$ 212,772 |
| 10 | Grant Creek Restoration ** | \$ 1,386,802 | \$ - | \$ - | \$ - | \$ 1,386,802 |
| Construction Total | | \$ 25,070,691 | \$ 3,752,375 | \$ 2,643,532 | \$ 1,436,675 | \$ 32,903,273 |
| | Preliminary Engineering | \$ 837,564 | \$ 125,360 | \$ 88,315 | \$ 47,997 | \$ 1,099,236 |
| | Final Engineering | \$ 2,136,428 | \$ 319,763 | \$ 225,272 | \$ 122,428 | \$ 2,803,891 |
| | Construction Manager | \$ 369,546 | \$ 55,311 | \$ 38,966 | \$ 21,177 | \$ 485,000 |
| | Construction Administration (8%) | \$ 2,005,655 | \$ 300,190 | \$ 211,483 | \$ 114,934 | \$ 2,632,262 |
| Project Total | | \$ 30,419,885 | \$ 4,552,998 | \$ 3,207,568 | \$ 1,743,210 | \$ 39,923,662 |
| * | Costs based on 60% design estimate. Includes 10% contingency and 5% inflation factor. | | | | | |
| ** | Costs based on 30% design estimate. Includes 20% contingency. | | | | | |
| | Costs do not include r/w or dry utilities. | | | | | |

Project Funding

| Mullan BUILD Funding Summary * | | | 11/19/2020 |
|---------------------------------------------|---------------|---------------|------------|
| | | | |
| Sources of Project Funds | Non-Federal | Federal | % of Total |
| Missoula County | \$ 800,000 | | 2.0% |
| Missoula County Parks & Trail Bond | \$ 500,000 | | 1.3% |
| City Transporation Impact Fees | \$ 2,000,000 | | 5.0% |
| 2019 BUILD Grant | | \$ 13,000,000 | 32.5% |
| | | | |
| Sewer Latecomers Fees (pending) | \$ 1,750,000 | | 4.4% |
| Water Latecomers Fees (pending) | \$ 3,250,000 | | 8.1% |
| Special Impact Fee District (pending) | \$ 18,700,000 | | 46.8% |
| | | | |
| | | | |
| Total | \$ 27,000,000 | \$ 13,000,000 | 100% |
| Project Total | \$ 40,000,000 | | |
| * Does not include r/w or dry utility costs | | | |



Special District Development Impact Fees

- **Transportation Impact Fee**
- **Utility Development Fee (or ‘Latecomers Fee’)**

Goals

- Equitably assess the cost of infrastructure necessary to support high-quality, sustainable development
- Proactively construct new roads and utilities ahead of development
- Plan for growth
- Avoid piecemeal construction
- Reduce overall costs
- Mitigate the impacts of development

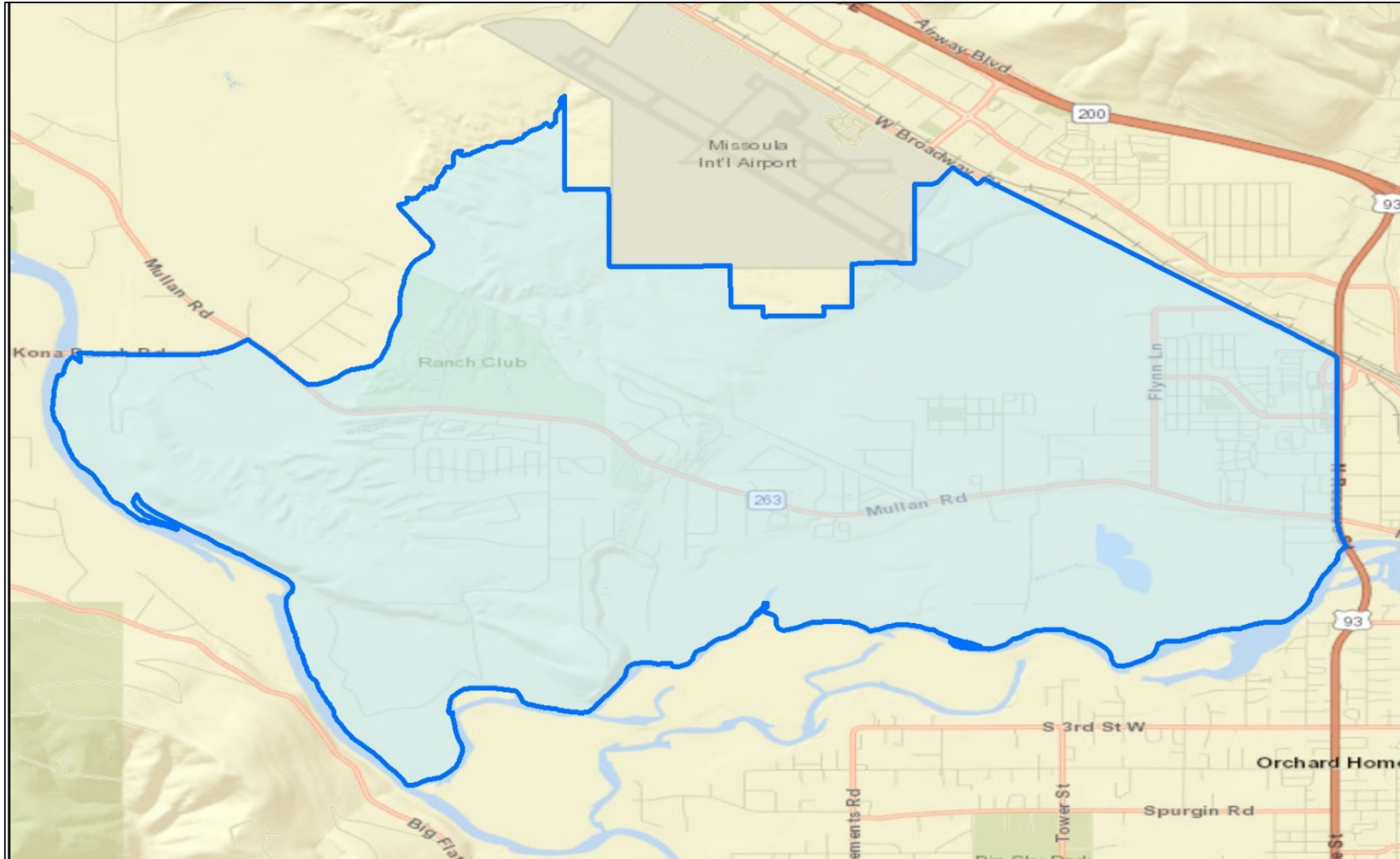
How do development impact fees work?

- Impact fees are one-time payments by new development to fund the capital improvements necessary to accommodate new demand from development.
- Special District fees would be in addition to existing Citywide fees already in place to fund specific improvements within the special district[s].

“Rational Nexus”

- **Need** for infrastructure improvements
- Fee payor **benefits** from the improvements
- Fee is **proportional** to the development's demand on infrastructure

Proposed Special District Transportation Impact Fee Benefit Area



Study Area Projections

| Greater Mullan Road 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 |
| Housing Type | | | | | | | | |
| 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 Mullan Road Study Area | Base Year 2020 | 2025 | 2030 | 2035 | 2040 | 2045 | 2050 | 30-Year Increase |
|--------------------------------------------------|----------------|-------|-------|-------|-------|-------|-------|------------------|
| Jobs | | | | | | | | |
| 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 |
| Nonresidential Floor Area (1,000 sq. ft.) | | | | | | | | |
| 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 Costs

| Project | Transportation & Stormwater |
|-------------------------------|-----------------------------|
| 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 |
| Total | \$28,824,000 |

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

Transportation costs include trails, stormwater, and related stream restoration.

Impact Fee Analysis

| Mullan Road Transportation 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) |
| Impact Fee Eligible Costs | \$18,674,000 |

| | |
|------------------------------------------------|----------------|
| Estimated City Capital Cost | \$18,674,000 |
| 30-Year Increase in VMT | 674,022 |
| Capital Cost per Vehicle Miles Traveled | \$27.71 |

Impact fee eligible costs are found by reducing the total cost by other funding sources. This represents the cost of growth within the study area.

Proposed Special District Transportation Impact Fee Schedule

| 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 | 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 |

Transportation Impact Fee Revenue Projection

Infrastructure Costs for Transportation Facilities

| | Total Cost | City Cost | Growth Cost |
|---------------------------|---------------------|---------------------|---------------------|
| Roadway Improvements | \$34,974,000 | \$20,674,000 | \$18,674,000 |
| Total Expenditures | \$34,974,000 | \$20,674,000 | \$18,674,000 |

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 => | \$18,676,000 |
| | | | | | | Total Expenditures => | \$18,674,000 |
| | | | | | | Non-Impact Fee Funding => | \$0 |

- Over 30 years, fee will recover all growth-related costs
- 85% residential, 15% nonresidential

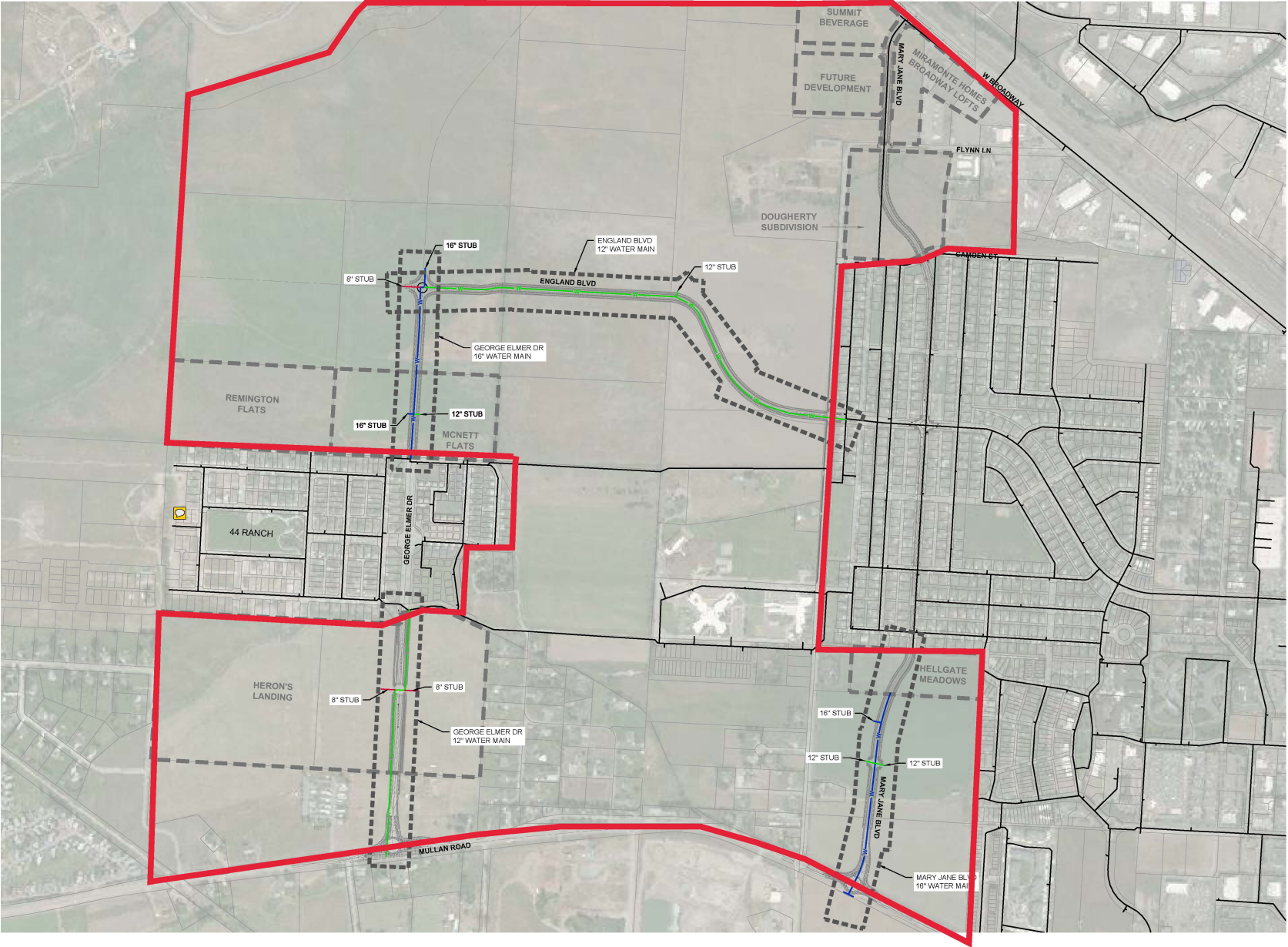
Utility Development Fees (or ‘Latecomers Fees’)

Two Options

- Special Utility District
- Individual Benefit Areas

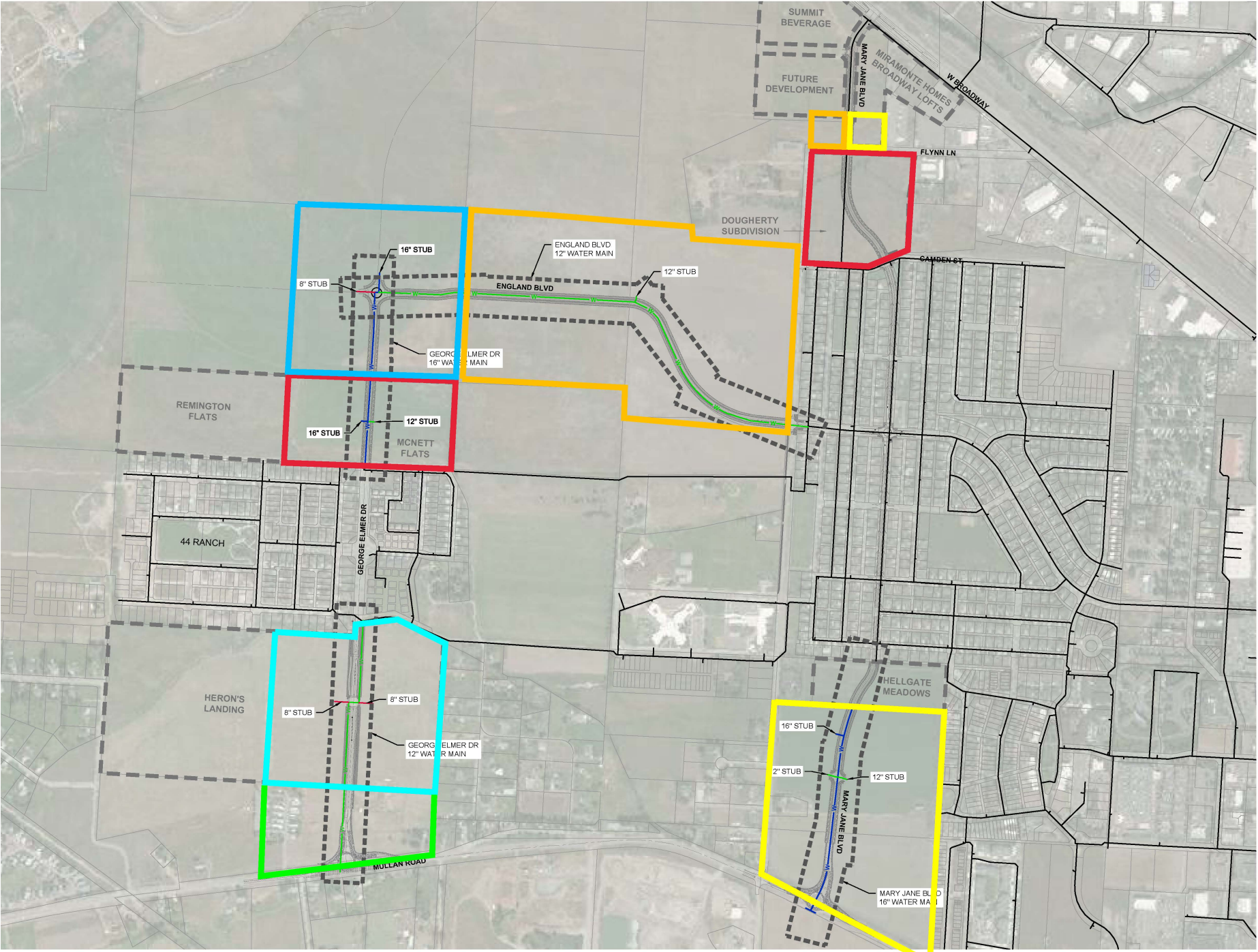
Utility Development Fees

Special District Example



Utility Development Fees

Individual
Benefit Areas
Example



Utility Development Cost Breakdown

- By landowner
- Phase 1 only

| BUILD Utility Fee Summary | | | | |
|--------------------------------------------------------------------------|----------------------------------|--------------------|--------------------|--------------------|
| PRELIMINARY * | | | | |
| Owner | Segment | Water Cost | Sewer Cost | Total Cost |
| Flynn Family LP | 5. England | \$110,386 | \$100,441 | \$210,827 |
| Dougherty Properties | 5. England | \$552,980 | \$522,978 | \$1,075,958 |
| Mullan ROW (City) | 4-1. George Elmer | \$15,258 | \$0 | \$15,258 |
| Kathryn Flynn Family LTD | 4-1. George Elmer | \$82,395 | \$100,269 | \$182,664 |
| Heron's | 4-1. George Elmer | \$199,884 | \$118,212 | \$318,096 |
| McNett | 4-2. George Elmer | \$103,757 | \$119,619 | \$223,376 |
| Flynn Family LP | 4-2. George Elmer | \$103,299 | \$239,238 | \$342,537 |
| Dougherty Properties | 4-2. George Elmer | \$28,991 | \$54,532 | \$83,523 |
| City Upsize | 4.1 & 4.2 George Elmer | \$95,822 | \$0 | \$95,822 |
| Kathryn Flynn Family LTD | 1. Mary Jane South | \$268,979 | \$0 | \$268,979 |
| City upsize | 1. Mary Jane South | \$23,386 | \$0 | \$23,386 |
| Luikart | 2. Mary Jane (Camden to Flynn) | \$0 | \$158,759 | \$158,759 |
| James D Dougherty Family LLC | 2. Mary Jane (Camden to Flynn) | \$0 | \$17,749 | \$17,749 |
| Edgell 1 LLC | 2. Mary Jane (Flynn to Broadway) | \$0 | \$17,749 | \$17,749 |
| Total | | \$1,585,138 | \$1,449,547 | \$3,034,685 |
| * Final costs will be based on actual construction quantities and costs. | | | | |

Comments & Questions

<https://www.mullanbuild.com/get-invovled>

Jeremy Keene
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City of Missoula
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Submit Project Feedback & Comments

Submit your comments, questions to the project team here. Have more to share? You can email **Katie Kietz** with Big Sky Public Relations.

Thoughts?

- We are eager to hear your feedback!
- Please email becca@bigskypublicrelations.com with questions.



Future Meetings

- Jan. 6 at 3pm: Impact Fees
- Jan. 8 at 9am: Environmental Considerations