

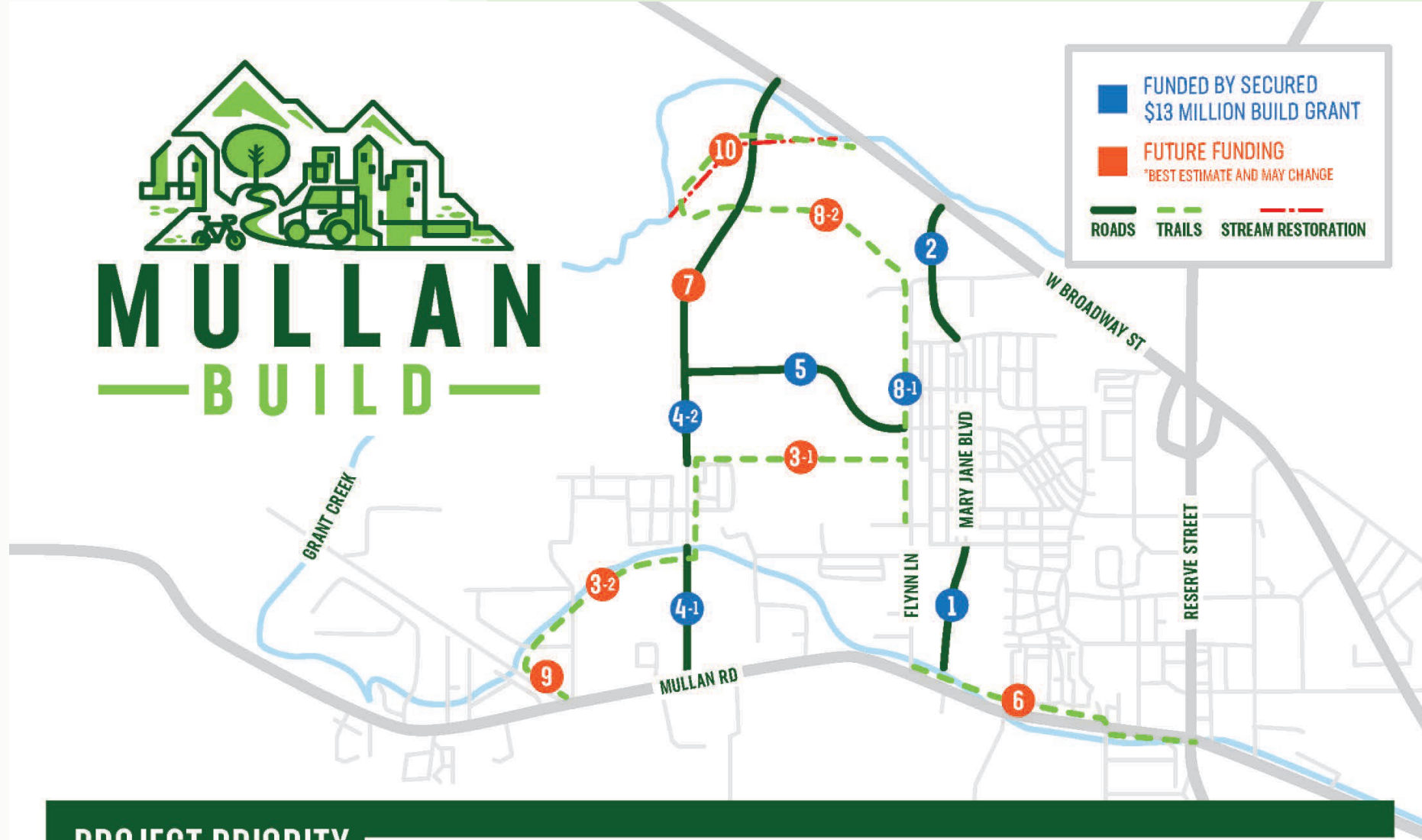


# MULLAN

## — BUILD —

## Sxwtpqyen Area Transportation Special Impact Fee

February 3, 2021



## PROJECT PRIORITY

- |   |  |  |  |
|---|--|--|--|
| <span style="color: blue;">1</span> MARY JANE BOULEVARD SOUTH | <span style="color: blue;">4</span> GEORGE ELMER DRIVE SOUTH | <span style="color: red;">7</span> GEORGE ELMER DRIVE NORTH    | <span style="color: red;">9</span> MILWAUKEE TRAIL                           |
| <span style="color: blue;">2</span> MARY JANE BOULEVARD NORTH | <span style="color: blue;">5</span> ENGLAND BOULEVARD        | <span style="color: blue;">8-1</span> FLYNN LANE TRAIL - EAST* | <span style="color: red;">10</span> GRANT CREEK TRAIL AND STREAM RESTORATION |
| <span style="color: red;">3</span> TIPPERARY WAY TRAIL        | <span style="color: red;">6</span> MULLAN TRAIL              | <span style="color: red;">8-2</span> 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.

An aerial photograph of a city street scene. In the foreground, there's a large, light-colored building with a flat roof and several windows. To its right, a smaller building with a gabled roof and dormers is visible. The street is lined with trees and parked cars. In the background, more buildings and a park area with a playground can be seen. The overall scene is a mix of urban development and green space.

# Why Special Impact Fees?

- Transportation Special Impact Fee
- Water/Sewer Special Development Fee (or 'Latecomers Fee')

# Why Special Impact Fees?

## Equity

New roads and utilities are typically paid for by development (i.e. new subdivisions). Impact fees assess the costs to the cost-causers.

# Why Special Impact Fees?

## Proportionality

Impact fees assess costs based on traffic generated. Development shares in the cost proportional to their impact.

# Why Special Impact Fees?

## Predictability

Construction of key infrastructure improvements ahead of development provides better predictability for growth and mitigates the impacts on existing residents.

# Why Special Impact Fees?

## Reduced Cost

Avoiding piecemeal construction creates economy of scale and applies the benefits of the BUILD grant over the entire area.

# 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 Transportation Impact Fees	\$ 2,000,000		5.0%
2019 BUILD Grant		\$ 13,000,000	32.5%
Sewer Special Development Fees (pending)	\$ 1,750,000		4.4%
Water Special Development Fees (pending)	\$ 3,250,000		8.1%
Transportation Special Impact Fee (pending)	\$ 18,700,000		46.8%
<b>Total</b>	<b>\$ 27,000,000</b>	<b>\$ 13,000,000</b>	<b>100%</b>
<b>Project Total</b>	<b>\$</b>	<b>40,000,000</b>	
* Does not include r/w or dry utility costs			

Current  
Funding  
\$16.3M

Water/Sewer  
Development  
Funds \$5.0M

Remaining  
Transportation  
Costs \$18.7M

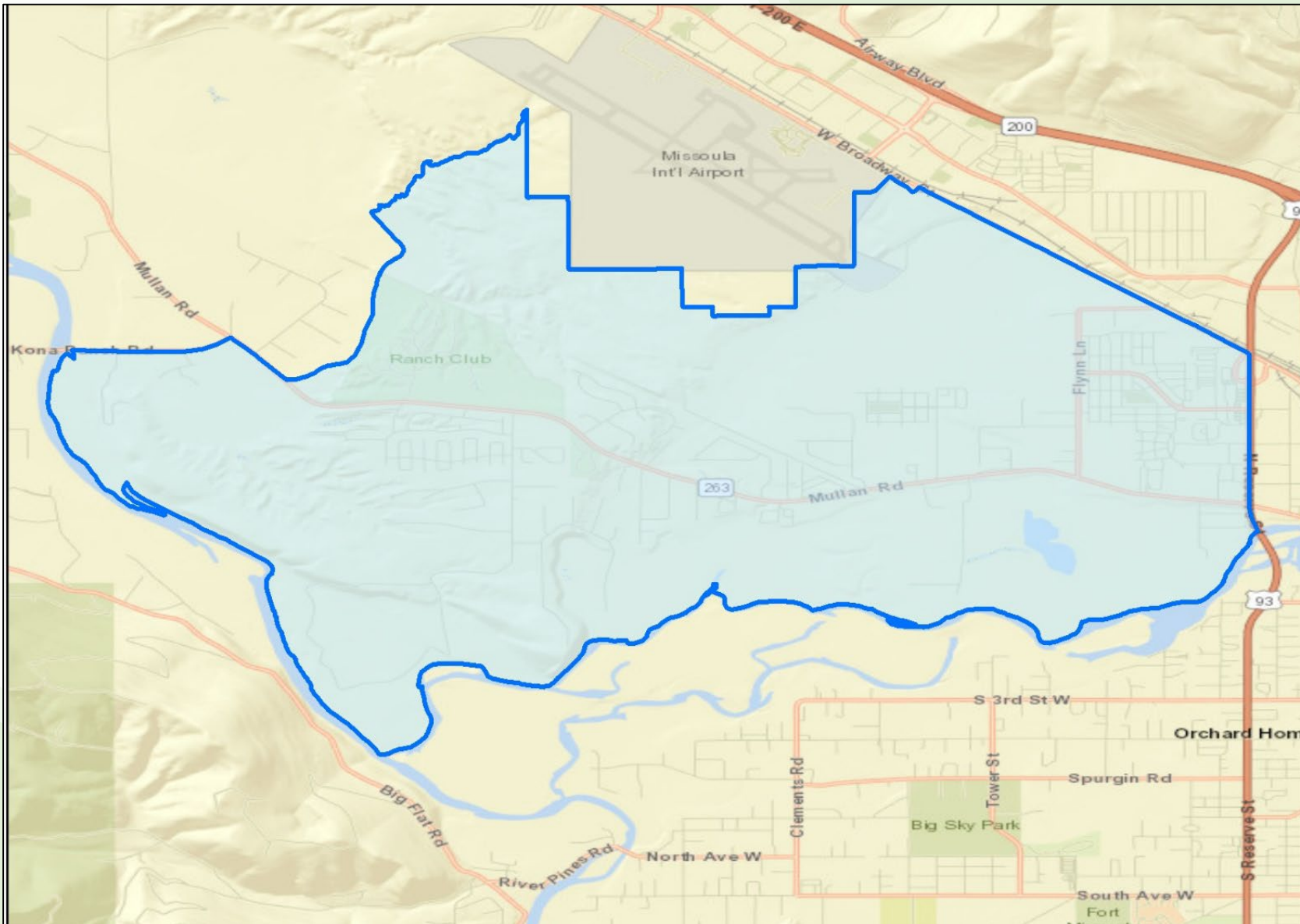
# How Do Special Impact Fees Work?

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

## “Rational Nexus”

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

# Sxwtpqyen Service Area



The Service Area includes properties that benefit from the transportation improvements included in the BUILD Project.

New residential development will pay an additional \$1,035-\$2,647 per unit

Commercial/industrial uses will pay an additional \$410-\$2,201 per 1000 SF

# What is the Process?

- Impact fees are enabled in state law.
- The City is required to perform a study demonstrating the need and proportional benefit.
- An Ordinance is created to establish the methodology for charging fees.
- A Resolution is passed to establish the fee schedule.

## Key Dates

- Council Action to set public hearing:  
**February 8, 2021**
- Public Hearing:  
**February 22, 2021**
- Final Consideration:  
**March 1, 2021**

# Additional Information Provided

- Proposed Ordinance and Exhibits
- Proposed Resolution
- Special Impact Fee Presentation
- Special Impact Fee Study
- Questions & Answers

## Key Dates

- Council Action to set public hearing:  
**February 8, 2021**
- Public Hearing:  
**February 22, 2021**
- Final Consideration:  
**March 1, 2021**

# Comments & Questions

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

Jeremy Keene  
Public Works Director  
City of Missoula

[keenej@ci.missoula.mt.us](mailto:keenej@ci.missoula.mt.us)

## 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.

Send