So the Montana, I think there’s a few of you that, Montana provides for the creation of special districts that can in turn use a tool called tax increment financing and these special districts include urban renewal districts which can only be done inside city limits and what are called targeted economic development districts which we term to be tedds for the acronym and those can be located either in cities or counties. And targeted economic development districts is what we are going to be talking about today, are specifically created to encourage businesses to locate in an area that is currently infrastructure deficient, but which needs infrastructure improvements and targeted industries are those industries that are value added and defined in the legislature as being a business that transforms something to something else, trees to furniture, oil products to plastics, agricultural, you know, wheat, barley to biofuels, anything that you can think of that transfers what we have in Butte, a secondary value adding industry that takes siling(?) and gas and turns it into solar panels and other associated materials. Or a business that adds value through the employment of knowledge to a technology, so you’re adding value, perhaps, to something like a medical procedure or alternative energy systems or better communications technology. Anything again, in that case, you’re transforming some bit of technology or knowledge to make it more valuable again, through the employment of knowledge and research based activities. So we have these secondary value adding industries that we’re trying to encourage to locate in a particular area and that area typically needs some kind of infrastructure to make it more attractive for those businesses to locate and those infrastructure deficiencies then have to be addressed in support of those businesses. The financing tool is called tax increment financing and that, again, fairly simple concept that is harder to explain than it is in reality. But it’s where you take any new taxes that accrue from new development, so if you have a bare piece of ground, it’s currently producing $100.00 in taxes a year, you build a building on it, and now it’s producing $500.00 in taxes a year, that additional difference of $400.00 is what we call the increment and that increment then is under this program, would be available to reinvest those dollars in the area within the boundary where it was, where it is derived and in this case that boundary which we’ll be talking about throughout the day today, is, would be this targeted economic development district. So, again, targeted economic development is secondary value adding industries. They located in this area and the tax dollars that they pay are then reinvested in the area in support of the infrastructure.

Public infrastructure.

Public infrastructure. There are provisions in the law to do loans for some private infrastructure but basically we’re talking in this realm about public infrastructure improvements. Public infrastructure is defined in the law to include not only publicly owned infrastructure like roads and bridges and water treatment plants, but also public utilities which while they’re not owned by the public, they are such as telecommunications, energy resources, they are still publicly available and publicly regulated, so you have those kinds of general parameters. Does anyone, are we all together on this? Is there any questions anyone has that would help to clarify that? So the first step in creating a targeted economic development district is to establish that there is indeed a need to do so. The need is characterized by specific, the identification of infrastructure deficiencies (couldn’t decipher) not enough roads or there is inadequate sewer systems or inadequate natural gas services, whatever those are. You identify those and then that statement would be if the commissioners, county commissioners choose to, that statement would be the basis for the commission to pass a resolution of necessity. That doesn’t create the tedd. All it’s saying is there’s a need to do something. Following that adoption of the statement of infrastructure deficiency, the commission can then move forward if it chooses, and do a plan for the area and adopt a tax increment financing program. So that would be further down the line. So where we are today is we met with you earlier in January and took your input at that time and included it in the statement of infrastructure deficiency. And again this is not a capital improvements plan. It’s not a detailed quantifiable type of statement. It’s more generally describing the kinds of deficiencies that are present in the area. So what we need from you today is, I know Sarah sent this out to you and even I haven’t had a chance to look at it. It’s very, very brief. But what I’d like to do is have you, if you’d take a minute and read the section that pertains to you if you haven’t, and if you’d like to offer some suggested language or say no, you don’t have it quite right, this is a better way to say this, this is, the process would really benefit from your edits and corrections and your input at this point. Lynnette, do you want to add anything to that?

No. We can take these in order that they’re in the draft or if somebody needs to leave early, we can jump to a specific section. And did we tell everybody, you’re recording now.

I’m recording you.

So, Woody, I’ll put you, I know you said you hadn’t had a chance to look at this real closely, but we’re beginning for everyone’s information, is on page 5, and again, I’ll just read this opening paragraph and I think as stated above, prior to establishing a tedd the Yellowstone County Commission must adopt a resolution of necessity designating the area as infrastructure deficient. This action establishes that infrastructure improvement of the area is necessary for the welfare of the residents of the local government and provides the rationale for investing public funds and economic development activities and that there is a need for a tedd and associated plan with a TIF provision. So that kind of sets the framework for what we’re doing. So, Woody.

I didn’t have a lot of time, but I read through it briefly, and what I’ll do is go through it in a little more detail and then I’ll e-mail Sarah if I have any additions or, you know, if there’s something that doesn’t look right. One of the things that we’re in the process of doing is our water master plan which comes at a time when it works with the possible tedd and we’ve asked them to look at those numbers for water and for sewer. The other thing is that with the Trailhead Commerce Park last week, we did receive some preliminary numbers based on the kind of general plan that they have out that everybody’s looked in or at and I’ll get those to our engineers and we’ll be talking to them, we’ll be visiting with the engineers with KOJ to go through those numbers. One of the things that I looked at briefly is that even though this tedd area is like 940 acres and Trailhead Commerce Park is somewhere around, I think it’s 300 something, but developable area is only about, you know, 232 acres, so there’s going to be some areas in there, even though they may be within the boundary with the floodplain that aren’t developed, and so I want our engineers to look at the remaining areas to see what the development possibilities are and so we can look at numbers for those too so that we have a good idea when we talk to the city that we know what we are talking about. With the city it’s mainly the wastewater side. We’re in the process now, we have construction going on down at our water treatment plant. We’re redoing both of the filters that we have (couldn’t decipher). This will probably require the third filter to be added which, you know, would be a deficiency for, to serve this area. I’ll look at that a little closer and get that information or any suggestions or anything that I think we may need to add to Sarah.

Okay. Can I clarify? You’re working on an update to your water master plan and are you going to include this area as a potential expansion in it?

Um huh.

Okay. And when are you expecting that to be done?

It’ll be a year by the time everything is finalized. Because we have to look at all of our distributions that we have now, any additions, plus we have a capital improvement program that is out for 20 years, so we need to look if this is going to happen. Some of that is going to have to change if we have to do something in the treatment plant, but we’ll move that up as a priority rather than some of the, you know, say some of the smaller replacement lines that we have earmarked at this time.

So in a year we’ll know there would be more specific information available?

And we can reference that in this, not only in this document, but certainly in our planning for the area.

Yeah. I think it’s important that we reference the water master plans.

Right. And then by referencing it, then it kind of includes it, so that we can have some specific authority there or at least enabling words that would (couldn’t decipher).

Right. When we did our RFP, we specifically identified this area, not necessarily Trailhead Commerce Park, you know, that was what was being proposed at that time, we asked that that area be looked at too for services.

Very good. Thank you.

So transportation infrastructure, Stan.

Oh, pardon.

So transportation infrastructure, that was our next.

Oh, well actually, I didn’t address the part about where the bypass is coming through (couldn’t decipher) the on ramp system or something like that. We’re looking at that and we haven’t ruled it out or anything like this, but anything that would be built in there, the state would (couldn’t decipher) beyond just development and you have to build that interchange.(couldn’t decipher)

So any interchange?

Any access.

Any access to the bypass.

On that road.

Right. Because this thing is well under planning stage already (couldn’t decipher)

So there’s no accesses planned?

No.

Currently?

No. So if an access is planned to go in, it would be at the developer’s expense.

And the, so, how does that, so if for example, there was a series of businesses in this Park that would want that interchange then doesn’t the state still have to select it as a project or prioritize it? What would bring that to the top in terms of (couldn’t decipher) even if it was being financed privately or through some other mechanism?

I don’t know how to address that one. Well, normally I handle smaller approaches and things and the highway (couldn’t decipher) could be built. The developer could build his intersection. It depends on the timing of this thing, obviously.

Right.

I don’t know if our bypass is going to go in first or if development is going to beat us to it. Well, there’s two cases. If the bypass goes in first, we probably go through a systems impact process. We have a planning section in Helena that handles big developments that want to access our highways and we would want the developer to come up with a plan on how he wants to access and we would work with him to design (couldn’t decipher) and practical access to the highway and then the developer would build that, permit that, as an approach permit. The other way would be if you built this thing first and the bypass came second. We’d have an easement, because we don’t know the land and you could probably work with our designer. We’ll probably have a consultant, design would probably do it (couldn’t decipher) probably a consultant designer (couldn’t decipher) but the actual work above and beyond the roadway that deals with intersection would be your expense.

So have you acquire these easements? How far along in the process is this?

Oh, boy, that’s still under way.

Okay. What is the last ground level road that’s going to be accessible? I mean, you come off of Johnson, and is that the last intersection that’s going to be a road?

What’s that?

Yeah, there will probably be a bit of (couldn’t decipher) frontage road. This is still in the works. It’s hard to say for certain. Things can still change. But basically how you have it drawn on your map here is what we’re doing. We’ll do some upgrades with the I-90 intersection. We’ll make that larger as well, but where you hit your green area here, that’s pretty much fixed.

Up here?

The green.

We’re talking about everything that’s inside the purple, that’s inside the red lines. So there’s ground level at Johnson.

Yes at Johnson.

And then you have basically (couldn’t decipher) and at some point you have to elevate right?

Yes, we’ll have to cross the tracks. That will be an overpass.

So that’s possibly the last ground level.

Well, you’re going to have Colson Road. That’s still going to be there.

No that’s not going to be there.

Will it be underpass?

But will it be under the bypass?

More than likely (couldn’t decipher) more than likely I think it’s going to go over the top. This hasn’t been finalized yet.

Okay.

Likely no intersection of the bypass and Colson Road?

Not here, close by where I-90 changes, you will have an intersection, but once you get further down the tracks, we’ll be elevating to cross the tracks and there won’t be any ground level, no opportunity for ground level.

And so because you have to get across the river, is it probably elevated the whole rest of the way?

Yes, once you get past close to your red line there, and still in the green, we’ll probably be elevating again.

Oh, so it may be, all right.

So would it be fair to say that this overpass the time set for that, is still somewhat uncertain? And bypass?

Yes. It all depends on funding. Of course, it’s multi, multi million dollar project, and it all depends on funding, but we’re still going ahead with everything we can do like the environmental part is mostly done. Now we’re trying to buy the right of way and all this other stuff and we’ll keep plowing ahead, but then it’s going to depend on if we get the cash out of the feds to get it built.

Right.

Right now we don’t have any transportation bill (couldn’t decipher)

So in this case one of the possible scenarios would be instead of a single developer, it could be that the tax increment financing district as a whole would identify this as a project and depending on tax increment funding, could in part pay for that.

The accesses.

The accesses. I’m just talking the accesses. Well, the interchanges. So that’s why I think it’s important that we at least identify that here as.

Yeah we’d like those identified. We’d like to know where they are, the sooner the better.

Right.

What was kind of the best case scenario projection that if everything went well this would be constructed?

Oh, boy, let’s see, it’s crystal ball time.

Because we were

In 5, 10

Candy was saying.

Greater than 5 and less than 10 is probably my guess, educated guess. It’s a guess.

There’s a 5 to 7 year window.

Yes. Five to ten year.

Five to ten.

Because Candy’s thought, what she had heard was that this piece would be probably the last phase of anything that got built on the bypass was this piece on the side of the river. I don’t know. That was what she told us last time.

The record decision talks about the building of the bridges first and then the Mary Street side and then the third phase is coming back to Johnson Lane as I recall when I read this.

We don’t want to have a road to nowhere either.

Right.

Or a bridge.

It was phased that way because I think you’re going to have huge cost to Johnson Lane and the bridges are going to cost.

I think the most expensive is probably the bridge and then it’s going to be Mary as the next most expensive and then third.

So, Jan, I’m thinking, that, sorry I’m back in the corner, that in our statement of infrastructure deficiency, this whole notion of access from the area to the bypass would have to be addressed from the functionality of that industrial area.

Yes.

Prospects are going to want to get on that bypass and head north or get on it and head back the other direction.

And I definitely think that we have to say that. It’s a little, it could be that’s it’s not until year 5 or 6 or 7 of the TIF district that we are actually able to, you know, have something to build it to.

Although I think what might be addressed sooner would be just a design piece, because we’ll have to notwithstanding the timeline for the actual construction, if you want to attract industry, you’re going to have to be able to tell them that

Absolutely

That transportation accommodated this in their design plan.

What we don’t want to happen is have every individual little business have their own little individual access.

Exactly yeah.

That won’t apply. It’s going to have to be a centralized access that they can all share.

And that’s why I talked about the district as a whole. We need to think about it in those terms rather than individual development approaching (couldn’t decipher).

Just saying, yeah, Commerce Industrial Park or others will have to locate a business here. Individually they’re going to want to have the assurance that there have been some accommodations made.

That’s right.

So we need to put

Not individual access, but corporate access.

We need to put that in the plan as well. Very good.

Because otherwise your only access is all the way back to Johnson Lane.

And yeah, well, we’ve identified it. We’ve already got it here.

It’s in here.

You’ve got a proposal for it (couldn’t decipher).

That’s a railroad.

Well, you have the green, the dotted green, is the bypass.

This one here is the bypass.

But you do have it yeah. You don’t show it in your drawings here, but there is a proposal to put an access road.

Well, that’s, yeah, a design thing that comes much later.

This is just, you know, this just answers the question what do you need. Anything else on vehicular traffic with respect to any of you? One of the things that came up in several of our conversations was, you know, traffic circulation, safety, and access and we talked about it certainly with respect to the bypass, but in terms of just other kinds of transportation and infrastructure concerns anything else. I know that, was it John Staley, who mentioned the vehicular access to the, you know, to the Park, that we want to make sure that the roads are…(couldn’t decipher)

That they’re wide enough for the emergency vehicles.

Right.

And to accessing.

I have a question.

Yes.

Question, Travis from KLJ.

Hi, Travis.

Hi. This is just one thought. I don’t think we should assume that Colson Road is built to adequate standing (couldn’t decipher) probably not adequate for truck traffic.

I’ll make a note of that.

Is Colson within the railroad title?

Yeah.

So we might say that Colson Road would require some upgrades to accommodate truck traffic.

Yeah.

I think that’s what we said.

(couldn’t decipher)

You might want to repair that.

We do want to add Colson.

Okay.

County road and bridge.

Okay. Very good. Thank you, Travis.

So we can come back to these if anything occurs, but let’s move on. There’s no one hear from rail. Is there any, I’d like to mention, you know, Sarah and Steve and Lynnette and I have talked about this, what has been identified as one of the major infrastructure deficiencies is the lack of any transloading facilities in the district and so we have identified that here. The interesting thing about doing a transloading facility, again, it would have to be some how publicly owned and perhaps managed by a private entity through a competitive bidding process, but it would have to still be public infrastructure. That was one thing that had been identified to enable containers to be transferred from trucks to rail and that would be an important piece of infrastructure. Is there any other real issues that anyone can think of?

(couldn’t decipher)

So we’re not (couldn’t decipher) transportation, this was identified not only with this group, but other groups, members of the public that we spoke with when we were here the last time and we actually had some follow-up too about this. So we’ve identified that there is currently no pedestrian oriented transportation infrastructure in the study area and so we’ve identified the need for some kind of pedestrian access, sidewalks, within the district of the infrastructure.

That’ll also, the way the preliminary design is on the bypass is ultimately four lanes, I think 55 miles an hour, but then we put shoulder which is kind of identified as the pedestrian/bicycle portion of it. The Pedestrian Committee is working, its had some meetings with MDT, and looking at seeing about what happens in that area basically to try to get people off that recovery lane especially foot traffic, not so much the bicycles, more worried about the original mode of transportation which is the walking.

Right.

To see how that can be worked in, you know with the tedd as we move forward just to make sure that people from Lockwood can get to the new Dover Park that’s going to be on the other side of the river, because there are no parks in Lockwood, so you’re going to want people, you know, people are going to want to go to that Park as it expands and if you don’t have a way to get there, it’s a long way all the back down to the fairgrounds.

And that would be through the tedd.

The bypass.

Oh, the bypass.

Along the bypass and through the tedd. That’s correct.

Okay good. Okay. I don’t think anyone else is here today from, oh, there he is.

Just on cue.

You were just on cue.

I’m on cue.

You’re on cue.

You got a spot here, John. Anybody else broke their finger.

No.

Has everybody signed the attendance spreadsheet?

Let John catch his breath here.

Why don’t we go ahead, well, we’ll come back to John in a minute. Why don’t we talk about utilities? We have two Debbies. Have you had a chance to look at what we’ve written?

Well, I’ve got a clarification under MDU. I was going to

Please go right ahead.

What I had stated with Northwestern, had a gate station that comes from the west and supplements MDU system, the city area not so much this area.

In electricity.

Northwestern supplements the supply for the west. What we have is a gate station for MDU (couldn’t decipher). Northwestern Energy supplements the supply from the west, what we have is supplemental gas transmission for the gate station.

How would that be better stated then?

It would basically take out that sentence. It’s nonessential really.

It’s nonessential to this area.

Oh, so just take out that sentence.

Keep up with what we’re talking about.

It’s gone.

Okay. So anyway.

But that’s where it came from. We were talking about the gate station.

That’s the only thing I can think of unless you.

(couldn’t decipher)

Thank you.

MDU, and I apologize that we were not in attendance at the last meeting. That’s my oversight. MDU does provide services currently to the south area of the tedd. We have four inch main that comes up Johnson Lane to Farley Lane and that’s the largest line that we have in the area. We have two inch that runs down Farley, infrastructure to reach the north part or all areas of the area north of the railroad tracks would be possible with coming off just the four inch existing line.

Those are gas?

Correct. Yes, four inch polyethylene plastic gas line that operates at 60 psi and extending that, and I’m not sure what loads we’re talking, it’s easier to think in terms of houses, but about 1,000 homes would be reasonable to assume conservatively for this area without having to upsize beyond what’s already there.

And we’re generally not talking about residential?

Right, so if we’re talking load, I mean you’re looking at right about 1,000 mcf per day would be the peak, 1,100, without having to upsize.

So currently Peterbilt and Pacific Steel

They are on the south of the tracks, so they are coming off a two inch line.

And that’s adequate?

It’s adequate for what’s there right now, if we get much more infrastructure, we would have to upsize.

Okay.

It doesn’t mean we necessarily have to back off from that. We would install a larger pipe from that point forward, but at some point, we would have to upsize, go back to the larger pipe size and trace it back from the two inch that we currently have. Same thing there roughly around 1,000 mcf per day would be the, in that area as well, south of the railroad tracks is what we currently provide, if we installed four inch. We can install whatever pipe size is necessary. I had heard that there was a worry that Exxon was worried that we would be using load that was dedicated to their particular needs. There is no difference in whether we install industrial or a 100 customer in the Heights. We’re all coming from the same pipeline. We’re all using the same, it’s coming off the same grid, so that shouldn’t be a concern and it’s also coming off a totally different system. So their service comes off a 500 psi line and I think it’s not even in the area of what we’re talking. We stop at Montana Sulphur and Exxon so where we get into, being a public utility, we cannot install an infrastructure without having revenue coming back without asking for costs, so we would, you know, entertain discussions as far as keeping those costs lower, joint trench, and letters of credit, things like that, so there’s ways around just writing a check for the full amount of construction, but at this point, that’s where we are. We really can’t give a cost, because we have a tariff that we follow and if we know were going to be given a certain load, we can offset the cost of installation with knowing we’re getting a certain load.

Right.

We’re really better off waiting until we get a customer and letting them know that we can provide service for you, but we (tape ran out)

Water and sewer.

And again we would be talking, and I guess this is obvious, about the mains. The individual hook ups would still be the responsibility of the individual developer for the property owner’s sake.

Are there any (couldn’t decipher) expansion of service in that area? There is no way or no capacity is what it is today? There aren’t any fatal flaws in being able to serve that area?

No. I don’t see any.

Looping needs.

Actually this would, we’re excited that this could happen, because we would loop our system coming up Johnson Lane and across the interstate, I mean Colson Road and down Dickey Road, so we know. Currently we’re looking at ways to loop our system out there anyway. This would be something good to help us and that may be something that we use to show as a justification for why we’re doing this.

Okay.

So, Debbie, do you have any thoughts about?

Written or online is fine.

Okay.

Because mine is more support for.

The last mile provider.

And we tried to take it from your memo, so we would get it straight.

So, Jerry’s is probably more.

Yeah. So, Jerry, what, did you change any of the wording?

Well, maybe some clarifications on mine. Like Debbie said, there’s some vagueness in our responses based on the fact that you need to have to define loads and it’s different from Peterbilt than Pacific Steel (couldn’t decipher). Pacific is six times the load of Peterbilt.

Right.

(couldn’t decipher) customers, but nonetheless, so it’s perfectly vague for that regard. Make sure everyone understands. When you fill, combine two or three lots inside that area and turn it into a steel (couldn’t decipher) or something, it’s going to be larger.

Right.

Probably the thing, a couple things that I, and I don’t know where the last mile monitor came from. I guess in terms of the retail area, Debbie and I and our bosses talk about this all the time. (couldn’t decipher) facilities and territorial (couldn’t decipher) of State, we’d be the exclusive provider of retail service through there.

So do we need to write exclusive in that? Would that be a better?

That would be a better PR person. (I thought that was what was said)

I’ll put exclusive there (couldn’t decipher) provider.

We got it off your website.

Yeah, we copied this.

Did you?

Well, to that extent where it talks about Basin Electric and Northwestern Energy, they both have facilities and we have contracts with both of them, use Northwestern’s transmission lines, but that’s all coming through our transmission provider which is Central Montana Electric Power Cooperative, which I’d like to have maybe take out Basin and Northwestern.

Okay.

That adds confusion.

Okay I’m taking that out.

Because Central has contracts with both Basin and Northwestern.

Okay.

So what we say, what is it, Central Montana?

Central Montana Electric Power Cooperative out of Great Falls.

Okay. Now it would read distributes power to the area through agreements with the Central Montana Electric Power Coop out of Great Falls. You got it.

Everything else, the only other thing you might put down transmission redundancy, six or seven lines down.

Okay.

Just because that is.

Transmission.

The number we have right now is, I think I talked about this the last time, on the (couldn’t decipher) situation from Johnson Lane interchange, intersection with Northwestern facilities up to our Lockwood substation and then off to Pacific Recycling facility. That’s radial. You use power at one end, you’re out of luck until it gets fixed. So the redundancy we’re talking about, more than likely have our planning, is to continue that line, transmission line, farther north of Colson Road, jump the river up into the Shepherd area, and attach to our facilities in the Shepherd-Huntley area.

Okay. Good. That’s exactly what we needed. Anything else?

You have two, that typically requires two feeds, probably mean transmission feeds

Where is that?

Typically for industries, at the end of transmission, typically require two feeds.

I think what you meant there is two transmission feeds.

Well, yeah, that (couldn’t decipher) to adequately serve additional areas in the tedd a study area a transmission redundancy would be needed, up to two transmission feeds.

Up to two transmission feeds.

(couldn’t decipher) lower voltage transmission feeds.

That’s something we need to have revised.

I think mine was just clarifying it was a large load and looking to come from our transmission system that ties to Johnson Lane and that it require that interconnection load.

Do we need to change anything?

It all depends on load.

It all does.

And then if the project proceeds and we get to the plan stage we’re going to probably have, we’ll also be purposefully vague to keep the county, you know, to get it up, then we’ll probably send you out what we write for that to which we’ll probably bear this to some extent, but want to make sure to stay there.

It was warehousing, totally different, major manufacturer that’s record producing something high intensity.

And while there may be some warehousing, the primary purpose for this is manufacturing. So, John, we’ve been going through this statement to make sure that what we’ve written is, at least, close to the right, using the right words. We’re on page 7 where we have fire and emergency services and just wondered if you want to add anything or change anything on what we wrote?

(couldn’t decipher)

Okay. I’ll just take that out.

Well, I think it is. We had one that was considering locating in this, because they would get a better ISO and their insurance rates would offset it.

That’s commercial rates, but to be honest, the way ISO is going (couldn’t decipher)

And then was there any other follow up on broadband? We don’t have people here for that.

I do know we (couldn’t decipher) they should be able to do tie in at that point.

Johnson and where did you say?

(couldn’t decipher) right there by McDonalds.

I would say we would be able to, you know, at least get into it at that point and then build out from there. (couldn’t decipher) downtown.

Is it good height and speed? Is there?

You could run (couldn’t decipher) I know we have (couldn’t decipher) and Old Hardin Road (couldn’t decipher) You could get in the trenches

So we do need to mention trenches.

We need to mention trenches.

So then what we’ve done is added a catch all just to say, so that if we forgot to put something here or, you know, there’s additional, we might find, you know, that as technology changes, as federal regulations change, or state regulations change, you may find other deficiencies may rear their head, so we put this in as, you know, they might be identified over time, construction, upgrades to public systems, lightning, there was some discussion of storm water drainage, we didn’t want to lose that, emergency equipment and things we talked with John about, the addition of other kinds of equipment, potentially traffic control issues, but there could be other things as well. So we want to make sure, you know, that sometimes you cannot know all of the deficiencies. Right at the time this is a snapshot of what it looks like right now. So with that I’d like to leave it open and have any, you know, say, wait you forgot about me or hey, I have another addition. Anything that anyone else wants to add? Are there any questions?

Yes.

Question for MDU about the gas line. We’re looking at 900 acres here, excuse me, 1,000 (couldn’t decipher) gas line, seems a little bit on the light side?

That’s based on the current forage(?). That’s just been the forage(?) line. If we had to install six inch, whatever the needs are, it’s just money. Whatever the needs are we’ll provide it. I was saying that was based on what we currently have.

Currently provide.

Yes. And if we were to keep the same size and that would be roughly

And it’s impossible – no one had a crystal ball. (couldn’t decipher) we could probably assume that there might be more loading to this project.

(couldn’t decipher)

Kind of gray for initial development.

Yeah, it’s hard to know what to estimate for, because if we were going to put in an 8 inch line, we’d probably get three times that. It’s hard to know. Probably more than that, whatever

So if

That was just based on

One thousand homes is about 250 buildable acres

If you look at

I’m not sure if

Residential subdivision

But given, you’re talking buildable acres for anything. How much of this is flood plain and how much of its buildable?

Yeah, that’s what Woody was saying earlier that we really only have 232 acres which are developable.

That’s based on the numbers of their preliminary plan. So many lots at an acreage, that could change, but that’s the best

And that’s on just the Trailhead side.

The Trailhead Commerce Park.

That doesn’t include the other part.

That’s correct.

Without having a load, it’s kind of hard to work backward.

But we can say that currently you have existing capacity of 1,000 on the south end and could have that much available without having to add. We could have additional supply. You could extend.

And that was a conservative forage(?) line. So that was just to say if we were to extend what we currently have started extending, that’s where we’re at. It wouldn’t be a big deal at all to upsize that to a 6 inch line or an 8 inch line.

But you’d have to know.

Right.

I can throw out the numbers. I can work up numbers for an 8 inch if that would be helpful, just to know what that would be. We’re probably looking at four times that.

The positive that you mentioned was that it would give you the ability if this happened to be able to (couldn’t decipher).

Right.

Really help the system.

Right.

And a 4 inch just ends at bar?

It does.

And 2?

Yes.

And at Farley you said you have a 2 inch main.

Correct. I’ll leave this map with you that shows the pipe sizes.

Thank you.

That would be great.

The color code, anything that’s blue was polyethelyne or plastic lines and the green is steel, but it also shows the date of installation which anything in the 70s was steel. That kind of gives you an indication of the age as well. And the red line would be the high pressure.

So that’s a question and that really goes for everyone, I mean you’re doing your plans, is any of the existing infrastructure even though it has the capacity, will be needing upgrades?

Yes, depending on the load, especially south of Colson Road. That’s existing 2 inch, so that would need to be upsized if, depending on the load.

But in terms of its current condition and its current customers, it’s okay?

Correct.

Okay.

Are any of these maps such that we could include them in the infrastructure deficiency?

I don’t see why not.

I can e-mail you. This is just for

Anybody else got any maps you want to throw in here?

I do have Debbie’s, that she had given to me quite some time ago.

I think Jerry had a couple.

It kind of shows the project area.

(couldn’t decipher)

County GIS, I’ll use that one if you can send me the shape file.

Do you have shape files (couldn’t decipher).

I have all kinds of files.

I can get you something that you can use. Basically you’re just going to be looking at Johnson Lane intersection.

Yeah.

Water and sewer are there. That’s the limits that we have.

Janet, John had a thought. (couldn’t decipher) about roads. They just don’t need improving they also need to be widened.

Widened, yeah.

There’s a website that you can google bypass.

And then are there any general questions? About what we’re doing or the process? Tonight we’re going to be meeting, in a little while we’re going to be meeting with other taxing jurisdictions and I think some of you are staying for that and then tonight we’re going to present this preliminary boundary to members of the public and have them mark on it and say, go here, or this looks good or whatever. We’re going to try to get as much input as we can. Steve, did you want to kind of close things up here?

Maybe answer that phone. I want to thank you guys for committing so much of your time and your expertise frankly. It’s interesting because the tedd is all about improving infrastructure, so we can’t even start that discussion without you guys being at the table to make that happen, so I appreciate your commitment. If we go to phase two, we’re going to be looking at development and a comprehensive development plan, and if I’m correct, part of that planning process looks at prioritizing that investment, what needs to come first, what infrastructure is most important, what’s the timing for that really need to look like, based on the types and best opportunity for industry to happen in that area. So my reason for sharing that is that if we move forward to that next phase, we’re going to need to have even more of your time and so I would encourage you to just kind of stay with us and hang in there with us through this process. We’re hopeful that after our presenting our initial findings to the commissioners on

March 3, that they’ll say yeah, I think you need to take it to the next step and start talking about how this all will get developed and what their priorities are for infrastructure improvement. So it’ll move quick, but it’ll be somewhat of a time commitment to put all that together. We’ll likely continue to have Janet and her team on board and others, perhaps, on helping us work through that process. I’m going to share this with each of the meetings today, but I think it’s important from our perspective that Big Sky Economic Development continue reminding ourselves why are we going through this exercise. I had a Board Meeting this morning at 7:15 and we updated them on all these different things that we’re working on and talked about this project and I reminded them why are we doing this? Because we want Yellowstone County to be in a position where we have planned, ready to go industrial space to stay regionally competitive, to help existing industries have a location to go and expand, but also to have a platform to attract new industry. As I was driving to this meeting from another meeting, I got a call from a young man who was the development agent for the Department of Agriculture out of Helena, and we’re talking about agri big business component, a company that he knows, that is looking for a location for processing ag things that are, see products in this particular area, so there could be some real on the ground application for what we are trying to accomplish. But if you don’t have the space, you don’t have the infrastructure, you don’t get to take advantage of those job creation opportunities, so that’s why we’re trying to do this, to help Yellowstone County strengthen its competitive position for new job creation, and we can’t do it without you, so I just want to repeat thank you and we appreciate your time.

So we’re done.

And I’ll be in touch with all of you very soon.

If any of you have any additional little sentences you want us to add or

If you just want to send a memo like we got from Debbie we can just include it in the file.