

INTERNAL MEMORANDUM

Date: July 31, 2023
To: SBURA Board
From: Jim Tevlin
Subject: Consultant's Report

The following is a brief update on noteworthy activities in the South Billings Boulevard Urban Renewal District ("the District") as of July 31, 2023 (the reader is urged to view prior reports posted on the website www.southbillings.org for context):

Administrative

Andrew Houlihan's SBURA board term as a resident director expires on August 1, 2023. Andrew is SBURA's Secretary/Treasurer. Additionally, Dick Zier resigned as SBURA president and at-large director at the July 11, 2023, Special Meeting. I placed an advertisement for Dick's board position in the Yellowstone County News.

In June 2023, the Board informed me that they would not extend my contract to provide consulting services for another year beginning July 1, 2023. The Board subsequently requested interim consulting services from me for the period July 15, 2023, to September 15, 2023. SBURA issued a Request for Proposal for consulting services in mid-July 2023 with an application deadline of July 30, 2023.

Unimproved Streets-Phase II

Public Works has awarded Askin Construction a contract for \$2,446,665 for Phase II of SBURA's street improvement program (Morgan Ave, Ryan Ave and Stephens Lane). Improvements consist of constructing new City-standard paved streets including new sidewalks, curb and gutter, drive approaches, alley approaches, accessibility ramps, storm drain improvements, and various sewer service extensions. Furthermore, these mains will be upsized to 8-inch diameter mains to improve fire flow. The project is split into two schedules. Schedule 1 will complete street and water main improvements to both Ryan Ave and Morgan Ave from Hallowell Lane to Jackson St. Schedule 2 will complete street improvements and back-in angled parking improvements to Stephens Lane from Ryan Ave to Mitchell Ave along the west side of Optimist Park. Schedule 2 also includes lighting of the Stephens Lane parking area as well as traffic-calming bulb-outs.

Public Works anticipates Stephens Lane to be complete in 2023. Construction will begin on Morgan Ave during 2023 with completion by mid-2024. Construction on Ryan will commence in early 2024 with completion by mid-2024.

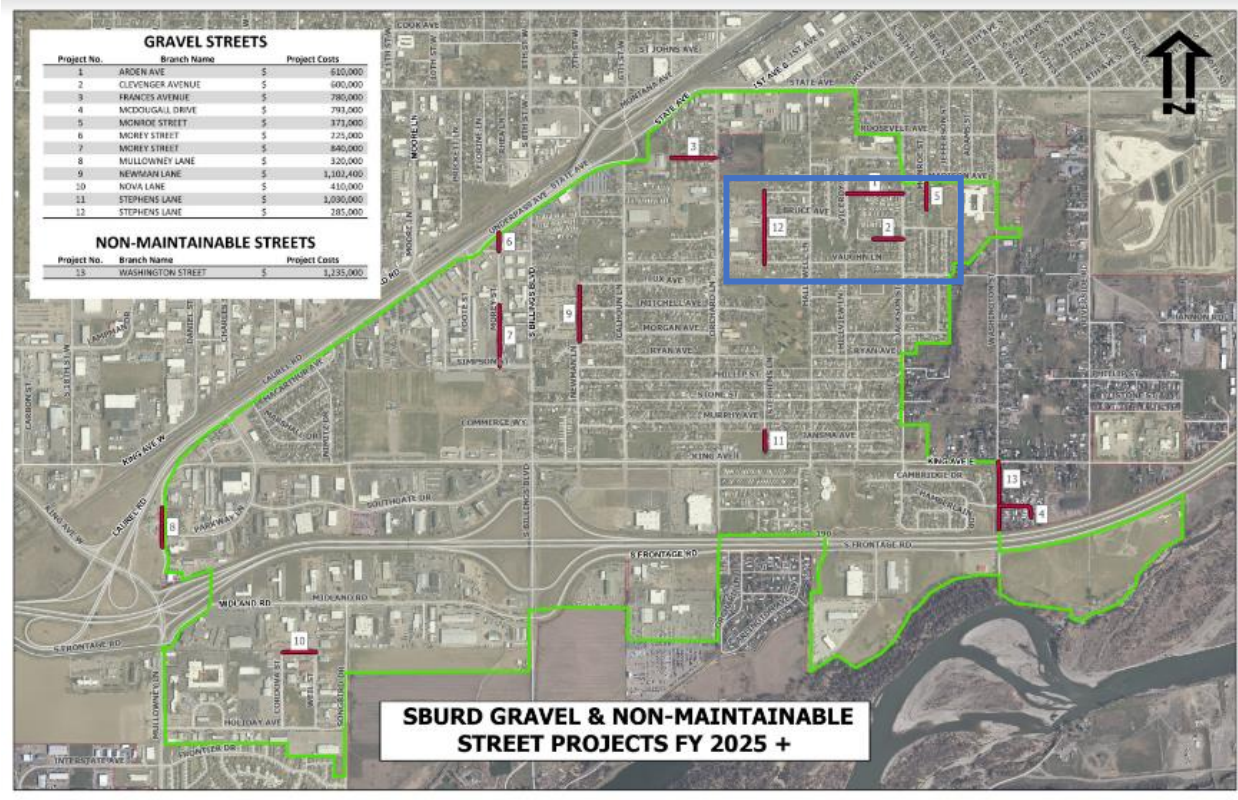
FY25-FY29 Capital Improvement Plan (Proposed)

Phase III Unimproved Streets

Below is a map of unimproved streets in the District. I met with Public Works (Tyler Westrope and Mac Fogelson) to get their recommendations for Phase III of the unimproved streets program. The streets highlighted in red are either gravel or non-maintainable streets. Tyler and Mac recommended the streets in the blue box (Arden Ave, Clevenger Ave, Stephens Lane and Monroe St.) for the next phase of street improvements. The estimated cost to improve these streets are:

Arden Ave	\$ 732,000
Clevenger Ave	720,000
Stephens Lane	342,000
Monroe St.	<u>445,200</u>
	\$2,239,200

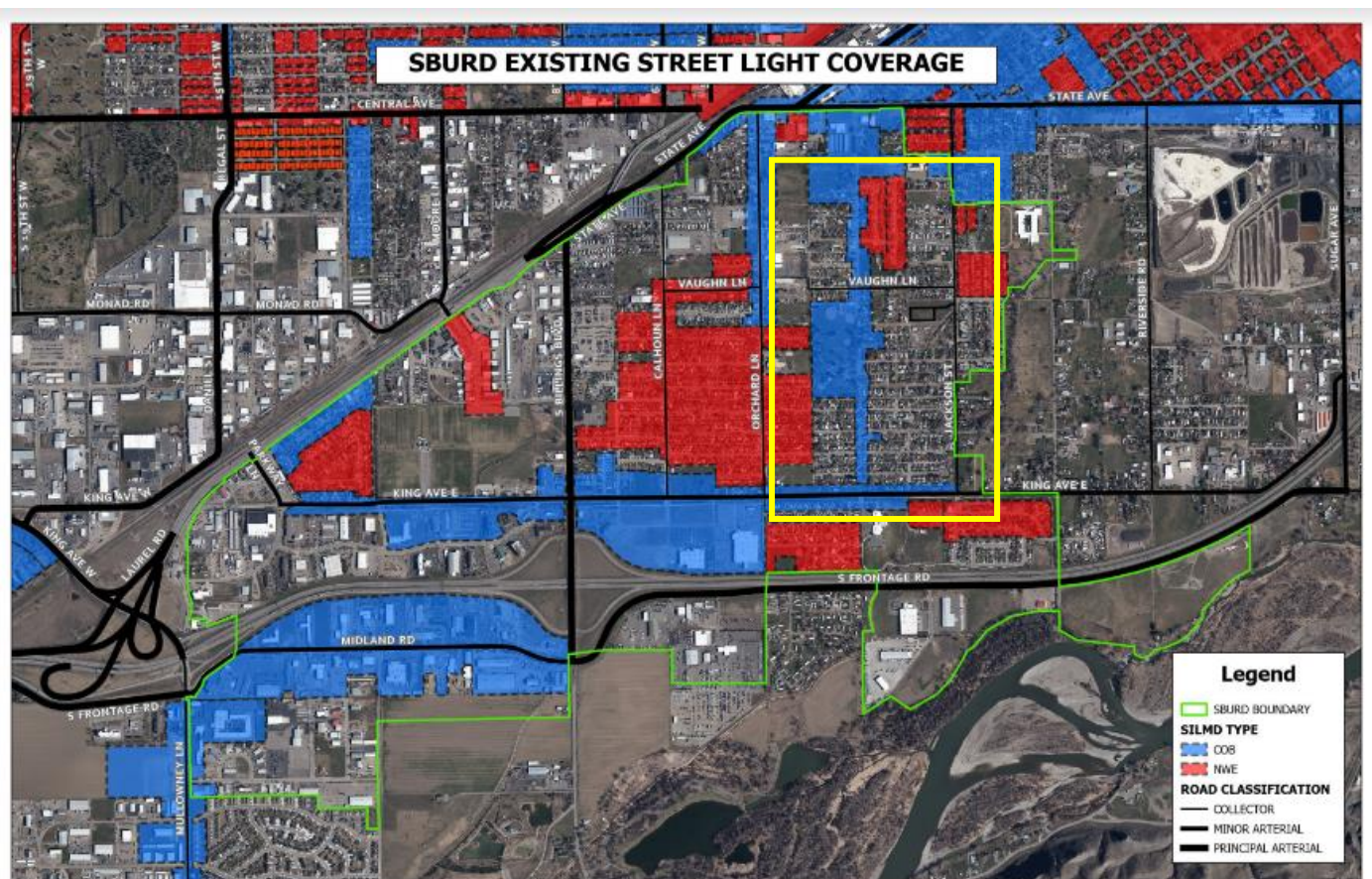
Per Mac Fogelson, the above roads need not be “bundled” as a single contract similar to Hillview, Vaughn and Mitchell. Consequently, SBURA has the flexibility to schedule these street improvements in its Capital Improvement Plan at their discretion.



Neighborhood & Optimist Park Lighting

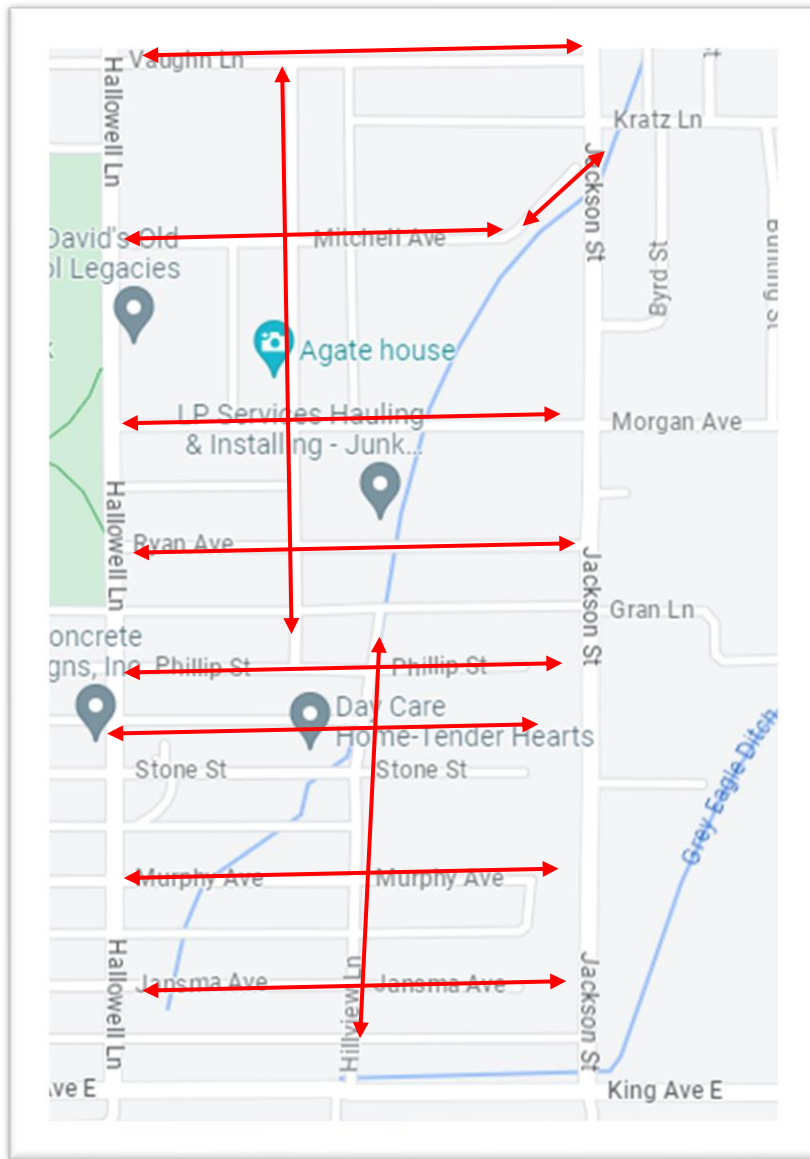
Below is a map of the existing light coverage in the District. Areas highlighted in blue indicate City of Billings-installed lighting. The areas highlighted in red indicate Northwestern Energy-installed lighting. It is important to understand that City of Billings lighting is where the City has purchased streetlights and is responsible for their upkeep. Northwestern Energy (NWE) lighting is where NWE has installed streetlights and is responsible for their upkeep. The difference between City and NWE lighting is that City lighting requires the property owners approve a Special Improvement District (SID) for the cost of the lights. In comparison, NWE lighting pays for the streetlights. Consequently, property owners pay a higher monthly utility charge for NWE lighting as compared to City lighting.

Per Public Works, residential property owners are highly unlikely to approve an SID for streetlights. As a result, TIF funds would be required for the streetlight purchase. Conversely, commercial areas, such as along Southgate Dr, are more apt to approve an SID.



Public Works suggests a “block by block” approach to lighting in the dark areas within the yellow block.

Tyler and Mac suggested Phase I of a streetlight program as shown below.



The estimated cost breakdown is as follows:

PHASE I - SBURD STREETLIGHT COSTS								
Project No.	Branch Name	To	From	Length of Street	Spacing Per Light	No. Poles	\$ Per Pole	Grand Total
1	Jansma	Hallowell	Jackson	1,300	120	11	\$ 25,000.00	\$ 275,000.00
2	Murphy	Hallowell	Jackson	1,300	120	11	25,000.00	275,000.00
3	Stone	Hallowell	Jackson	1,300	120	11	25,000.00	275,000.00
4	Phillip	Hallowell	Jackson	1,300	120	11	25,000.00	275,000.00
5	Ryan	Hallowell	Jackson	1,300	120	11	25,000.00	275,000.00
6	Morgan	Hallowell	Jackson	1,300	120	11	25,000.00	275,000.00
7	Mitchell	Hallowell	Jackson	1,300	120	11	25,000.00	275,000.00
8	Vaughn	Hallowell	Jackson	1,300	120	11	25,000.00	275,000.00
9	Hillview	King East	Phillip	1,300	120	11	25,000.00	275,000.00
10	Hillview	Phillip	Vaughn	1,600	120	13	25,000.00	325,000.00
Total Street Length				13,300				
Note: "Pole" is the light, fixture, foundation, service, conduit, wires...everything								\$ 2,800,000

Mitchell Ave & Drain

Below is an aerial view of the properties immediately south of the Jackson Court project.



Public Works suggested SBURA consider the restoration and/or repurposing of the ditch (in yellow) immediately south of the Jackson Court project and the trail (in red) extending east from the intersection of Hillview and Mitchell. This area is overgrown and prone to filling up with trash. Drug dealing also takes place near this ditch.



Per Public Works, the ditch association has no living members and would require legal proceedings to reconstitute a ditch board that could deed the property to the City. The trail is also overgrown and prone to filling up with trash. Note that Jackson Court's owner, GL Development (Gene Leuwer), is seeking housing tax credits to develop the properties immediately south of Jackson Court.

The cost to restore this area is approximately \$300,000.