

WESTERN

C H E Y E N N E
Transportation Study

Prepared For:

**Cheyenne Metropolitan
Planning Organization**

May 2005

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Cheyenne Metropolitan Planning Organization

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Table of Contents

1.0	Introduction.....	1-1
1.1	Study Background and Purpose	1-1
1.2	Study Area.....	1-1
1.3	Related Plans and Studies	1-3
1.4	Report Organization.....	1-5
2.0	Existing Conditions.....	2-1
2.1	Transportation Facilities.....	2-1
2.2	Land Use and Development	2-5
2.3	Environmental Resources.....	2-8
3.0	Rail Relocation Alternative Analysis	3-1
3.1	Preliminary Alignment Segments Considered for Freight Railroad Relocation ...	3-1
3.2	Additional Alignment Segments Considered for Freight Railroad Relocation	3-6
3.3	Rail Yard Relocation	3-11
3.4	Conclusions	3-11
4.0	Market Assessment.....	4-1
4.1	Market Needs Assessment.....	4-1
4.2	Commodity Flow Analysis.....	4-7
4.3	Potential Industries and Cargos.....	4-9
4.4	Implementation Concepts	4-12
4.5	Rail-Served Industrial Facility Parameters.....	4-13
4.6	Findings	4-15
5.0	Rail-Served Industrial Facility	5-1
5.1	Facility Types and Functions	5-1
5.2	Facility Alternatives.....	5-9
5.3	Railroad Service to Proposed Belvoir Landfill.....	5-16
5.4	Minimal Transload Facility Alternative	5-16
5.5	Conclusions	5-16
6.0	Passenger Rail Opportunities	6-1
6.1	Ongoing Planning Efforts.....	6-1
6.2	Rail Infrastructure	6-1
6.3	Conclusions	6-2
7.0	Funding Options.....	7-1
7.1	Transportation Funding.....	7-1
7.2	Economic Development Funding Sources.....	7-7
7.3	Conclusion	7-10
8.0	Public And Stakeholder Involvement	8-1
8.1	Steering Committee	8-1
8.2	Additional Stakeholder Meetings	8-2
8.3	Public Involvement.....	8-2
8.4	Conclusions	8-3
9.0	Study Recommendations.....	9-1

List of Figures

Figure 1-1	Study Area	1-2
Figure 2-1	Existing Roadway Conditions	2-2
Figure 2-2	Existing Rail Conditions	2-4
Figure 2-3	2000 Land Use	2-6
Figure 2-4	Existing Property Ownership.....	2-7
Figure 2-5	Environmental Resources.....	2-9
Figure 3-1	Preliminary Alignment Segments (1-3) Considered for Freight Railroad Relocation.....	3-2
Figure 3-2	Preliminary Alignment Segments (4-6) Considered for Freight Railroad Relocation.....	3-3
Figure 3-3	Preliminary Alignment Segments (7-9) Considered for Freight Railroad Relocation.....	3-4
Figure 3-4	Additional Alignment Segments (1-3) Considered for Freight Railroad Relocation.....	3-7
Figure 3-5	Additional Alignment Segments (4-6) Considered for Freight Railroad Relocation.....	3-8
Figure 3-6	Additional Alignment Segments (7-9) Considered for Freight Railroad Relocation.....	3-9
Figure 4-1	Market Survey Area	4-2
Figure 4-2	Companies in Cheyenne with Interest in Rail Shipment	4-4
Figure 4-3	Wyoming Export Rail Flows	4-9
Figure 5-1	Transload Facility.....	5-4
Figure 5-2	Mid-Continent Industrial Park.....	5-5
Figure 5-3	BNSF West 24 th Street Transload Facility.....	5-7
Figure 5-4	Pacific Avenue Rail-Served Industrial Facility	5-8
Figure 5-5	Transload Facility Alternative 1	5-11
Figure 5-6	Transload Facility Alternative 2.....	5-13
Figure 5-7	Transload Facility Alternative 3.....	5-14
Figure 5-8	Transload Facility Alternative 4.....	5-15

List of Tables

Table 3-1	Preliminary Alignment Segments Considered for Freight Railroad Relocation	3-5
Table 3-2	Preliminary Alignment Segment Combinations for Freight Railroad Relocation	3-6
Table 3-3	Additional Alignment Segments Considered for Freight Railroad Relocation	3-10
Table 3-4	Preliminary Alignment Segment Combinations for Freight Railroad Relocation	3-10
Table 4-1	Shipper Surveys Completed by Each Zone	4-3
Table 4-2	Regional Stakeholder Interview Findings	4-5
Table 4-3	Surface Transportation Board 1 Percent Waybill Sample Data	4-8
Table 4-4	US Soda Ash Production	4-10
Table 4-5	Market Sectors from Interviews	4-11
Table 4-6	Rail Served Facility Parameters	4-14
Table 4-7	Rail-Served Industrial Park Recommendations	4-16
Table 5-1	Rail-Served Industrial Facility Characteristics	5-1
Table 7-1	RRIF Loans	7-5
Table 8-1	Steering Committee Meetings	8-1

List of Appendices

Appendix 1: Existing Rail Conditions Report
Appendix 2: Preliminary Alignment Costs
Appendix 3: Revised Alignment Costs
Appendix 4: WCTS Survey Information
Appendix 5: Wyoming Export Commodity Flow Summary
Appendix 6: Mineral Commodity Summary - Soda Ash
Appendix 7: Soda Ash Consumers
Appendix 8: Market Analysis Interviewees
Appendix 9: Port of Montana Concept
Appendix 10: Market Analysis Power Point Presentations
Appendix 11: Transload Facility Costs
Appendix 12: Steering Committee Membership and Minutes
Appendix 13: Public Meeting Attendance and Minutes

List of Abbreviations

BNSF.....	Burlington Northern Santa Fe Railroad
CDOT.....	Colorado Department of Transportation
COFC.....	Container on Flat Car
EIS.....	Environmental Impact Statement
FHWA.....	Federal Highway Administration
FRA.....	Federal Railroad Administration
GIS.....	Geographical Information System
LTL.....	Less than Truckload
MCS.....	Mineral Commodity Summaries
MPO.....	Metropolitan Planning Organization
NEPA.....	National Environmental Policy Act
NHS.....	National Highway System
RRIF.....	Railroad Rehabilitation & Improvement Financing
RTD.....	Regional Transportation District
SAFETEA.....	Safe, Accountable, Flexible and Efficient Transportation Equity Act
SC.....	Steering Committee
STB.....	Surface Transportation Board
TAFS.....	North Front Range Transportation Alternatives Feasibility Study
TCSP.....	Transportation Community and System Preservation
TEA-21.....	Transportation Efficiency Act for the 21 st Century
TEA-LU.....	Transportation Equity Act: a Legacy for Users
TIF.....	Tax Increment Financing
TIFIA.....	Transportation Infrastructure and Finance Innovation Act
TOFC.....	Trailer on Flat Car
UP.....	Union Pacific Railroad
WAFB.....	FE Warren Air Force Base
WBC.....	Wyoming Business Council
WCTS.....	Western Cheyenne Transportation Study
WyDOT.....	Wyoming Department of Transportation

1.0 INTRODUCTION

The Western Cheyenne Transportation Study (WCTS) was conducted on behalf of the Cheyenne Metropolitan Planning Organization (the MPO) to address several railroad concerns and economic development opportunities within Cheyenne's planning area.

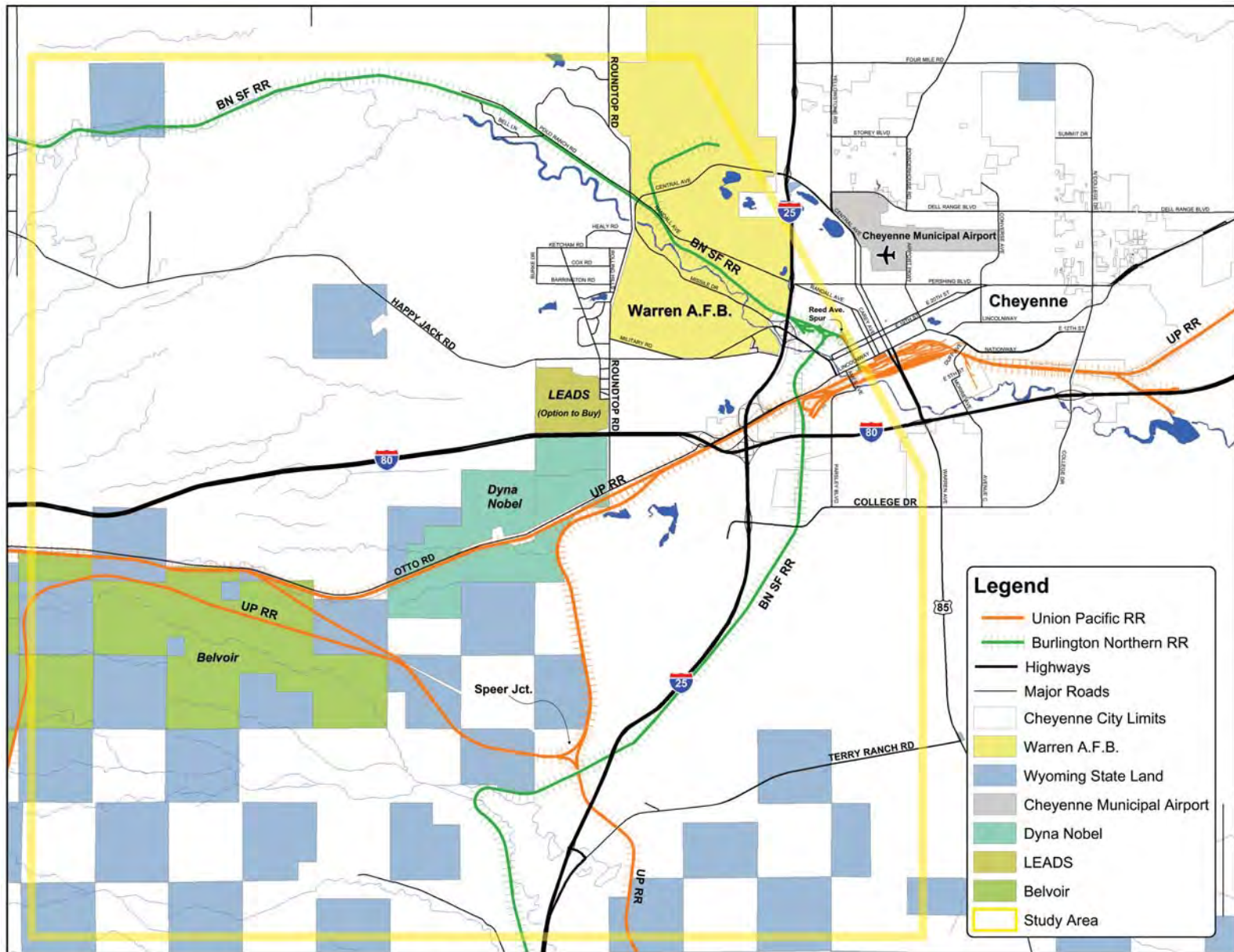
1.1 Study Background and Purpose

The key railroad issue examined during the WCTS was the conflicts created when mainline Burlington Northern Santa Fe (BNSF) trains pass through downtown Cheyenne and Warren Air Force Base (WAFB). BNSF currently operates on tracks that bisect WAFB, possibly exposing WAFB to safety and security risks. Since September 11, 2001, trains have been required to stop outside the base to be searched, causing operational delays. BNSF operations are further hindered because many trains do not fit in the existing yard - they either extend into WAFB or block at-grade roadway crossings in downtown. Relocation of the mainline (and possibly the yard) out of downtown Cheyenne and WAFB was seen as a potential alternative to address these issues. As part of this effort, the potential for re-use of the existing BNSF facilities in downtown for passenger service connecting to other Front Range communities was examined.

Concurrent with the rail relocation, the MPO wanted to consider options for improving the economic viability of the Cheyenne area. Various industrial and commercial prospects for the Cheyenne area would benefit from the ability to obtain rail service for their business. The WCTS was tasked with evaluating the potential for a rail-served industrial facility within the MPO's planning area. The goal was to evaluate concepts for a facility that could provide appropriate development opportunities given the fact that two major interstates and two major railroads pass through the Cheyenne metropolitan area.

1.2 Study Area

The study area includes almost 60 square miles between US 85 and Boundary Road (east and west boundaries respectively), and between the BNSF railroad and Terry Ranch Road (north and south boundaries, respectively). See **Figure 1-1, Study Area Map**. Key transportation facilities within the study area include the north-south BNSF mainline, the east-west Union Pacific (UP) mainline, I-80 (east-west), and I-25 (north-south). Other major study features include WAFB (northwest of the I-80 / I-25 interchange), the BNSF yards, and the UP yards.



0 0.5 1 2 3 4 Miles



1.3 Related Plans and Studies

There are several past and ongoing planning efforts that consider the WCTS study area.

- ◆ The *West Cheyenne Land Use and Infrastructure Improvement Plan* (Cheyenne MPO, 2002) established the following goals:
 - Encourage new employers in planned business park, office and industrial areas
 - Enhance connections between railroad and roadway transportation
 - Construct interchanges at I-80 and Roundtop Road and I-25 south of College Avenue (Speer Interchange)
 - Expand several roadways to four-lane principal arterials, including Roundtop Road, Happy Jack Road (from Roundtop to I-25), and Otto Road
- ◆ The *Wyoming Freight Movement and Wind Vulnerability Study* (WyDOT, 2004) studied commodity flow volumes and truck and rail freight movement. These data were referenced in the market analysis for the WCTS.
- ◆ The *Wyoming State Rail Plan* (WyDOT, 2004) identified and mapped Wyoming rail carriers and markets by commodity types and tonnage throughout the state. These data were referenced in the market analysis and the rail relocation evaluation for the WCTS.
- ◆ The *Front Range Railroad Relocation Study* (CDOT, ongoing) is studying the public benefits and costs of UP and BNSF capital improvements in the Denver area, including reactivation of an old line and the creation of north/south rail and motor freight corridor east of Denver. These improvements could affect freight patterns through southeastern Wyoming.
- ◆ *Cheyenne Area Development Plan* (Cheyenne MPO, 1992) is the section of *The Comprehensive Plan* that programmed land uses in the western Cheyenne region. The assigned uses reflected city, county and stakeholder agreements pertaining to future expansion and development plans. Understanding the existing and future land uses adjacent to railroad and other vital transportation corridors was critical to recommending relocation alternatives. *The Draft Western Cheyenne Land Use and Infrastructure Improvement Plan* updated *The Land Use Development Plan* to reflect the 2000 Census.
- ◆ *North Front Range Transportation Alternatives Feasibility Study* (CDOT, 2000) also known as the TAFS study, was a major investment study conducted along Colorado's north Front Range. The study concluded that commuter rail and highway improvements between Denver, Fort Collins, and Greeley would best serve the north Front Range travel shed. It is relevant in that it provides a starting point for examination of passenger (commuter) rail between Denver and northern communities, including Cheyenne.

- ◆ *North I-25 EIS* (CDOT, ongoing) is a current effort to evaluate transportation alternatives in Colorado's north Front Range. The study is taking the results of the TAFS study and evaluating them (along with other options) under the National Environmental Policy Act (NEPA) process. When completed, the study is expected to outline a preferred alternative for the North I-25 area between the Denver metro area and Fort Collins / Greeley. Additional environmental clearances would be required if passenger (commuter) rail was to be extended from the North I-25 study area to Cheyenne.
- ◆ *US 36 EIS* (CDOT / RTD, ongoing) is evaluating the southern portion of the BNSF line between Denver and Cheyenne for potential commuter rail service. The commuter rail alternative was proposed to link Denver and Boulder in an earlier major investment study. As a related effort, RTD is studying the extension of commuter rail along the BNSF from Boulder to Longmont. Construction of both of these projects has been funded as part of the Denver area's recent FasTracks ballot initiative. The extension of this service to Fort Collins or Greeley is being examined as an alternative in the North I-25 EIS.
- ◆ UP owns a 140-acre yard and several other facilities in Denver's urban core. The railroad has signed a letter of intent to relocate and consolidate its downtown facilities to a 750-acre site east of Denver. Several elements of the FasTracks plan would take advantage of this effort. These improvements could provide added east-west capacity on the UP mainline through Denver. It is not yet clear what effect this would have on current UP freight traffic through Cheyenne.
- ◆ In addition to transportation-related interests, Cheyenne LEADS (the local economic development authority) has several related projects. These efforts could benefit from well-planned rail connections.
 - LEADS operates the **Cheyenne Business Parkway**, a platted business park adjacent to the UP mainline several miles east of I-25 but without direct rail service. Several tenants have already established facilities on this site.
 - TrussCraft, a structural truss design and fabrication company on Whitney Road, currently uses rail-shipped materials off-loaded at a facility in Egbert, WY, about 30 miles east of Cheyenne.
 - Lowe's Home Improvement Warehouse has expressed an interest in receiving goods via rail for their distribution facility at Christensen Road and Venture Parkway.
 - LEADS has recently begun development of the **West I-80 Business Park**, a 612-acre facility in the northwest quadrant of the I-80 / Roundtop Road intersection. They are considering an expansion of this site to the south (to Otto Road along Roundtop Road) that would be within several hundred feet of UP's mainline. This proximity could allow for rail service.

1.4 Report Organization

This document summarizes the efforts performed for the study, including:

- ◆ **Introduction:** A brief explanation of the study's background, purpose and a definition of the study area.
- ◆ **Existing Conditions:** A description of the land uses, resources, facilities and future plans within the study area that will contribute to the formation and selection of alternatives.
- ◆ **Rail Relocation Alternative Analysis:** A presentation of each of the alternatives considered through two different phases of analysis.
- ◆ **Market Assessment:** A description of commodity flows, shipping markets and an analysis of future demand for services.
- ◆ **Rail Served Industrial Facility:** An assessment of the feasibility of a rail served industrial park or intermodal facility and identification of potential options.
- ◆ **Passenger Rail Opportunities:** A description of current planning efforts related to commuter rail and how they relate to the Cheyenne area.
- ◆ **Funding Alternatives:** Various federal, state and local funding opportunities are described for both the rail relocation and the rail served industrial facility.
- ◆ **Public and Stakeholder Involvement:** A description of the techniques and materials used to communicate to members of the general public and agencies about the project, and a record of their responses.
- ◆ **Study Recommendations:** A description of the alternatives in terms of their feasibility, and recommendations for next steps.

2.0 EXISTING CONDITIONS

This chapter outlines existing conditions in the study area that are used for the various WCTS efforts. Many of the data used were assembled from the City of Cheyenne's extensive Geographical Information Systems (GIS) database. These data were expanded through field visits, coordination with other agencies, and reviews of the planning efforts already described.

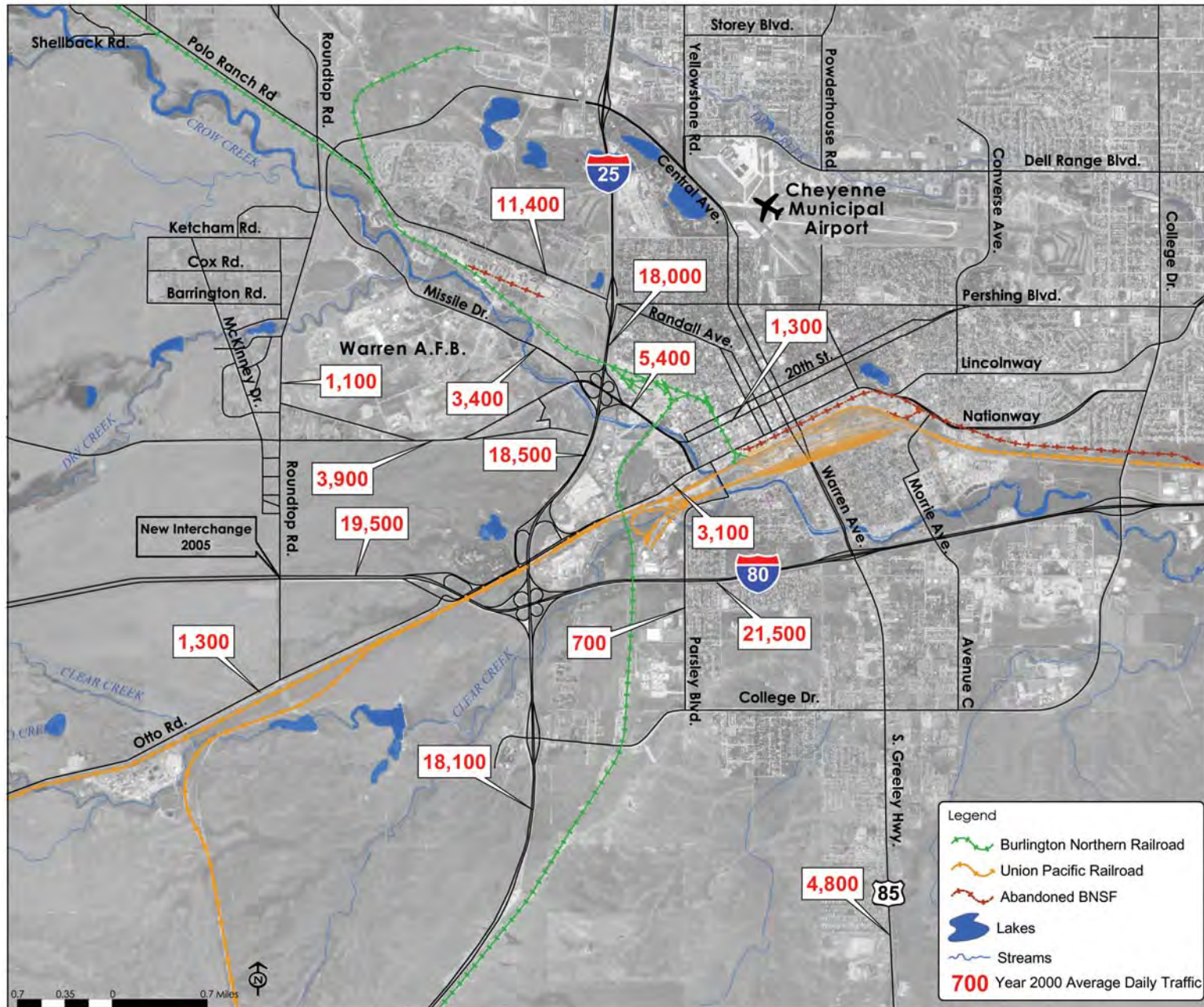
2.1 Transportation Facilities

The existing transportation network provides the backbone for goods and person movement throughout the study area.

2.1.1 Roadway Facilities

The study area is served by two major interstates and numerous other state and local roadways. **Figure 2-1, Existing Roadway Conditions**, depicts the roadways and daily traffic volumes in the study area.

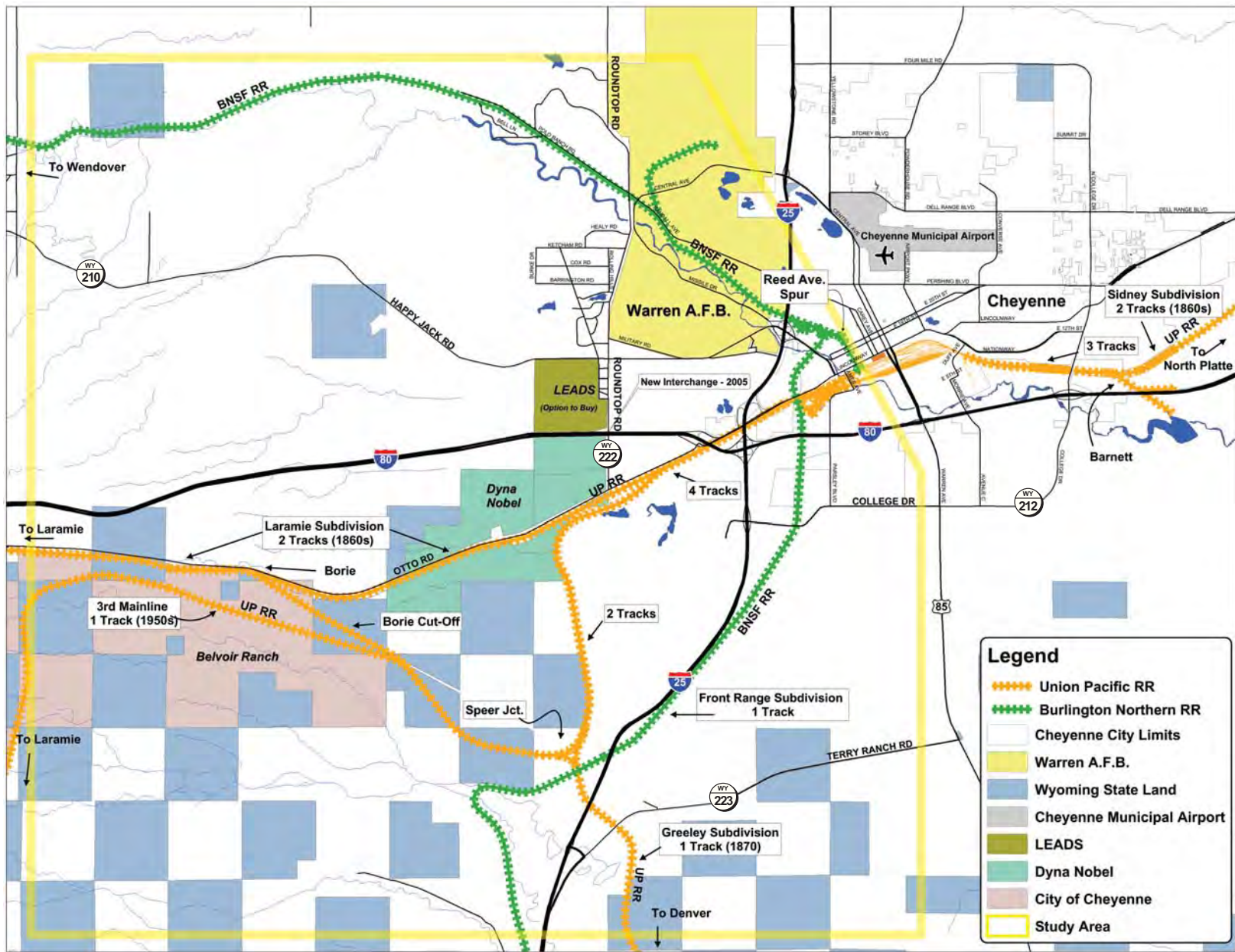
- ◆ **Interstate 80** bisects the study area from west to east. It intersects with I-25 and the UP line south of Warren Air Force Base. I-80 is one of the major highways in the United States, and the Wyoming section serves more truck traffic than any other segment of east-west interstate in the country. FHWA projections estimate that freight traffic will increase by three times on I-80 within the next twenty years. Local planning efforts do not reflect substantial auto traffic growth in that time period.
- ◆ **Interstate 25** carries up to 18,000 vehicles per day south of Cheyenne and up to 20,000 vehicles per day north of Cheyenne. Traffic volumes are expected to double on I-25 north of Cheyenne, and to increase by half south of Cheyenne.
- ◆ **Arterials** in the study area are generally two-lane state highways. They include Otto Road (WY 225, east-west), Happy Jack Road (WY 210, east-west), and Roundtop Road (WY 222, north-south). In the downtown area (generally along the east edge of the WCTS study area), US 30 (Lincolnway) and US 85 (Central Avenue) are major multi-lane arterials.
- ◆ **Local circulation** in the project area is provided on a network of two-lane collectors and residential roadways. The local circulation pattern is discontinuous - there are no public streets through the base. This increases reliance on the area's arterials and interstates to get from the residential areas west of the base to downtown Cheyenne. This issue influenced many of the expansion plans described in the *West Cheyenne Land Use and Infrastructure Improvement Plan*.



2.1.2 Railroad Operations and Facilities

The study area is served by two major railroads – the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP). The railroad facilities in Cheyenne vary significantly. UP operates a major facility in town and BNSF provides only limited service through Cheyenne. Refer to **Figure 2-2, Existing Rail Conditions** and Appendix 1, *Existing Rail Conditions Report*.

- ◆ **BNSF** operates four to six freight trains a day through Cheyenne on a generally north-south alignment. There is a small BNSF yard located just east (railroad south) of WAFB. One train per day in each direction stops in Cheyenne to deliver and pick up railcars for local industries. A local train performs switching duties for Cheyenne customers including a beer distributor, a lumberyard, a scrap metal dealer, and a team track serving businesses without rail sidings. The existing BNSF mainline bisects Warren Air Force Base (WAFB) on a leased right-of-way. Since September 11, 2001, trains have been required to stop outside of WAFB to be searched, causing an operational delay and exposing the WAFB to additional safety and security risks. BNSF operations are further delayed because the trains do not fit in the yard – they extend into WAFB or block at-grade roadway crossings in downtown. In addition, only coal trains are allowed to travel through the base at night – mixed freight and other trains must wait to be searched during daylight hours.
- ◆ **UP** operates at least 70 east-west trains per day through Cheyenne, along with 20 or more north-south trains between Cheyenne and Denver. The Cheyenne-Denver line (known as the Greeley Subdivision) meets the east-west mainline at Speer Junction, in the southern part of the study area. The railroad maintains a large yard along the south side of downtown, with facilities for crew changes, turning equipment, locomotive servicing and fueling, and connections to local industries. The yard also serves as the base for UP's Heritage Program, maintaining historic railcars and locomotives for corporate promotional programs.
- ◆ **The Reed Avenue Spur** connects the two railroads and runs just west of Reed Avenue in downtown. This low speed line serves several trains per week, including local freight traffic between the two railroads and ballast trains from the quarry west of Cheyenne (served by UP) to destinations on the BNSF.



2.2 Land Use and Development

The study area is known as West Cheyenne. The majority of the study area is unincorporated (outside Cheyenne City limits) and falls within Laramie County.

2.2.1 Population

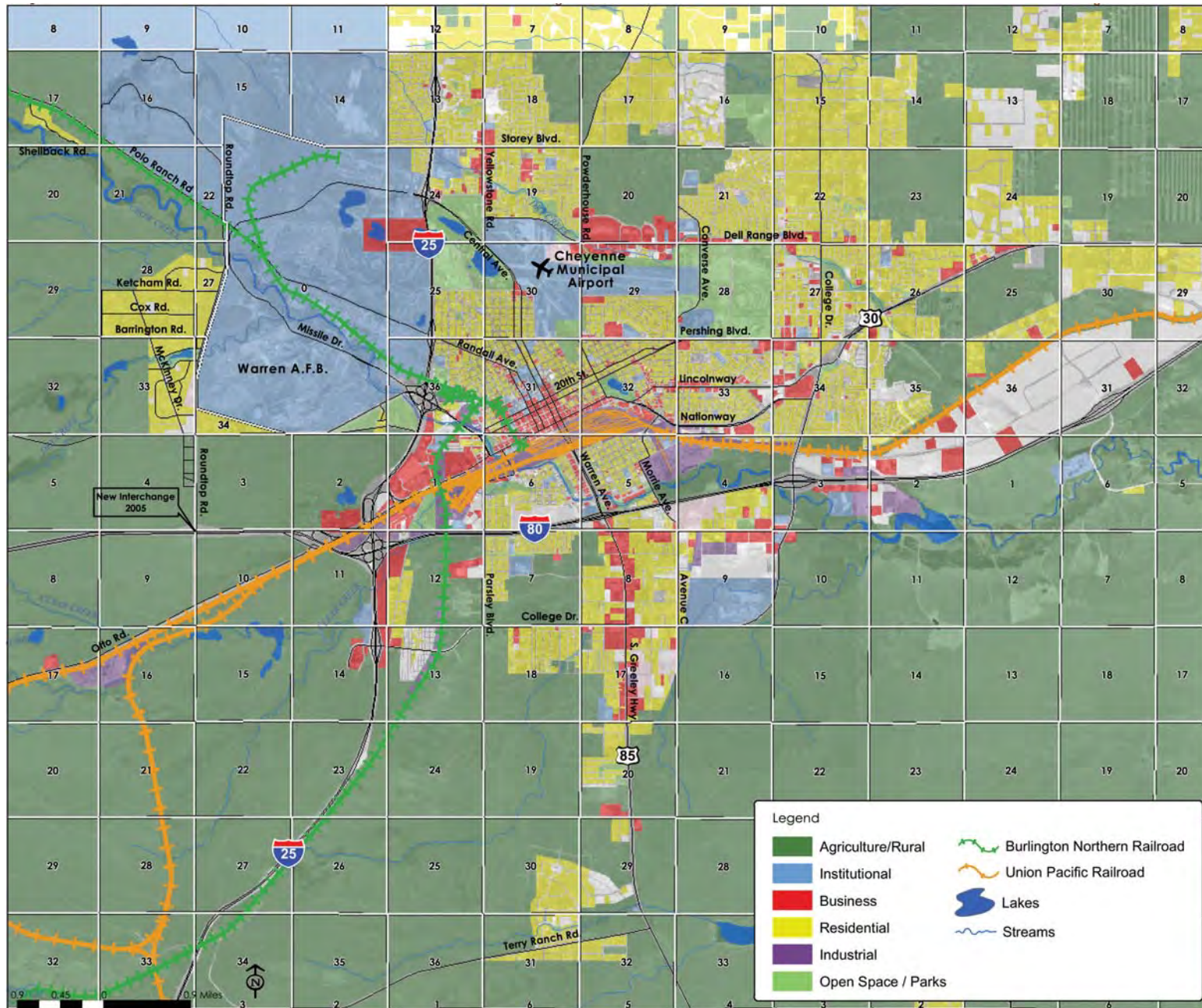
The Cheyenne area has a population of approximately 53,000 and about 6,000 of those people live in the study area. About 75 percent of the population in western Cheyenne lives on Warren Air Force Base. There are approximately 7,800 jobs in the study area. Major employers include Warren Air Force Base (consisting of Wyoming Air National Guard, Wyoming Army National Guard, and the Wyoming Guard Adjutant General), the state of Wyoming (consisting of the Wyoming Highway Department and Wyoming Game and Fish), Dyno Nobel Chemical Company, Little America, Hitching Post, McDonalds, and United Parcel Service. Population growth in western Cheyenne since 1990 accounts for about one third of the growth in the Cheyenne region as a whole.

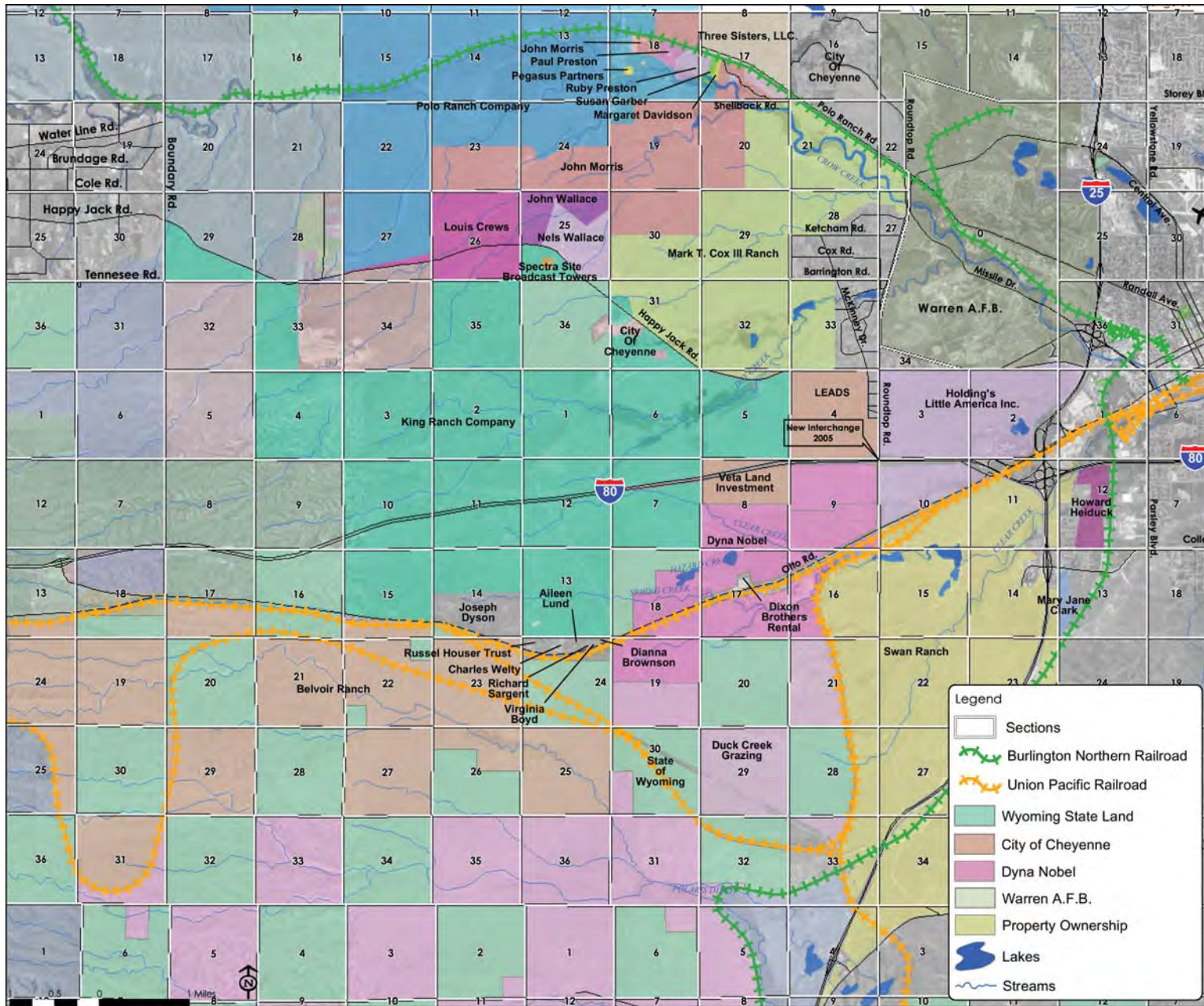
2.2.2 Land Use

The majority of the study area is agricultural in nature, with scattered ranch homes and both state-owned and privately held grazing land. **Figure 2-3, 2000 Land Use**, depicts the range of land uses in the study area. New development is either occurring or being planned in several parts of the study area.

- ◆ Several residential subdivisions are beginning to develop within the study area, including the Shellback (along Polo Ranch Road).
- ◆ According to the *Cheyenne Area Development Plan*, a portion of the Swan Ranch west of I-25 was planned for mixed-use development in 1992. The 2002 *West Cheyenne Land Use and Infrastructure Improvement Plan* separates the mixed-use designation into community business adjoining I-25 and low density residential west of the business parcel.
- ◆ Cheyenne LEADS has acquired land west of Roundtop Road and north of I-80 for the West I-80 Business Park. The 2002 *West Cheyenne Land Use and Infrastructure Improvement Plan* suggests the LEADS parcel would be a light industrial site, with new community business at the intersection of Roundtop Road and I-80. LEADS is pursuing an adjacent parcel to the south (currently Dyno Nobel property), and similar development types are assumed.

Due to the nature of cattle grazing operations, large land areas are needed. As part of the alternatives assessment, dividing these grazing tracts could be an issue since it could destroy a grazing operation. Therefore, property ownership has been obtained from the City's GIS system. These data are presented in **Figure 2-4, Existing Property Ownership**.





2.3 Environmental Resources

Study alternatives may have the potential to affect environmental resources. Therefore, available resource data was obtained from the City's GIS system and summarized for use in the alternatives evaluation. These data are summarized in **Figure 2-5, Environmental Resources**.

2.3.1 Water Resources

The study area is crossed by several waterways, most of which flow east toward Nebraska.

- ◆ Crow Creek is south of the current BNSF line and Polo Ranch Road.
- ◆ Dry Creek flows into Crow Creek within WAFB.
- ◆ Clear Creek and Spring Creek meet just west of Dyno Noble, and Clear Creek flows east to meet Crow Creek east of I-25.

Each of these waterways has a mapped Army Corps of Engineers 100-year floodplain associated with portions of the creek bed.

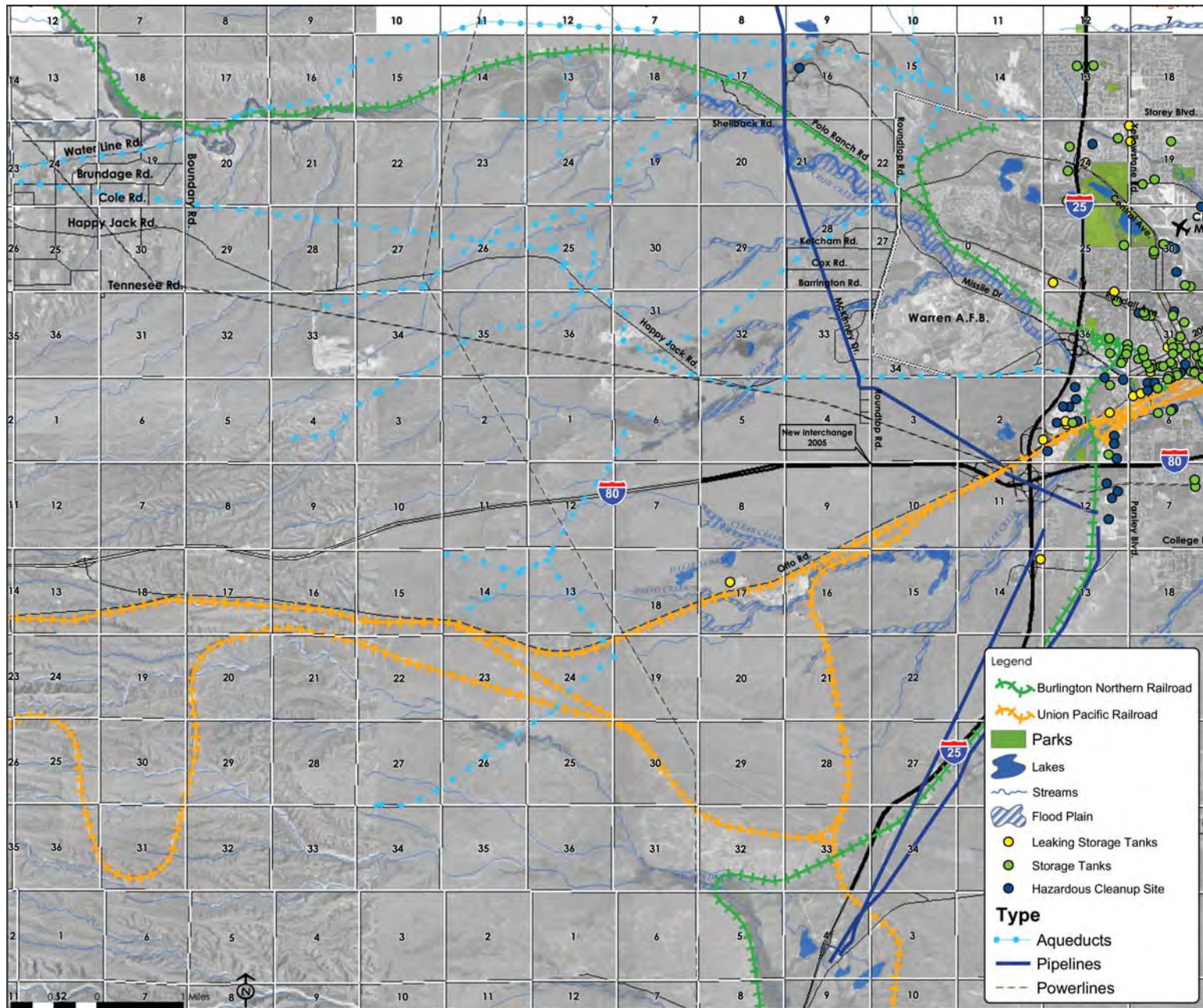
2.3.2 Hazardous Materials

The Cheyenne environmental resource list reflects several groups of current or potential hazardous materials locations. These include leaking underground storage tanks (often associated with gasoline stations or similar uses), other storage tanks, and hazardous cleanup sites. The majority of these sites are east of I-25, and there are several similar sites within WAFB.

2.3.3 Utilities

There are numerous major utilities in the study area. These are defined as utilities that are large enough that relocation of the utility or crossing over / under the utility could result in significant cost changes for the project. Some of these utilities are described below, and they are shown with the environmental resources on Figure 2-5.

- ◆ Three major pipelines flow through the study area – two parallel to I-25 south of I-80 and one from the Shellback area southeast to the I-80 / I-25 interchange area.
- ◆ There are many aqueducts in the study area. They are generally concentrated between Happy Jack Road and the existing BNSF alignment to the north, but there are also several aqueducts in the Borie area.
- ◆ There are two major power lines in the study area. One crosses north-south from west of Speer Junction to about half way between Boundary Road and the Shellback area. The second line crosses east-west through the study area from Boundary Road to the I-25 / I-80 interchange, generally south of or alongside Happy Jack Road.



2.3.4 Parks

Currently, mapped parkland is only east of I-25 in the study area. Several of these parks are near the existing BNSF alignment. An open space/park/greenway corridor has been proposed in *The Western Cheyenne Land Use and Infrastructure Improvement Plan* running east-west from WAFB, through the adjoining neighborhood and west into Cox Ranch.

3.0 RAIL RELOCATION ALTERNATIVE ANALYSIS

The WCTS team was tasked with developing relocation alternatives for both the BNSF mainline (due to conflicts with WAFB) and BNSF's Cheyenne yard (due to capacity issues and constraints imposed by the proximity of WAFB). This chapter documents the results of these efforts.

The mainline relocation analysis was based on a series of segments developed by the project team. The segments were created to allow for various combinations that could result in final alternatives. This also allowed the team to acknowledge potential concerns (such as proximity to WAFB) within one segment while maintaining other portions of a proposed alignment that could be feasible.

The general criteria that were used in segment development included:

- ◆ Re-routing of BNSF operations outside of Warren Air Force Base
- ◆ Remove through freight traffic from the downtown area while ensuring continuity
- ◆ Enable connections to existing BNSF lines

3.1 Preliminary Alignment Segments Considered for Freight Railroad Relocation

The initial group of alternatives consisted of nine mainline relocation segments. They are shown in **Figures 3-1 to 3-3, Initial Segments Considered**. The figures reflect advantages and disadvantages associated with the various segments. These figures were presented to the Steering Committee for review and discussion. **Table 3-1** lists the initial segments considered, estimated costs associated with each segment, and Steering Committee input on fatal flaws for each segment.

Segment 1A

West side of Roundtop Rd.

Advantages

- Could potentially be constructed within existing Roundtop Rd. ROW.

Disadvantages

- Crosses 5 roads to existing residential development.
- Roundtop Rd. grade exceeds 1% maximum for rail. Would require substantial cut/fill to make grade.
- Cut/fill could force closure of residential streets.
- Length of trains could block access to residential areas.
- Potential wetland impacts at Crow Creek and Diamond Creek.
- Requires structures over Crow Creek and Diamond Creek.

Segment 2

Advantages

- Open land south of Happy Jack Rd.
- Vacant land to construct a new rail yard.

Disadvantages

- Requires I-25 crossing in developed area.
- Potential environmental contamination issues with underground storage tanks.
- Impacts existing commercial development east of I-25.
- Connection to existing BNSF line would be difficult due to grade differences.
- Location of rail yard would be close to residential areas.

Segment 1B

East side of Roundtop Rd.

Advantages

- Does not cross residential access roads.
- Could potentially be constructed within existing Roundtop Rd. ROW or property acquired from Warren AFB.

Disadvantages

- Existing roadway grade exceeds 1% maximum for rail. Would require substantial cut/fill to make grade.
- Impacts existing electrical substation at Military Rd.
- Impacts existing residential area between Military Rd. and Happy Jack Rd.
- Potential wetland impacts at Crow Creek and Diamond Creek.
- Requires realignment of Missile Dr. to avoid crossing with tracks.
- Requires structures over Crow Creek and Diamond Creek.

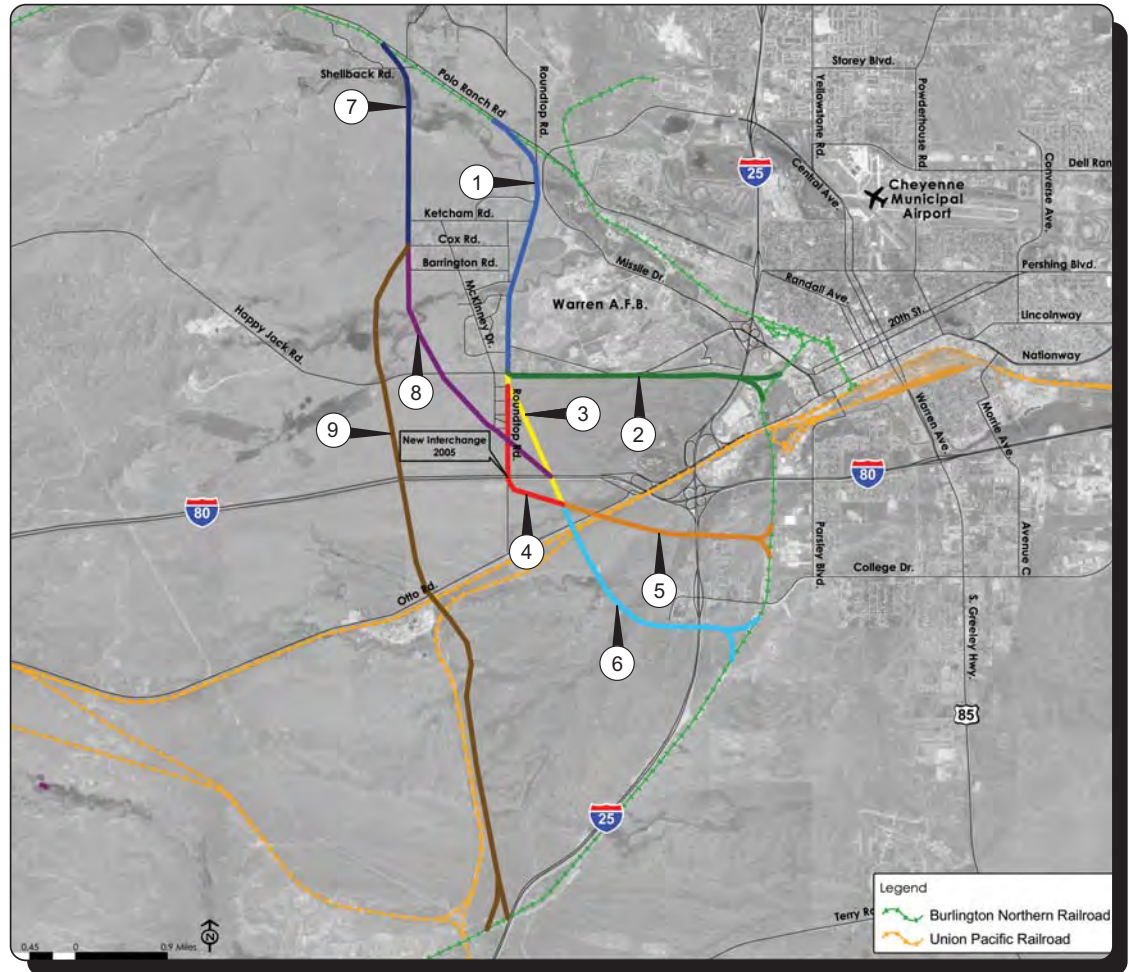
Segment 3

Advantages

- Open land south of Happy Jack Rd.
- Vacant land to construct a new rail yard.

Disadvantages

- Requires grade separated crossing at I-80.
- Existing topography exceeds 1% maximum for rail. Would require substantial cut/fill to make grade.



Segment 4

Advantages

- Could potentially be constructed within existing ROW along Roundtop Rd.

Disadvantages

- Requires reconstruction of existing I-80 overpass.
- Would create at-grade crossings with with planned interchange ramps to Roundtop Rd.

Segment 5

Advantages

- Open land south of Otto Rd. and west of I-25.

Disadvantages

- Impacts existing residential development east of I-25.
- Potential wetland impacts at Clear Creek.
- Requires a grade separated crossing at I-25, Otto Rd. and UPRR.

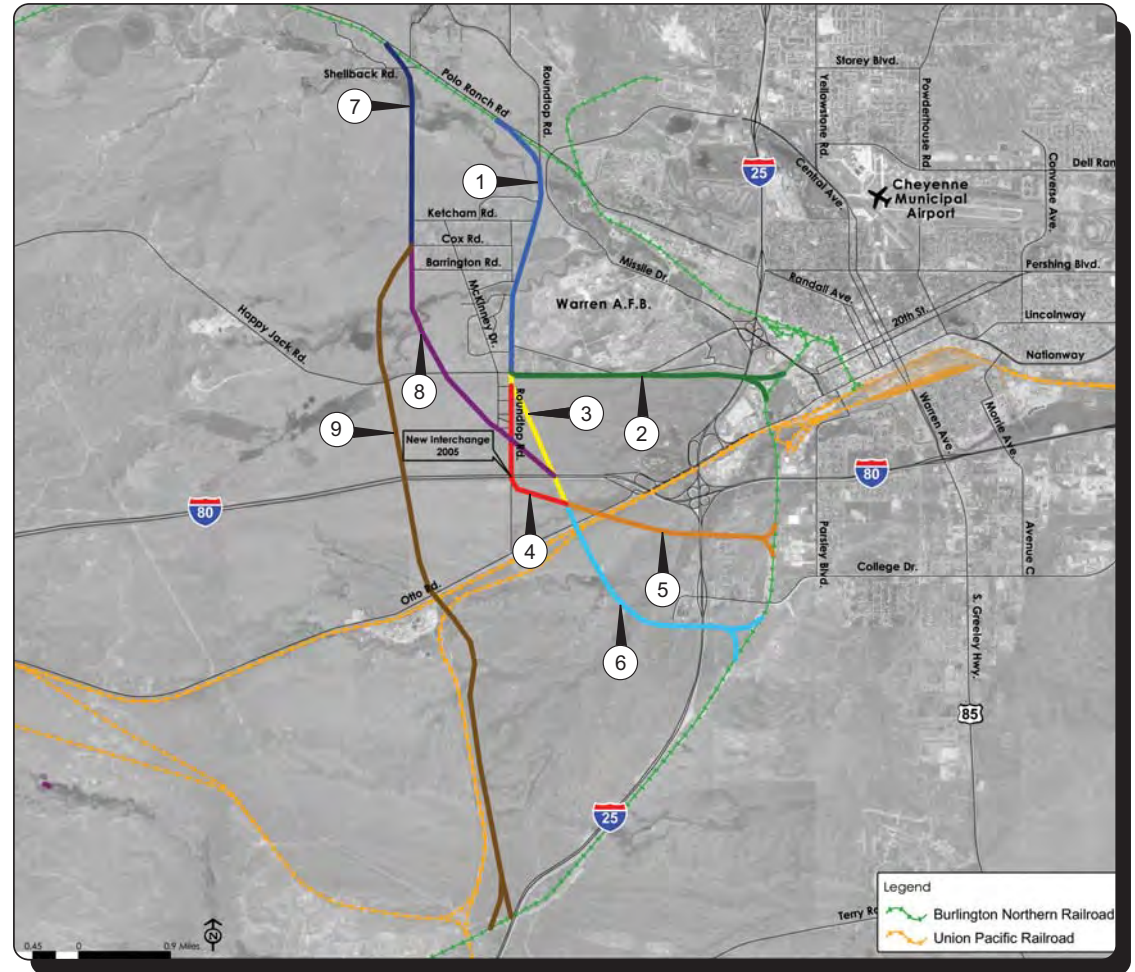
Segment 6

Advantages

- Open land south of Otto Rd.
- Potential location to construct a new rail yard.

Disadvantages

- Requires a grade separated crossing at I-25, Otto Rd. and UPRR.
- Potential wetland impacts at Clear Creek.
- Existing topography exceeds maximum 1% grade required by railroad. Will require cut/fill.
- Floodplains at Clear Creek could affect potential yard location.



Segment 7

Advantages

- Proposed alignment is west of existing residential development.
- Potential location to construct a new rail yard.

Disadvantages

- Potential wetland impacts at Crow Creek.
- Existing topography exceeds 1% maximum grade required by railroad. Would require cut/fill.
- Floodplains at Crow Creek and Diamond Creek could affect potential yard location.
- Location of rail yard would be close to residential areas.

Segment 8

Advantages

- Avoids residential development.
- Potential location to construct a new rail yard.

Disadvantages

- Potential wetland impacts at Diamond Creek.
- Existing topography exceeds 1% maximum grade required by railroad. Would require cut/fill.
- Requires a crossing at Roundtop Rd. and Happy Jack Rd.
- Location of rail yard would be close to residential areas.

Segment 9

Advantages

- Avoids residential development.
- Crosses undeveloped land.
- Potential location to construct a new rail yard.
- Provides opportunity for rail yard or transload facility within area of proposed industrial development near Speer Junction.
- No crossing of I-25.

Disadvantages

- Potential wetland impacts at Crow Creek and Diamond Creek.
- Existing topography exceeds 1% maximum grade required by railroad. Would require cut/fill.
- Floodplains at Crow Creek and Diamond Creek could affect yard location.

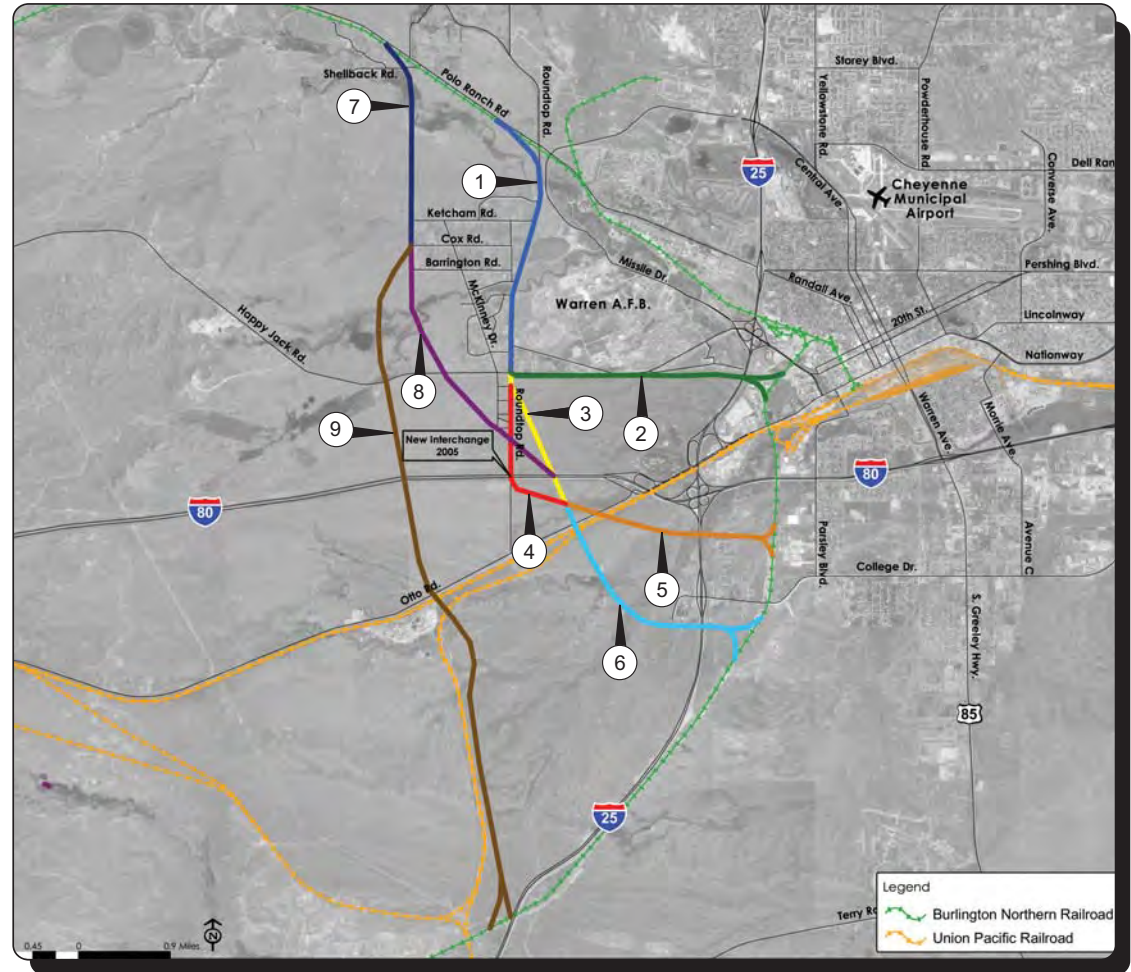


Table 3-1 Preliminary Alignment Segments Considered for Freight Railroad Relocation

Segment	Description	Cost	Fatal Flaw?
1A	Along Roundtop Road (west side) between BNSF and Happy Jack Road	\$11.9M	Too close to weapons storage; Warren AFB prefers trains a minimum of one mile away
1B	Along Roundtop Road (east side) between BNSF and Happy Jack Road	\$13.1M	Too close to weapons storage; Warren AFB prefers trains a minimum of one mile away
2	Along Happy Jack Road between Roundtop Road and BNSF line	\$13.3M	Requires I-25 crossing in developed area, difficult BNSF connection due to grades
3	New alignment from Roundtop Road / Happy Jack intersection southeast to Otto Road	\$8.9M	<i>None identified</i>
4	Along Roundtop Road between Happy Jack Road and I-80, turning southeast on a new alignment ending at Otto Road	\$11.1M	<i>None identified</i>
5	New alignment from Otto Road east to BNSF north of College Drive	\$10.7M	Impacts existing residential development; crosses I-25 in developed area
6	New alignment from Otto Road east to BNSF south of College Drive	\$13.6M	Inconsistent with community plans; crosses I-25 in developed area
7	New alignment from BNSF at Shellback Road south to Burke Drive at Ketcham Road, then along Burke Drive to Cox Road	\$10.0M	Bisects existing grazing land
8	Along Burke Drive from Cox Road to Barrington Road, then new alignment southeast to Otto Road	\$18.9M	<i>None identified</i>
9	New alignment from Burke Drive at Ketcham Road south to Otto Road, then parallel to the UP to Speer Junction / BNSF	\$44.1M	Impacts residential properties; length could be cost-prohibitive

The segments listed above were combined to form alternatives based on logical connections. These combinations are shown in **Table 3-2**.

Table 3-2 Preliminary Alignment Segment Combinations for Freight Railroad Relocation

Segment Combination	Total Cost	Fatal Flaw?	Segment(s) with Fatal Flaw
Segment 1A+2	\$26.5M	Yes	1A, 2
Segment 1A+3+5	\$32.7M	Yes	1A, 5
Segment 1A+3+6	\$35.6M	Yes	1A, 6
Segment 1A+4+5	\$35.0M	Yes	1A, 5
Segment 1A+4+6	\$37.9M	Yes	1A, 6
Segment 1B+2	\$25.2M	Yes	1B, 2
Segment 1B+3+5	\$31.4M	Yes	1B, 5
Segment 1B+3+6	\$34.3M	Yes	1B, 6
Segment 1B+4+5	\$33.7M	Yes	1B, 5
Segment 1B+4+6	\$36.6M	Yes	1B, 6
Segment 7+8+5	\$39.6M	Yes	7, 5
Segment 7+8+6	\$42.5M	Yes	7, 6
Segment 7+9	\$53.9M	Yes	7, 9

As shown in Table 3-2, the combination of segments could cost between \$25.2M and \$53.9M for a full realignment. This excludes costs for yard relocation and intermodal / industrial facilities. **Appendix 2** includes the comprehensive cost analysis for the initial segments considered.

The results of the first screening left three segments that do not connect to the existing BNSF line and do not provide a continuous connection that could be a full alternative to the current route through WAFB and downtown. Consequently, additional alternatives were developed for consideration.

3.2 Additional Alignment Segments Considered for Freight Railroad Relocation

The group of additional alternatives consisted of nine new mainline relocation segments. They are shown in **Figures 3-4 to 3-6, Additional Alignment Segments Considered for Freight Railroad Relocation**. The figures reflect advantages and disadvantages associated with the various revised segments. These figures were presented to the Steering Committee for review and discussion. **Table 3-3** lists the additional segments considered, estimated costs associated with each segment, and Steering Committee input on fatal flaws for each segment.

Segment 1

Advantages

- Avoids subdivisions west of Roundtop Road and the Shellback, south of Polo Ranch Road
- Avoids WAFB weapons storage area
- Requires agreement with one instead of multiple land owners
- One creek crossing (Crow)
- Does not require crossing of Polo Ranch Road

Disadvantages

- Traverses Crow Creek floodplain
- Significant grade south of Crow Creek
- Bisects Cox Ranch
- Requires grade separation of Happy Jack Road
- Significant earthwork required; topography exceeds railroad's maximum grade of 1%

Segment 2

Advantages

- Provides rail access to LEAD property
- Parallels utility ROW/easement
- Relatively flat topography compared to other segment options
- Avoids residential developments

Disadvantages

- Requires crossing of Dry Creek
- Crosses City of Cheyenne aqueduct (may require at-grade bridge)
- Requires crossing of I-80
- Parallels high voltage power lines
- Requires agreement with multiple property owners (King Ranch, LEADS, WyDOT, City of Cheyenne, power company and Dyna Nobel)
- Significant earthwork required; topography exceeds railroad's maximum grade of 1%

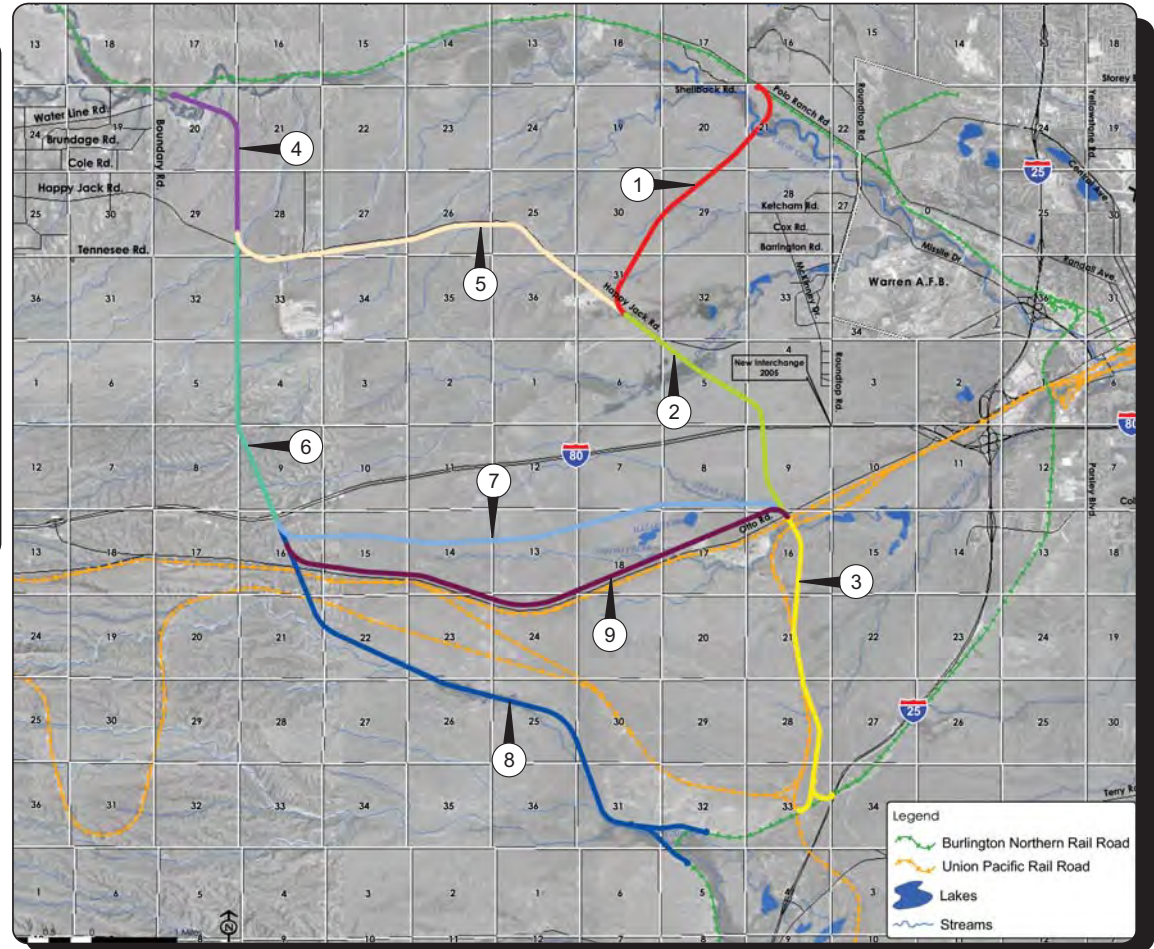
Segment 3

Advantages

- Avoids residential development
- Crosses undeveloped land
- Potential location to construct new rail yard
- Provides opportunity for rail yard or transload facility within area of proposed industrial development near Speer Junction
- Does not require crossing of I-25

Disadvantages

- Requires crossing of Clear Creek
- Requires crossing of Otto Road and two UP tracks in close proximity (two structures and fill)
- Significant earthwork required; topography exceeds railroad's maximum grade of 1%



Segment 4

Advantages

- Avoids most residential areas

Disadvantages

- Crosses Fork Creek
- Requires agreement with multiple land owners (Francis Livestock, WyDOT and King Ranch)
- Requires grade separation of Happy Jack Road
- Significant earthwork required; topography exceeds railroad's maximum grade of 1%

Segment 5

Advantages

- Parallels Happy Jack Road right-of-way

Disadvantages

- Four aqueduct crossings (may require at-grade bridges)
- Access conflict with City of Cheyenne land fill
- Potential impact to residential properties north and south of Happy Jack Rd
- Crosses pipeline at east end of City of Cheyenne property (landfill)
- Requires agreement with multiple land owners (King Ranch, WyDOT, City of Cheyenne, Louis Crews and State of Wyoming)
- Significant earthwork required; topography exceeds railroad's maximum grade of 1%

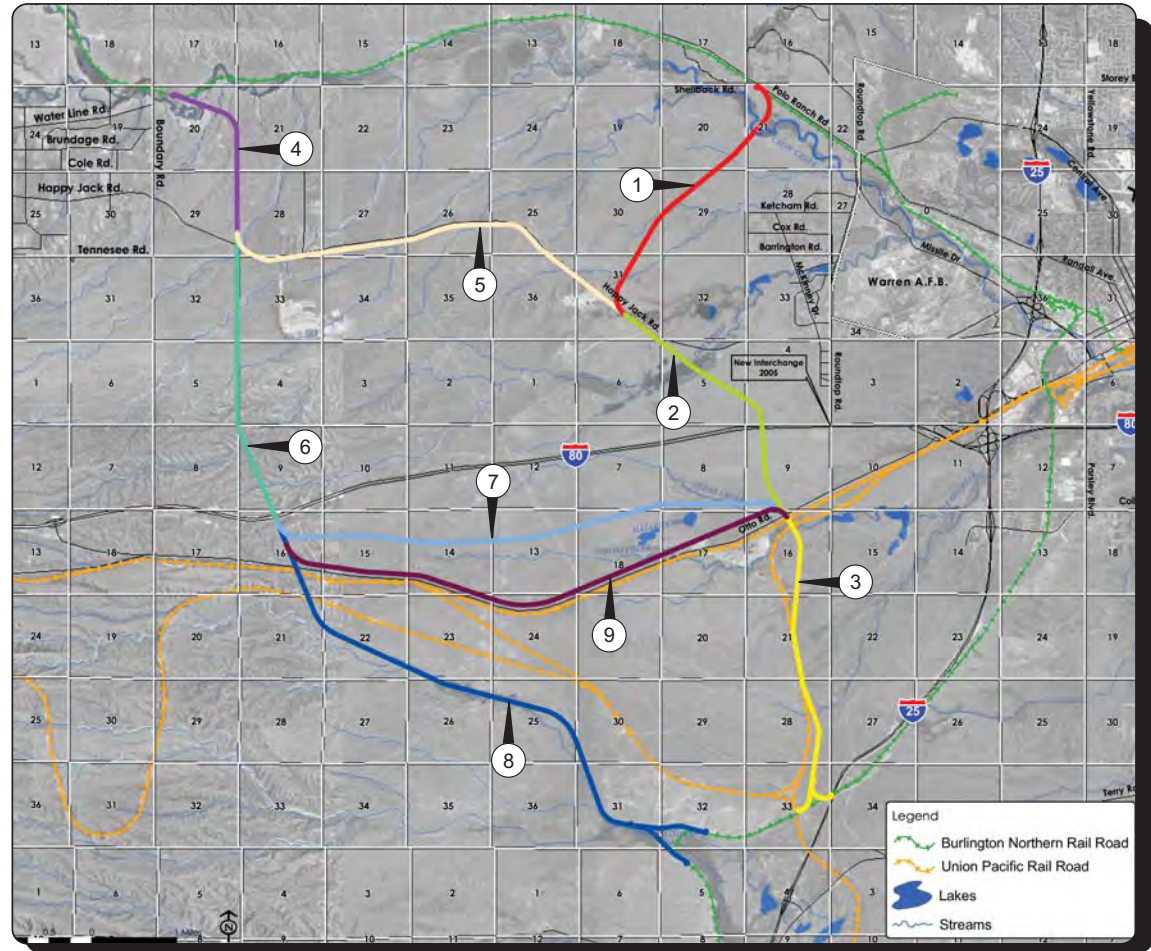
Segment 6

Advantages

- Avoids most residential areas

Disadvantages

- Requires agreements with multiple property owners (King Ranch, Eisele, Thunder Basin Land, WyDOT and Livestock)
- Traverses steep grade between Happy Jack Road and I-80 (requires fill, increases costs)
- Requires grade separation at I-80
- Crosses Spring and Dry Creeks
- Crosses aqueduct (structural supports)
- Significant earthwork required; topography exceeds railroad's maximum grade of 1%



Segment 7

Advantages

- Avoids residential areas and businesses to the north of Otto Road
- Parallels Clear Creek tributary, potentially minimizing earth work

Disadvantages

- Crosses Hazard and Clear Creeks
- Requires agreement with multiple land owners (State of Wyoming, King Ranch, Dyna Nobel)
- Two crossings of aquaduct (may require at-grade bridges)
- Crosses pipeline
- Significant earthwork required; topography exceeds railroad's maximum grade of 1%

Segment 8

Advantages

- Primarily traverses Belvoir Ranch (city-owned property) and state lands
- Provides rail access to Belvoir Ranch (economic development, mineral extraction)

Disadvantages

- Requires crossing of Otto Road and two UP tracks
- Crosses Polaris Ditch
- Crosses aquaduct (may require at-grade bridges)
- Requires agreement with multiple land owners (WyDOT, State of Wyoming, City of Cheyenne and Duck Creek Grazing)
- Significant earthwork required; topography exceeds railroad's maximum grade of 1%

Segment 9

Advantages

- Parallels Otto Road right-of-way

Disadvantages

- Numerous residential areas north and south of Otto Road
- Major power substation north of Otto Road across from Dyna Nobel
- Business (Dixon Brothers) north of Otto Road
- Crosses Spring and Clear Creeks
- Significant earthwork required; topography exceeds railroad's maximum grade of 1%

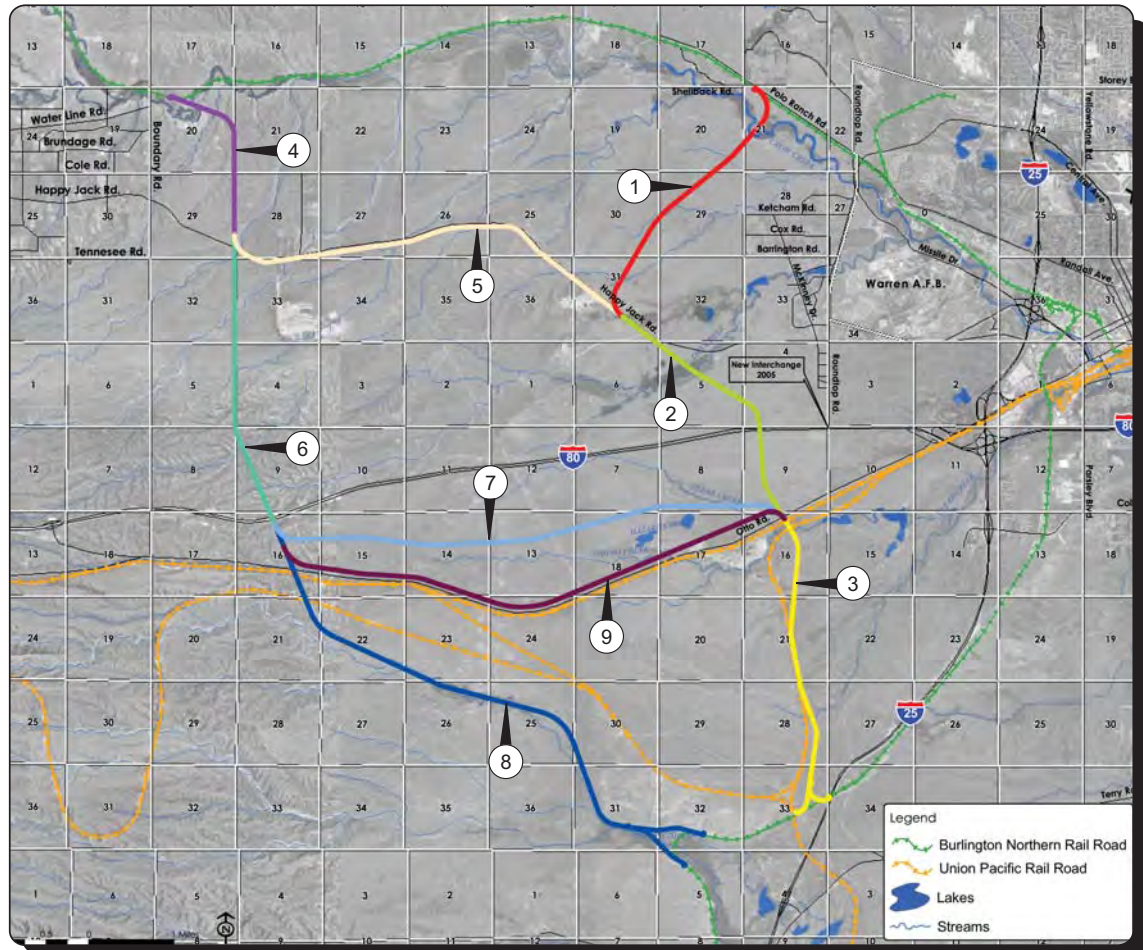


Table 3-3 Additional Alignment Segments Considered for Freight Railroad Relocation

Segment	Description	Cost	Fatal Flaw?
1	New alignment from BNSF at Shellback Road southwest to Happy Jack Road west of Dry Creek	\$13.3M	Bisects grazing land
2	New alignment from Happy Jack Road west of Dry Creek southeast to Otto Road east of Dyno Nobel	\$13.8M	<i>None identified</i>
3	Along UP from Otto Road east of Dyno Nobel south to Speer Junction / BNSF	\$24.2M	<i>None identified</i>
4	New alignment from BNSF at Boundary Road southeast to Happy Jack Road east of Boundary Road	\$12.5M	Bisects grazing land
5	Along Happy Jack Road from east of Boundary Road southeast to west of Dry Creek	\$21.8M	Bisects grazing land; multiple utility crossings
6	New alignment from east of Boundary Road south to I-80 east of Otto Road	\$17.1M	Bisects grazing land
7	New alignment from I-80 east of Otto Road east to Otto Road east of Dyno Nobel	\$20.5M	Bisects grazing land
8	New alignment from I-80 east of Otto Road south to Polaris Ditch, then east along Polaris Ditch to the BNSF line	\$31.7M	Impacts grazing land; significant grades.
9	New alignment from I-80 east of Otto Road south to Otto Road, then east along Otto Road to east of Dyno Nobel	\$25.1M	Bisects existing and planned developments

The segments listed above were combined to form alternatives based on logical connections. These combinations are shown in **Table 3-4**.

Table 3-4 Preliminary Alignment Segment Combinations for Freight Railroad Relocation

Segment Combination	Total Cost	Fatal Flaw?	Segment(s) with Fatal Flaw
Segment 1+2+3	\$51.1M	Yes	1
Segment 4+5+2+3	\$76.5M	Yes	4, 5
Segment 4+6+7+3	\$60.5M	Yes	4, 6, 7
Segment 4+6+9+3	\$83.1M	Yes	4, 6, 9
Segment 4+6+8	\$56.3M	Yes	4, 6, 8

As can be seen, the combination of segments could cost between \$51.1M and \$83.1M for a full alignment. This excludes costs for yard relocation and industrial / intermodal facilities. It also exceeds the cost outlined for the first series of alternatives by at least 50

percent. **Appendix 3** includes the comprehensive cost analysis for the second set of alignments considered.

The results of the second alternatives comparison were reviewed by the Steering Committee. In most cases the costs of constructing bridge crossings over I-80 or various creeks were viewed as being cost-prohibitive, and the Steering Committee was unwilling to impact the integrity of private ranchland. Although some alignments had no potential impacts or conflicts with adjacent property owners or with environmental resources, there was no continuous combination of alternatives without impacts to recommend for further analysis.

3.3 Rail Yard Relocation

During the segment development process, several yard relocation alternatives were evaluated. The majority of these alternatives depend on a specific mainline relocation alternative. As has been documented, there are substantial issues with the segments evaluated, so the rail yard relocation along those segments was not feasible. However, one rail yard relocation alternative was developed that is not dependent upon the relocation of the mainline.

This alternative calls for the relocation of the rail yard from the east side of WAFB (its current location) to the west side of WAFB, along Polo Ranch Road. This would eliminate the issues associated with grade crossings in the downtown area. However, there are several BNSF crossings along the south side of Polo Ranch Road, including Roundtop Road (just west of WAFB) and Shellback Road (site of a new housing subdivision). Sufficient length does not exist between these crossing to alleviate the crossing blockage problem. Relocation of the line to the north side of Polo Ranch Road would require significant earthwork, since this area is steeply sloped. In addition, this concept would not eliminate the security concerns with WAFB; it would just relocate the trains. Therefore, this alternative was not pursued further.

3.4 Conclusions

Based on their review of both the first and second set of segments, the Steering Committee concluded that relocating the BNSF rail line was impractical. This also implies that the yard relocation is impractical. However, the Steering Committee encouraged further research into a potential intermodal freight facility to maximize the capacity and efficiency of the existing railroad facilities, as outlined later in this report.

4.0 MARKET ASSESSMENT

A market assessment was conducted to determine the level of business and shipper interest in increased access to rail service for the Cheyenne area. Although local and state agencies support this type of development, sufficient market must exist for the development to be successful.

Wyoming is a major producer and distributor of western freight. In 1998, it shipped 364.2 million tons of cargo by rail, 95 percent of which was coal. Of that total, Laramie County shipped 1.4 million tons of cargo, or less than one half of one percent of the state's total. Recent interviews found that some companies have expressed interest in Cheyenne because of easy rail access and the potential for intermodal shipping facilities, but Cheyenne can also be served by truck from rail facilities in Denver. Therefore, a market assessment was performed. The initial objective of the market analysis was to determine:

- ◆ The potential feasibility and likely operating success of a rail-served industrial site.
- ◆ The potential for a rail freight facility.

In the course of meetings, interviews, and surveys conducted while working on the project, interest in several types of rail facilities was identified. Specific facility types are defined in Chapter 5 of this document; this chapter focuses on the potential demand for shipping with rail freight.

The assessment is based on a review of freight movement data, surveys and interviews of potential shippers, interviews of freight service providers and government officials, and evaluation of potential new industries and partnerships in the Cheyenne area. The results include parameters for viable facilities and a summary of Cheyenne area findings regarding shipping and the potential market for additional rail service.

4.1 Market Needs Assessment

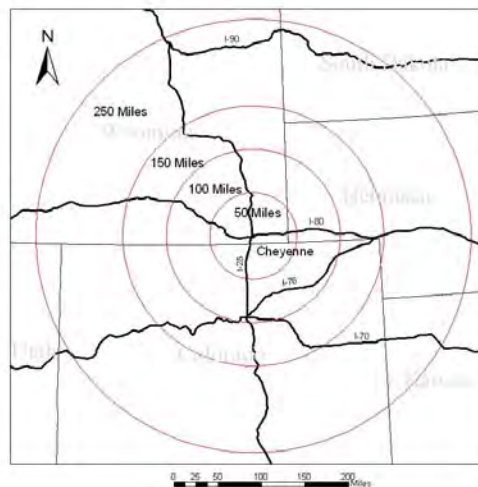
The market needs assessment performed for the WCTS was based on a shipper survey conducted for the project, coupled with other available data from federal, state, and local sources.

4.1.1 Shippers Survey

To help determine the potential market for a rail served industrial park in Cheyenne, a mail-back survey was conducted. The goal of the survey was to determine level of interest, general operating characteristics, and feasibility for this type of facility in the Cheyenne area. Graduate students administered the survey under the guidance of Dr. Rhonda Young, Civil Engineering professor in the Civil and Architectural Engineering Department at the University of Wyoming. A copy of the University of Wyoming report is included in **Appendix 4**.

- ◆ **Survey Instrument:** The survey was composed of 15 questions pertaining to each company’s size, current shipping modes, commodities, frequency of shipments, and foreseen interest in improved rail service. A complete copy of the survey instrument can be found in Appendix 4. Each survey was stamped with a unique code used to identify the company when the survey was returned by mail. The surveys were accompanied by a cover letter describing the project and a stamped return envelope.
- ◆ **Methodology:** A list of manufacturing, shipping and warehousing companies within 250 miles of Cheyenne was obtained from InfoUSA.¹ The study area was divided into four concentric rings having radii of 50, 100, 150 and 250 miles from Cheyenne as shown in **Figure 4-1, Survey Area**. The survey packet was mailed to 226 businesses in the study area. Five surveys were returned due to undeliverable addresses and were not resent. This resulted in a total of 221 businesses receiving surveys. The number of surveys and percentages sent to each zone is shown in **Table 4-1**, below.

Figure 4-1 Market Survey Area



- ◆ **Initial Responses and Rates:** Out of the 221 surveys successfully mailed, 23 (10 percent) were returned by mail. Of the 23 returned surveys, nine reported that they do not ship on a regular basis, three reported shipping only by FedEx, UPS or other less than truckload (LTL) carriers, and eleven filled out more detailed information about their shipping activities. Table 4-1 shows the quantity of these returned surveys by zone.

¹ A sales and marketing support provider at www.infousa.com.

Table 4-1 Shipper Surveys Completed by Each Zone

Zone (miles)	Initial Distribution	Mail Response	Phone Response	Total Response
<50	67	9 (7)	28	37
50-100	57	4 (1)	26	30
100-150	52	4 (1)	27	31
150-250	50	6 (1)	27	33
Total	226	23 (11)	108	131

Note – numbers in parentheses indicate detailed mail-in survey results

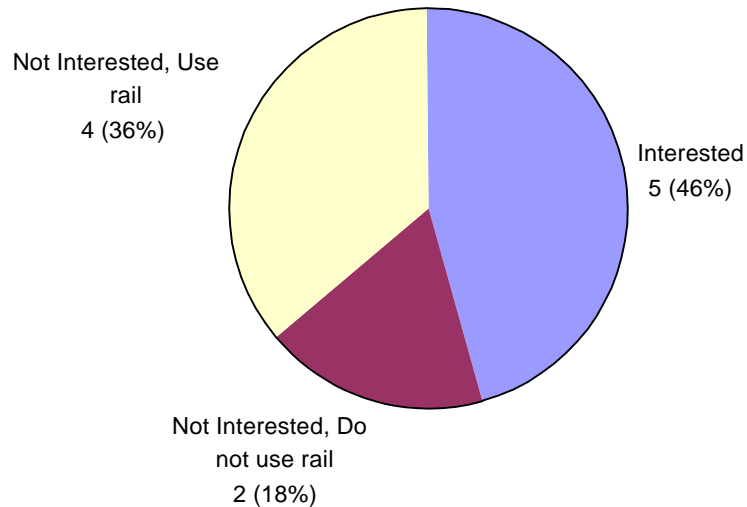
- ◆ **Follow-up Responses and Rates:** Each company that failed to return a survey was contacted by phone in an effort to increase the response rate. During this process, every company contacted was asked to return the survey. Two additional questions were also asked. The first question was “Do you ship by rail?” If answered positively, a second question, “Would enhanced rail service in Cheyenne benefit your business?” was asked. These follow up calls resulted in 14 surveys being resent to companies that appeared willing to complete it. Of the 185 companies that were contacted by phone, 108 telephone responses were received for a total of 131 total survey responses by mail or by phone for a response rate of 59 percent.

4.1.2 Shipper Survey Results

The shipper surveys found existing rail shippers and provided a level of interest in rail shipment among current non-rail shippers. From the 131 responses, 18 (14 percent) of the businesses reported that they ship products by rail and 113 (86 percent) did not ship anything by rail.

- ◆ **Interested Companies:** Interest in Cheyenne-based rail shipment was determined from the eleven detailed surveys that were returned. The resulting information is shown in **Figure 4-2, Interest in Rail Shipment**. The five companies interested in improved rail service were within the 50-mile zone. Two were located in Cheyenne, two were located in Fort Collins, CO, and one was located in Greeley, CO. The companies were manufacturing or service-oriented with between 24 and 50 employees. Goods shipped included feed, steel, finished wood products, and heavy machinery.

Figure 4-2 Companies in Cheyenne with Interest in Rail Shipment



Source: completed mail-in surveys

- ◆ **Uninterested Companies:** One company that ships by rail but was not interested in Cheyenne rail service was located in the 50-mile zone; the other was located in the 150-mile zone. They were both manufacturing firms with between 65 and 127 employees. Goods shipped included steel and pet toys.
- ◆ **Business Type Evaluation:** For the 131 firms that responded to the survey, the various business types were evaluated to determine if the commodities each firm could ship would be viable as a rail cargo. Based solely on business types, an additional 15 percent of the businesses could ship by rail even though they currently do not do so.
- ◆ **Conclusions:** The manufacturers, shippers, and warehouses contacted for this survey represent just a small portion of these types of businesses operating within a 250-mile radius of Cheyenne. The intent of this survey was to contact a small, representative sample of these businesses in order to provide insight into the feasibility of a rail served industrial park and / or intermodal facility in Cheyenne. It is notable that 14 percent of the businesses contacted were currently shipping by rail, and a potential for up to an additional 15 percent could ship by rail based solely on product type. Investment in the rail served freight facility may serve as a catalyst for increasing the share of rail shipments in the region.

4.1.3 Follow-up Interviews

Following the survey, ten shippers were selected for more detailed follow-up interviews by telephone. The firms interviewed are located in Wyoming, Colorado, and Idaho (shipping facility in Nebraska). Telephone interviews were conducted with shippers

identified in the survey process as well as with firms, agencies and other stakeholders identified by study participants. A complete list of follow-up interview candidates is provided in Appendix 4. The interviews explored:

- ◆ The potential for existing shippers to use a rail-served industrial site in Cheyenne
- ◆ The potential for new cargoes
- ◆ Shipping patterns, including container and rail shipping
- ◆ Cargo flow balances (inbound/outbound)
- ◆ Cargo routing
- ◆ Type of rail facility that might be needed in Cheyenne

The findings are presented in Appendix 8.

4.1.4 *Supplemental Interviews*

Findings from the shipper interviews were discussed with other regional stakeholders. Their comments are summarized in **Table 4-2** below.

Table 4-2 Regional Stakeholder Interview Findings

Comment	Source
<i>Utilization Potential for a Rail-Served Industrial Site in Cheyenne</i>	
Potential industries looking at Cheyenne want to see the rail served industrial facility in place <i>before</i> considering relocation	Wyoming Business Council
ABF would welcome a facility in Cheyenne	ABF Freight Systems
Lowe's would like intermodal access	Cheyenne LEADS
Passengers from Cheyenne, Ft Collins, and other Front Range communities would like passenger rail to Denver on game days	Cheyenne LEADS
10 to 20 percent of industrial contacts raise the issue of rail access. For investor contacts, the level of interest in a rail served industrial site increases to perhaps 30 percent	Cheyenne LEADS
<i>Potential for New Cargos</i>	
The firms interviewed that are not located in Cheyenne are not a likely source of substantial cargo volumes for a Cheyenne rail facility	Multiple
No substantial domestic intermodal rail shipments were identified by the firms interviewed	Multiple

Table 4-2 Regional Stakeholder Interview Findings (continued)

Comment	Source
<i>Shipping Patterns</i>	
Firms using containerized shipping generally used intermodal hubs located in Denver. Cheyenne is considered to be within the local drayage area for Denver's intermodal facilities	Multiple
There is very little outbound cargo from Cheyenne	ABF Freight Systems
Railroads respond to competition, and will drop rates to avoid losing clients	Wyoming Business Council
<i>Type of Rail Facility Needed</i>	
Development of a specific facility location and design would be helpful to firms that might consider a rail served industrial site or freight facility in Cheyenne. Those interested felt it would be best to comment on a specific design or proposal	Multiple
<i>Other Comments Received</i>	
For an intermodal container operation to be successful in Cheyenne, it will be necessary to identify a guaranteed source of inbound containers	Multiple
A universal observation of the smaller shippers related to the difficulty locating, at what they considered a reasonable cost, containers for outbound containerized shipments. The shippers using international container services all expressed a desire for reduced shipping rates	Multiple
Most firms, especially smaller shippers, expressed an interest in a Shippers' Association to use the collective bargaining power of a group of shippers to improve service and rates	Multiple

Although the Federal Railroad Administration and Federal Highway Administration are represented on the steering committee, additional regulatory interviews were also conducted. These interviews, with officials in Washington DC, provide some national perspective on the shipping issues faced in the Cheyenne area.

The **Office of Policy, Federal Railroad Administration, USDOT** suggested that a local freight train from Denver to Cheyenne might be feasible if there were sufficient cargo volumes. In addition, if a rail-served industrial site is pursued, the local community will need to coordinate with the Class I railroad development offices.

The **Office of Intermodalism, Office of the Secretary, USDOT** confirmed that stakeholder interviews are the best source of information to establish the existing

conditions and market for future industrial facilities, as there is no comprehensive listing of successful railroad development efforts.

4.2 Commodity Flow Analysis

To better understand the potential market for a rail-served facility in a broader perspective, overall rail shipments for Wyoming and for Laramie County were evaluated.

4.2.1 Gross Shipment Distances and Cargo

Data for Wyoming were extracted from the national *Commodity Flow Survey (CFS)*. The Bureau of the Census, U.S. Department of Commerce, and the Bureau of Transportation Statistics, U.S. Department of Transportation produce the CFS on a regular basis. The 1997 CFS is the most recent available. The survey summarizes data on the movement of goods in the United States. It provides information on commodities shipped, their value, weight, and mode of transportation, as well as the origin and destination of shipments of manufacturing, mining, wholesale, and selected retail establishments. Selected tables from the 1997 CFS for Wyoming appear in **Appendix 5**. The data has been summarized below:

- ◆ Rail shipments dominate freight movement for the state, reflecting Wyoming's coal production
- ◆ Truck shipments are predominantly for "short haul" distances. Private truck shipments average 57 miles long. Chemical shipments by truck average 631 miles in length. For-hire truck shipments average 367 miles long.

The data on shipments of freight items produced in Wyoming indicate that most shipments do not move the minimum distance that is required to make shipment by intermodal rail feasible. For domestic shipments, this distance is usually 500 miles or more for non-containerized cargos and over 1000 miles for containerized cargos. This suggests that there would be limited demand for a full-scale intermodal rail terminal in Wyoming.

4.2.2 Rail Shipment Distances and Cargo

Data for Laramie County and the state of Wyoming were extracted from the Surface Transportation Board (STB) 1 percent Waybill Sample data. Railroads are required to provide 1 percent of their waybills (a 'sample') to the STB annually. These waybills show commodity, cargo volume, and origin / destination by state and county. Due to the competitive nature of the rail industry, the waybill samples are typically held in confidence by the STB. Wilbur Smith and Associates assembled the data presented in the *Wyoming State Rail Plan* according to the terms of an agreement between WyDOT and the STB, and those data have been used for the WCTS. Coal from Wyoming's

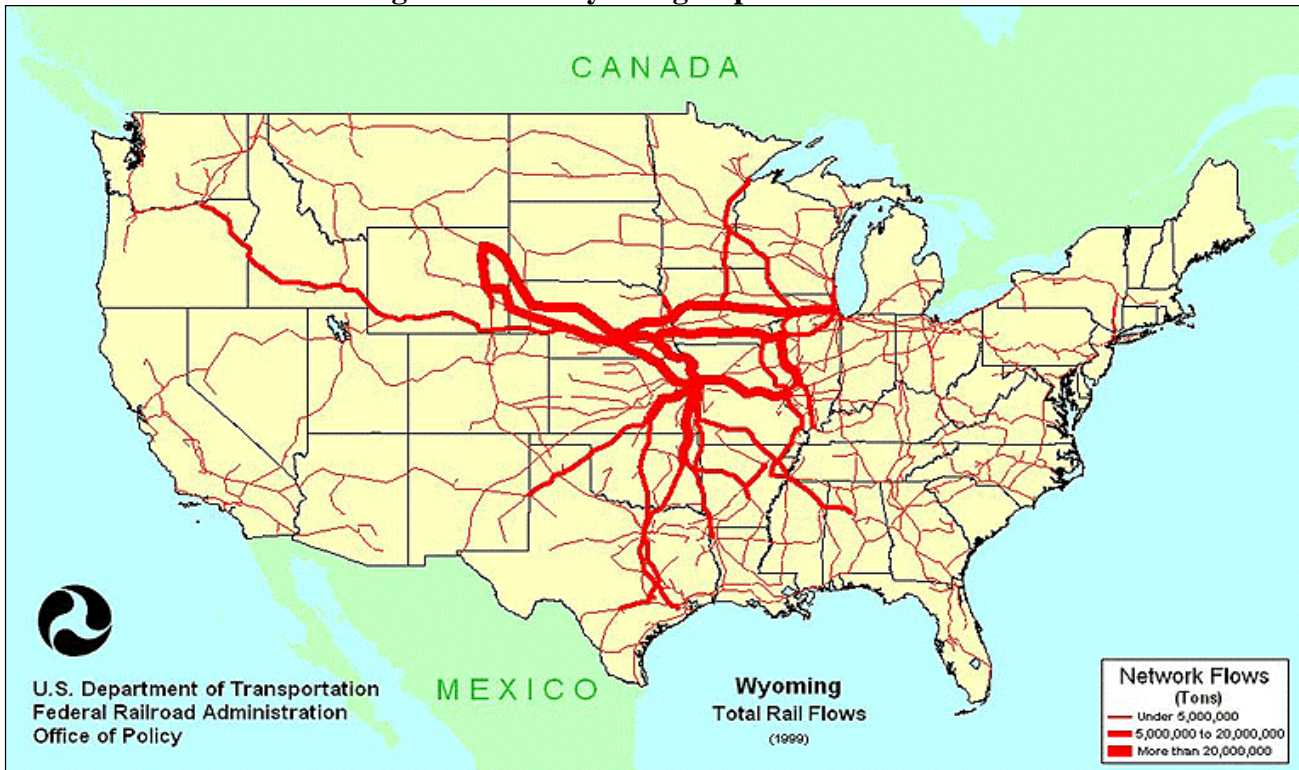
Powder River Basin (and other sources) is Wyoming's primary export, and is shipped to 24 states. Refer to **Table 4-3**.

Table 4-3 Surface Transportation Board 1 Percent Waybill Sample Data

Tonnage	Primary Commodities	Primary Destinations
<i>Laramie County</i>		
1,438,600 tons exported from Laramie County	<ul style="list-style-type: none"> • Nonmetallic Minerals (44.0 percent) • Petroleum or Coal Products (23.2 percent) • Chemicals or Allied Products (18.0 percent) • Hazardous Materials (10.4 percent) • Farm Products (3.5 percent) 	Colorado, California, Kansas, Texas, Utah
203,700 tons received by Laramie County	<ul style="list-style-type: none"> • Hazardous Materials (24.8 percent) • Petroleum or Coal Products (20.7 percent) • Chemicals or Allied Products (16.2 percent) • Waste or Scrap Materials (14.0 percent) • Lumber or Wood Products (13.5 percent) 	Wyoming, North Dakota, Alabama, Montana, Idaho
<i>Wyoming</i>		
364,181,100 tons exported from Wyoming	<ul style="list-style-type: none"> • Coal (95.0 percent) • Chemicals or Allied Products (2.8 percent) • Clay, Concrete, Glass, or Stone (0.9 percent) • Nonmetallic Minerals (0.5 percent) • Petroleum or Coal Products (0.2 percent) 	Illinois, Texas, Missouri, Wisconsin, Iowa
1,163,900 tons received by Wyoming	<ul style="list-style-type: none"> • Nonmetallic Minerals (25.8 percent) • Hazardous Materials (21.7 percent) • Chemicals or Allied Products (21.1 percent) • Primary Metal Products (9.8 percent) • Petroleum or Coal Products (6.3 percent) 	Alabama, Nevada, Minnesota, Wisconsin, North Dakota

The Federal Railroad Administration (FRA) of the United States Department of Transportation also tracks rail shipments by state and rail line. The FRA's Network Flow Map for Wyoming rail shipments is shown in **Figure 4-3, Wyoming Export Rail Flows**. This map reflects the generally eastward flow of coal from areas north of Cheyenne to the five primary destination states identified in Table 4-3, and to other states. It also highlights the importance of the east-west line across southern Idaho and Wyoming (through Cheyenne) for cross-country shipments.

Figure 4-3 Wyoming Export Rail Flows



Although coal makes up 95 percent of the state's rail exports by tonnage, soda ash (disodium carbonate or trona) makes up the largest portion of overall exports on a monetary basis. Refer to Appendix 5, which shows the top 25 commodities exported from Wyoming based on dollar value. Soda ash is one of the components that make up the non-metallic mineral exports within Laramie County.

The focus of Wyoming's rail cargo on coal tonnage does not lend itself to a new rail-based coal facility in the Cheyenne area, away from the coal mining facilities. Additionally, a review of the top 25 dollar value commodities does not indicate a large potential for containerized shipments. However, southern Wyoming's significant soda ash production has been evaluated further in the next section of this chapter.

4.3 Potential Industries and Cargos

As noted in previous sections, Wyoming's key export (by tonnage) is coal, although it provides only the second-largest revenue stream for the state (8 percent). The remaining top five high-revenue exports include soda ash (top export revenue, 69 percent of total), bentonite (4 percent), natural uranium & related commodities (3 percent), and rare gases (2 percent). These rankings are based on 2002 data presented in Appendix 5.

Due to the dominance of soda ash in this comparison, it has been evaluated further for potential processing in the Cheyenne area. This would create a facility where the raw soda ash would be shipped in by rail, processed by area employees, and the finished product would be shipped out by rail. The concept would include the soda ash facility as a seed for a larger rail-served facility surrounding it.

In addition to the soda ash discussion, this section presents information on interested businesses from the shipper's survey. These shippers have expressed interest in rail shipments in the Cheyenne area, and should be further considered if a facility is established.

4.3.1 Possible Processing of Soda Ash in Cheyenne

The US Geological Survey prepares Mineral Commodity Summaries (MCS) regularly for various minerals. The 2004 soda ash MCS appears in **Appendix 6** as a baseline for this analysis. The US soda ash industry is the largest in the world, and four of the six active US soda ash plants are in Wyoming (a seventh mothballed plant is also in Wyoming). The mothballed plant, and possible plans to close a similar facility in Green River, WY point to the current surplus soda ash capacity in the US. The total estimated value of 2003 domestic soda ash production was \$800 million. Refer to **Table 4-4**.

Table 4-4 US Soda Ash Production

	1999	2000	2001	2002	2003
Production (natural only)	10,200	10,200	10,300	10,500	10,600
Imports for consumption	92	75	33	9	5
Exports	3,620	2,900	2,090	4,250	4,400
Consumption	6,430	6,390	6,380	6,430	6,200
Reported	6,740	6,430	6,310	6,250	6,200
Apparent	6,740	6,430	6,310	6,250	6,200
Employment, mine and plant (persons)	2,600	2,600	2,700	2,600	2,600

Notes – values in thousand metric tons (except employment); 2003 data estimated

The concept for the WCTS was to take advantage of this international leadership role and turn the soda ash into finished products in the Cheyenne area. Finished products include glass (49 percent of end use), soap and detergents (11 percent), distributors (5 percent), and others (9 percent). This option was explored with Dennis Kostic of the USGS, US Department of Interior. Mr. Kostic is the author of the soda ash MCS.

Use of a facility in Cheyenne to process soda ash into a finished product would require transportation of the soda ash from the Green River area by bulk rail to the manufacturing site. The resulting products would then have to be transported to the final destination by truck or rail. Rail transport to the ultimate destination might use intermodal containers or other intermodal shipping units. Glass and detergent

manufacturers could consider Cheyenne-area operations if it was shown to be more cost effective due to lower labor costs and lower taxes.

Domestic soda ash consumption has declined in recent years. This is because the two prime end uses face serious competition from other products. Glass containers face competition from plastic bottles and containers. In addition, a recent trend for glass container plants is to locate the plant near the soda ash production facility. This permits transfer of the soda ash from the processing facility immediately into the glass manufacturing facility while the soda ash is still hot. This permits an energy saving when creating the final glass product. Dry detergent (which uses soda ash) faces strong competition from liquid detergents. The declining consumption of soda ash by these industries is leaving the industry with excess capacity and thus, they are unlikely to be interested in constructing new plant.

Based on these findings, this option did not appear to constitute a likely business opportunity for the rail served industrial site. However, as conditions within the industry change, the opportunities may also change. **Appendix 7** contains a table listing glass container manufacturers in the US and members of the US Soap and Detergent Association for possible future discussions.

4.3.2 *Observations from Selected Shippers*

There were several survey respondents that expressed some level of interest in rail shipments for their goods from a rail-served industrial site. Refer to **Table 4-5**.

Table 4-5 Market Sectors from Interviews

Companies	Industry Sector
<i>Metals</i>	
Puma Steel	Steel fabricators
VAE Nortrak	Rail, switches, and related specialty rail products
<i>Lumber</i>	
Teton West Lumber	Lumber distributor
R&R Custom Woodworking	Fine lumber products (moldings, doors, etc.)
Edwards Construction	Building products
<i>Chemicals</i>	
Viking Explosives	Chemical manufacturing
Frontier Oil	Refinery
<i>Agricultural Products</i>	
Ranchway Feed Mills	Animal feeds
Southwest Hide Company	Animal products (hides), tanning chemicals
<i>Technology</i>	
Wolf Robotics	Metal components, finished products

As Table 4-5 shows, there is a wide range in shipper needs. This leads to the conclusion that a new facility must be flexible to handle various types of commodities, and would probably not succeed if it focused on only one commodity. As part of this facility, each of the companies identified above expressed interest in improved rail service, reduced shipping costs, and intermodal service to / from Cheyenne. None of these potential shippers anticipated sufficient freight flows to / from his or her individual business to make a rail-served industrial facility feasible. It was generally felt that sufficient volumes could be achieved through a Shippers' Association.

4.4 Implementation Concepts

A list of firms and individuals interested in a rail-served industrial site is included in **Appendix 8**. Based on interest expressed in the shippers' surveys, two options should be explored to help address the transportation needs of shippers in the Cheyenne area. These are the consideration of a Shippers' Association and an evaluation of the Port of Montana concept's applicability in the Cheyenne area.

4.4.1 Shippers' Association

Shippers' Associations generally are non-profit, membership cooperatives that make domestic or international arrangements for the movement of members' cargo. They are a means by which the small and medium sized shippers, and even the large shipper, can obtain economies of scale and improved service levels.

Shippers' Associations form to enable their members to obtain quality transportation services at a cost lower than that individually available to them. A group of shippers acting collectively will often receive greater consideration and more attentive service from motor carriers, railroads, and water carriers than individual shippers acting alone. In recent years, ports, local communities, and local shippers have looked to Shippers' Associations to promote or retain international traffic through a port authority which may be competing with other ports for a "load center" status, while trade associations and export trading companies have looked to Shippers' Associations as an effective vehicle for import-export trade development as well as for domestic market penetration.

4.4.2 Port of Montana Concept

The Port of Montana, located in Butte, Montana, provides one example of how this process can work. The Port of Montana bills itself as a "one-stop source for transload shipping and intermodal logistics services, for transload transportation shipping through Montana by rail and truck."² It is served by both UP and BNSF, and has nearby access to I-90 for truck traffic.

² Port of Montana Web site: <http://www.portofmontana.org>

The facility was originally built to provide container/trailer transloading services. Over the 28 years of operation, the facility has diversified to provide the following services:

- ◆ Intermodal container/trailer service, including
 - Loading and unloading
 - Storage of containers
 - Chassis, hostlers, and related services
- ◆ Cargo management, including
 - Fertilizer bulk handling
 - Liquid materials handling
 - Auto storage for distribution
 - Lumber storage for distribution
 - Silica sand storage for distribution
 - Other functions on an individual shipper basis
- ◆ Staff services, including
 - Arranging door-to-door delivery
 - Advising members / customers regarding documentation, loading configurations and equipment requirements
 - Developing combination(s) of carriers needed to ensure the most economical transit time
 - Arranging for import to travel “In-Bond” from the coast for customs clearance upon arrival
 - Providing “In-Bond” warehousing and storage until the goods are needed

A detailed description is located in the *North Dakota Strategic Freight Analysis: the Role of Intermodal Container Transportation in North Dakota*.³ An excerpt from that report describing the Port of Montana concept appears as **Appendix 9**. Further details on the operations of the Port of Montana are available at <http://www.portofmontana.org/>.

This review of the Port of Montana concept suggests a broad range of activities to enhance local transportation that would appear to be appropriate functions for a Cheyenne rail served industrial site.

4.5 Rail-Served Industrial Facility Parameters

As part of the evaluation of a future rail-served facility, the two major railroads in the study area were interviewed to determine their general requirements. **Table 4-6** shows the considerations that were identified by the railroads as critical to the success of a transload facility; a rail served industrial site; or an intermodal rail terminal.

³ UGPTI publication DP-150, November 2002.

Table 4-6 Rail Served Facility Parameters

Parameters	Source
<i>Intermodal Facilities</i>	
Minimum of 200 Container on Flat Car (COFC) units or 120 Trailer on Flat Car (TOFC) units per train needed to make intermodal operations economically sustainable.	BNSF
To compete with truck service levels, three intermodal train departures per week would be required between two points. This means about 150 trains per year or 30,000 loaded containers in each direction between those points.	BNSF
Within the BNSF system the smallest intermodal facilities average between 75,000-100,000 lifts per year.	BNSF
Intermodal volume flow balance is needed to help maintain equipment supply.	BNSF
The minimum haul distance needed is 1,000 miles, assuming that volume is concentrated, balanced, and fits within the existing BNSF intermodal network.	BNSF
UP used to operate an intermodal facility in Cheyenne, but it was closed due to lack of lifts. Denver is within the drayage area for both UP and BNSF facilities in Denver.	UP, BNSF
<i>Transload and Industrial Facilities</i>	
BNSF works with transload operations based on the transload companies market and abilities	BNSF
Viable transload operations require 5 day per week minimum service.	BNSF
Site locations must be convenient to mainline operations, without undermining the profitability of long-distance routes.	UP
UP will not be receptive to concepts for a Cheyenne rail served industrial site that would undermine the profitability of its long distance rail routes that pass through Cheyenne.	UP
Team tracks exist in many locations whereby shippers can load and unload on BNSF tracks at no charge, including at the existing BNSF Cheyenne yard	BNSF
<i>Policies and Incentives</i>	
Enterprise zones (with business-friendly tax policies) and proximity to manufacturing plants provides incentives to serve industrial sites.	UP
BNSF will provide economic development support to local communities including technical assessment of proposed facilities, information on service design, market analysis for target markets, joint marketing, and introductions to railroad account managers.	BNSF
UP policy endorses public/private partnerships	UP
UP does not seek public funds.	UP
Wyoming State Constitution, Article 10, Section 15 prohibits providing state aid to railroads and telegraph companies.	WYDOT, UP

Table 4-6 Rail Served Facility Parameters (continued)

Parameters	Source
Costs	
Trackage costs run \$1.5 - \$2.0 million per mile plus switches and special trackwork.	BNSF
Annual track and structure maintenance costs will be incurred, which will vary based on length and complexity of track maintained.	UP
A labor package must be negotiated if UP or BNSF serves the facility with their train crews. A typical cost is \$50,000 per month (based on a similar facility), and is amortized monthly over the number of railcars moved.	UP
The costs of providing local service might be lower if a third party short line operator were to provide the service.	UP

Although the data in Table 4-6 do not preclude any of the facilities envisioned, the intermodal facility requirements would be difficult to meet in Cheyenne based on the number of lifts required and the proximity of similar service in Denver.

4.6 Findings

The following general conclusions were reached based on the market survey:

- ◆ A true intermodal facility is probably not appropriate for Cheyenne since sufficient volumes will be difficult to achieve in light of nearby facilities in Denver and lack of major containerized shippers in Cheyenne.
- ◆ A stand-alone transload facility is also probably not appropriate since such facilities already exist in Cheyenne and at Egbert, WY. A transload facility with multiple customers should be examined further.
- ◆ A rail-served industrial park could provide opportunities for both shippers and industrial developers, and should be examined further.

Further information regarding the development of a rail-served industrial park is outlined in **Table 4-7**, below. This table also reflects the agencies that could lead each of the recommended work items and issues raised by existing potential shippers. This information was presented to the project Steering Committee, and copies of that presentation are included in **Appendix 10**.

Table 4-7 Rail-Served Industrial Park Recommendations

Recommendation	Implementing Agency
<i>Facility Development / Layout</i>	
Select site for potential development to focus efforts in one location. <ul style="list-style-type: none"> • Consider the benefits of using a pre-existing site (utilities in place, other users already on-site) • Site should include both rail and roadway access 	LEADS / MPO
Create a master/strategic plan for implementation coordinated with other Cheyenne area development plans	LEADS / MPO
Develop a streamlined design, site selection, and permitting process to minimize start-up times	MPO
Employ a flexible facility design concept that will make it possible to accommodate various types of users.	LEADS / MPO
Consider “Port of Montana” concept.	LEADS / MPO
Focus on logistics support services for area shippers – consider formation of a Shippers’ Association.	LEADS / MPO
<i>Railroad Coordination / Connectivity</i>	
Develop freight railroad relocation options that accommodate future rail served industrial sites.	MPO
Access of multiple Class I railroads would be desirable, possibly through a third party shortline switching operator.	LEADS / MPO
The site’s operating concept should address how rail traffic from the facility will be integrated into mainline operations of the railroad.	MPO
The facility must be within the local service area of a railroad, unless a third party shortline switching operator were part of the plans.	MPO
Negotiate agreement or obtain commitment from railroads to provide service (either UP / BNSF or shortline operator) when demand is sufficient	MPO
<i>Costs</i>	
Determine how start-up capital costs will be paid for, including initial switch from mainline and other work within UP / BNSF right-of-way (could be part of initial railroad agreement)	LEADS / MPO
The per rail car freight charge should be estimated, including constructing rail access to parcel, site development costs, track maintenance costs, and rail operating costs.	LEADS / MPO

Table 4-7 Rail-Served Industrial Park Recommendations

Recommendation	Implementing Agency
<i>Marketing / Coordination with Potential Users</i>	
Prepare site development package to market to potential candidates and customers. Include information about: <ul style="list-style-type: none"> • Master plan for site • Streamlined development process • Status of rail access (trains per week, agreements, etc.) • Per-car freight charges 	LEADS
Market industries / users that will generate demand for rail service. <ul style="list-style-type: none"> • Follow-up interviews with candidate companies • Identify other industry types / users • Use site development package to show rail service is 'real' 	LEADS

5.0 RAIL-SERVED INDUSTRIAL FACILITY

The results of the Market Analysis (documented in Chapter 4) and the Rail Relocation Alternatives Analysis (documented in Chapter 3) were used as the basis for an evaluation of a potential rail-served industrial facility in the WCTS study area.

5.1 Facility Types and Functions

As outlined in the Market Analysis, there are several facility types that could be considered as part of the WCTS effort. They vary in terms of both size and function, and are described below. Refer to **Table 5-1** for a summary of various facility characteristics.

Table 5-1 Rail-Served Industrial Facility Characteristics

	Intermodal Facility	Transload Facility	Rail-served Industrial Park
Service Radius	1,000+ miles	250 miles	Dependant on products
Typical Size	200 to 400 acres, dedicated to rail uses	30 to 250 acres, dedicated to rail uses	200 to 5,000 acres, split between rail and industrial uses
Shipping Approach	Containers or trailers only	Various	Various
Minimum Volume	100,000 annual lifts	Dependent on products; several cars per week average	Dependent on products; several cars per week average
Product Types	Goods that can be shipped in containers or trailers and benefit from weather and security protection	Goods that can be transferred between rail and truck with available transload equipment	Goods and products that can be processed to add value
Typical market served	International, national	Regional, local	National, regional, local
Facilities in Cheyenne area	Irondale (BNSF, Denver) Pullman (UP, Denver)	Mid-Continent Industrial Park (Egbert, WY; UP) BNSF Yard (Cheyenne, WY)	Pacific Avenue (Cheyenne, WY; UP)

5.1.1 Intermodal Facilities

An intermodal facility is a rail hub that is used to transfer containers or trailers from rail to truck and truck to rail. The facility consists of long straight tracks to accommodate strings of rail cars, overhead cranes, and paved areas to accommodate adjacent truck

movements. The cranes lift the trailers or containers from the ground or a truck chassis (respectively) and place them on a rail car (a process known as a lift). Supplemental amenities often include trailer, chassis, and container storage space, truck scales, and office facilities to manage security and cargo tracking. The railroad or a third party contractor typically runs these facilities.

The most commonly used intermodal medium is a steel container (box) that sits on a separate skeletal chassis used for over the road transport. The containers are stacked two high on rail cars specifically designed for this purpose. This is referred to as container-on-flat car or COFC by the railroads. Container width and height have been standardized internationally, but length can vary from 20 feet to 53 feet. Over the road trailers can also be loaded onto railroad flat cars, which is commonly known as trailer-on-flat-car (TOFC). Since the railroad is transporting the frame, wheels and other over-the-road equipment, trailers cannot be stacked like containers. Although this medium started the intermodal industry for the railroads, TOFC has fallen out of favor over the past several decades since utilization per railcar is lower, weight per trailer is higher, and trailers cannot be loaded onto ships. This reflects the efficiencies needed for intermodal facilities to be profitable.

The intermodal cargo cycle begins when a container or trailer is loaded at the manufacturer or distributor. The container or trailer is sealed for haulage, trucked to the intermodal facility, transferred to rail for long haul transport, off-loaded near the destination, and trucked to the final recipient. The shipper's seal is broken for the first time when the container or trailer is delivered, minimizing damage and theft during transit. For international shipments, the long haul transport may include ocean-going ships, and direct transfer between ship and rail occurs at many major ports.

Intermodal shipping is most effective when it serves shipments over long distances where rail service is more cost-effective than over the road trucking. Intermodal facilities serve an international marketplace of containerized freight, meaning they often serve larger shippers with contacts at steamship lines or other international shipping lines that provide their own containers. In these cases, service at an intermodal facility is built in to a larger point-to-point contract that oversees the shipment by steamship as well as inland.

Intermodal facilities must also be able to sustain railroad market competition—if it is served by two or more major railroads; there is an incentive for the railroads to adjust their prices to compete for cargo. For an intermodal facility to remain stable it would need to serve a market large and diverse enough to demand multiple shippers.

According to stakeholder interviews, domestic rail intermodal shipments are rare. For a domestic intermodal facility to be successful, it would need a guaranteed source of inbound containers and a significant concentration of large shippers. Smaller shippers

generally have more difficulty locating containers at a reasonable cost. A domestic intermodal facility would also need a specific competitive advantage to be able to compete with existing intermodal hubs. Most US intermodal facilities process at least 100,000 lifts annually, and many of those are international in nature. UP's newest Chicago-area facility is over 800 acres in size and is designed for 720,000 lifts per year.

5.1.2 Transload Facilities

A transload facility is a rail hub that specializes in the transfer of non-containerized freight from rail to truck and truck to rail. See **Figure 5-1, Transload Facility**. This type of facility can be designed to load and unload a wide variety of materials and products. A transload facility operation may require specialized equipment to transfer products, including conveyers for bulk dry goods, pumps for bulk liquids, forklifts for palletized or bundled materials, or cranes for dimensional or individual items. A transload facility is typically beneficial in a large industrial or freight-oriented market that has limited rail access. A transload facility is often operated by an independent owner/operator for which the transload operation is their primary business. Short line railroads can serve transload facilities, as outlined in that section of this chapter. Some transload facilities are actually operated by the short line railroad that serves the facility.

Transload facilities (sometimes referred to as “team tracks”) serve local or regional markets. They can be operated by a short line operator that shuttles cargo between major railroad yards to and from local shippers and/or shuttles the cargo to the facility to be shipped by truck. Transload facilities can also serve the needs of private truck shipments. Typically, truck shipments cover shorter distances, not effectively served by rail, such that a transload facility can effectively link major railroads to truck markets. Transload facilities can also help complement major railroad facilities by providing a facility where local shipments can be efficiently served without delaying or degrading national and/or international shipment service over longer distances.

There are several transload opportunities in the Cheyenne area.

Mid-Continent Industrial Park

The Mid-Continent Industrial Park in Egbert, WY is about 30 miles east of Cheyenne along I-80. Refer to **Figure 5-2**. Although it is referred to as an industrial park, there is little industrial development at the facility today. Therefore, it functions as a transload facility. This facility has several shipper amenities, including a pump system for tank car unloading, cranes, and forklifts. UP provides regular rail service to this facility. As noted in the market analysis, TrussCraft uses this facility for their rail shipments, and trucks materials from Egbert to their Cheyenne facility.





BNSF Transload Facility (24th Street)

Closer to Cheyenne, BNSF maintains a transload facility adjacent to West 24th Street as part of their Cheyenne freight yard. See **Figure 5-3**. The facility consists of a small dock, a dirt parking area, two stub tracks, and a small forklift. There is evidence that the facility is used, but it does not appear to serve significant transload volumes, particularly since BNSF rail service to the site is limited by the existing issues with WAFB.

UP Transload Facility (Pacific Avenue)

The UP serves an industrial park along Pacific Avenue (see Section 5.1.3), and there is evidence that transload functions have been provided at the north end of this facility, along Union Street. However, these transload functions appear to be associated with shippers in the industrial park. Based on field visits, this should not be considered a public transload facility.

5.1.3 Rail-served Industrial Parks

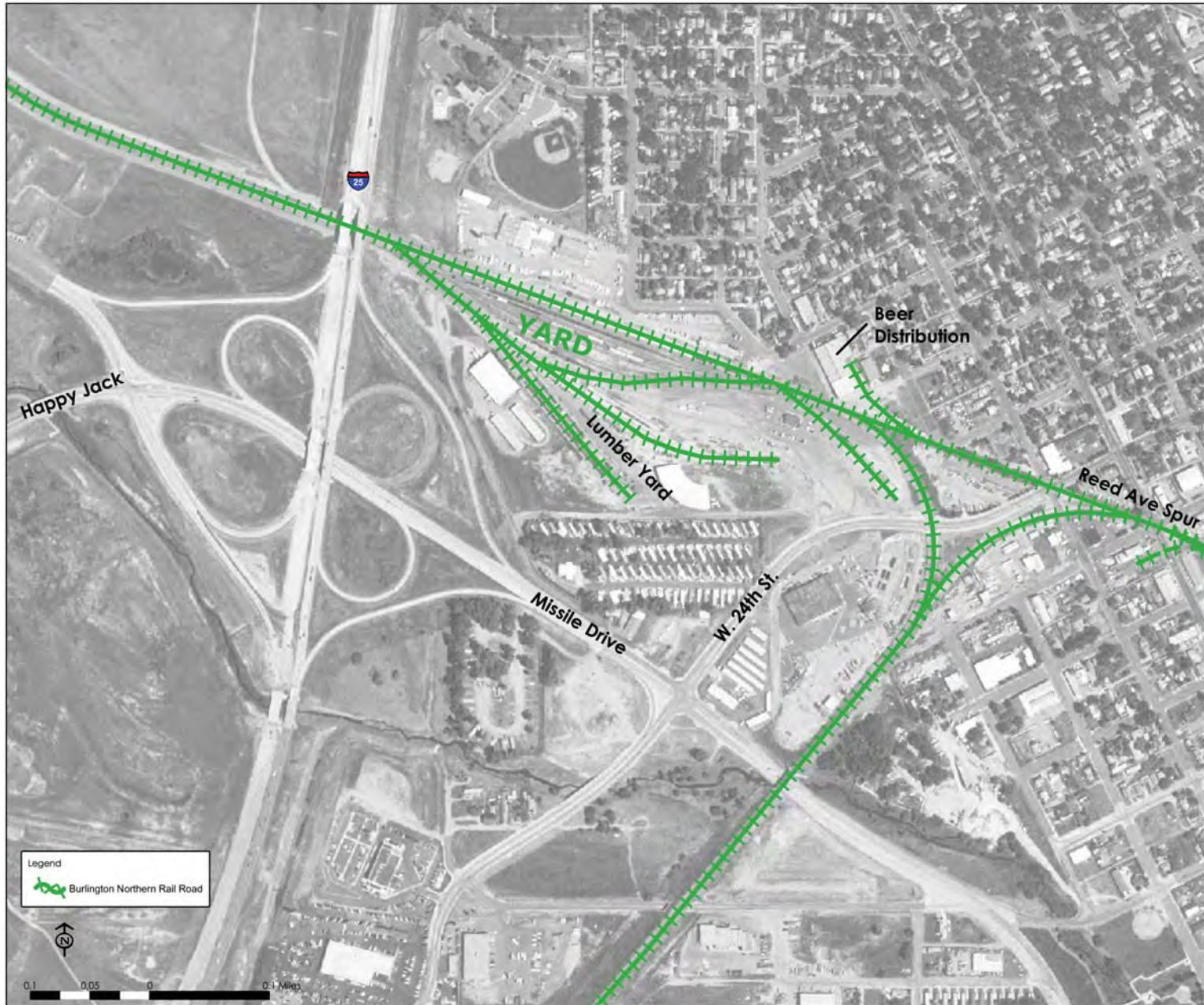
A rail-served industrial park typically consists of several independent companies (tenants) that produce and/or distribute products via truck and/or rail. The facility generally consists of buildings or warehouses for each tenants, with rail and truck access to the majority of the buildings. Additional amenities may include extra sidings for use when rail cars are being switched, truck scales, truck fueling and servicing facilities, management office space, and maintenance space. The transfer of materials is primarily between the facility and either truck or rail, but not between truck and rail. The tenant or building operator typically performs transfer operations.

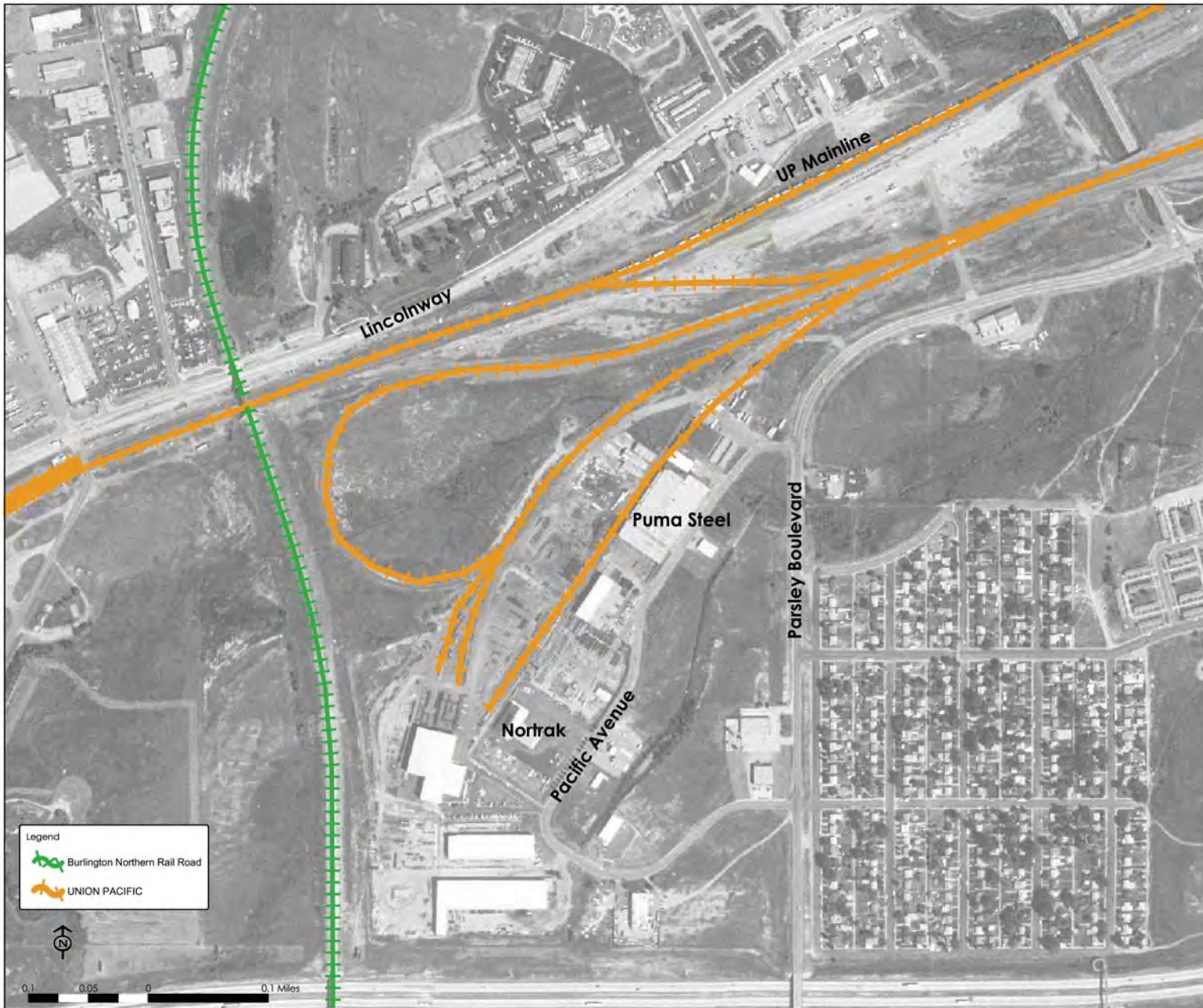
Rail-served industrial sites serve a group of local industries that require or produce a nationally or internationally used product. This provides the need for long-haul shipping services that railroads provide. They assume that the tenant(s) will be demanding or producing cargo volumes that justify railroads scheduling and coordinating local service to the site within their national operations. Short-line operators can serve industrial sites as described in the next section. Industries that have located in rail-served industrial parks include feed mills, lumber manufacturing, construction firms, and steel firms.

There is one rail-served industrial park in the Cheyenne area.

Pacific Avenue Industrial Park (UP)

This facility is located southwest of downtown along Pacific Avenue. Refer to **Figure 5-4**. This facility includes several rail-served buildings, several other industrial buildings, rail service from the UP yard, and reasonable truck access via Parsley Boulevard, which connects Pacific Avenue to both West Lincolnway (US 30) via Ames Avenue and to College Drive (just east of I-25). Existing tenants include Puma Steel and Nortrak. There is limited room for expansion at this site since it is land locked by I-80, the UP mainline, and the BNSF mainline, and residential development.





5.1.4 Short-Line Operations

The Cheyenne area is served by two Class 1 railroads, as described in Appendix 1. Both of these carriers focus on providing mainline rail service along major routes in their system, and supporting services on secondary mainlines. Service levels for individual shippers are a reflection of the volumes those shippers provide for the railroad – the larger the shipper, the more service the railroad will provide. Because of this mainline phenomenon and lack of support for smaller customers, short line railroads have become popular throughout the country.

A short line is simply a smaller railroad that provides services focused on individual lineside customers, consolidates those one or two car shipments from each of the many small customers into larger trains, and delivers the trains to the Class 1 railroads for long-haul shipping. The reverse function occurs on the other end of the shipping chain – trains delivered by the Class 1 railroads are broken down and delivered one or two cars at a time to individual shippers. Because the short lines are dealing with a smaller geographic area and are not focused on national and international clients, these railroads can provide customized services for smaller clients. Many short lines operate over tracks once owned by today's Class 1s that were sold off as being unprofitable. Others operate on tracks leased from the Class 1s. There are no short line operations in Wyoming, but the Great Western Railroad (an OmniTrax subsidiary) operates throughout northern Colorado.

Short lines would provide benefits to either a transload facility or a rail-served industrial facility. These benefits could include better coordination of railcar deliveries to individual customers, the ability to have a switcher on-site to move railcars around the facility without support from the Class 1 railroads, and the ability to negotiate better rates with the Class 1s due to the ability to accept and deliver blocks of rail cars for interchange. However, several issues would need to be addressed. These include the development of an interchange facility where the short line and the Class 1 railroad would exchange cars, the potential need for the short line to operate over Class 1 trackage for interchange, the need to connect the rail served facility to the interchange facility (which could be several miles from the selected rail-served site), and the need to provide support services for the short line (locomotive fueling, crew quarters, etc.).

5.2 Facility Alternatives

The market analysis concluded with several key points regarding an intermodal freight facility:

- ◆ An intermodal facility is not practical for Cheyenne

- ◆ A transload facility duplicates existing services in the Cheyenne area, but the existing facilities are marginal
- ◆ A rail-served industrial park would also duplicate existing services in the Cheyenne area, but these facilities have little or no room for expansion
- ◆ There is interest in additional rail-served industrial space in the Cheyenne area

5.2.1 Facility Concepts

Given these parameters, the study team examined several existing or proposed industrial facilities to determine if the addition of rail service (in the form of either direct sidings or a transload facility) would be beneficial.

The concepts pursued reflect the addition of a transload facility to the industrial facility to provide:

- ◆ Transload functions for both existing industrial park tenants and other customers when the transload facility opens
- ◆ Demonstration of successful railroad connectivity, either through a short line or a Class 1 railroad serving the site, encouraging new rail-based tenants within the industrial park
- ◆ Rail service into the industrial park that could be extended to various developments as they occur, promoting the rail-served industrial park concept
- ◆ The ability to shift transload operations for industrial park tenants to direct rail service via new sidings, freeing up transload facility capacity for off-site customers
- ◆ Take advantage of synergies between developers, economic development investments, and local / regional transportation investments

5.2.2 Transload Facility Alternatives

A Cheyenne transload facility could be developed in three potential locations. One location is east of downtown Cheyenne (two alternatives), and the remaining two locations are west of Cheyenne. Three of the alternatives would require access to the existing UP mainline, and the fourth alternative could use access from either UP or BNSF. The various alternatives are discussed below. It should be noted that the costs described do not reflect fees that may be imposed by the mainline railroads for the connection(s), but does include the costs of the trackwork for the connection(s). Cost spreadsheets for all alternatives are presented in **Appendix 11**.

Transload Facility Alternative 1

The first transload facility alternative would be located on the northeast corner of the Lowe's property in the Cheyenne Business Parkway. Refer to **Figure 5-5**. A new

Advantages

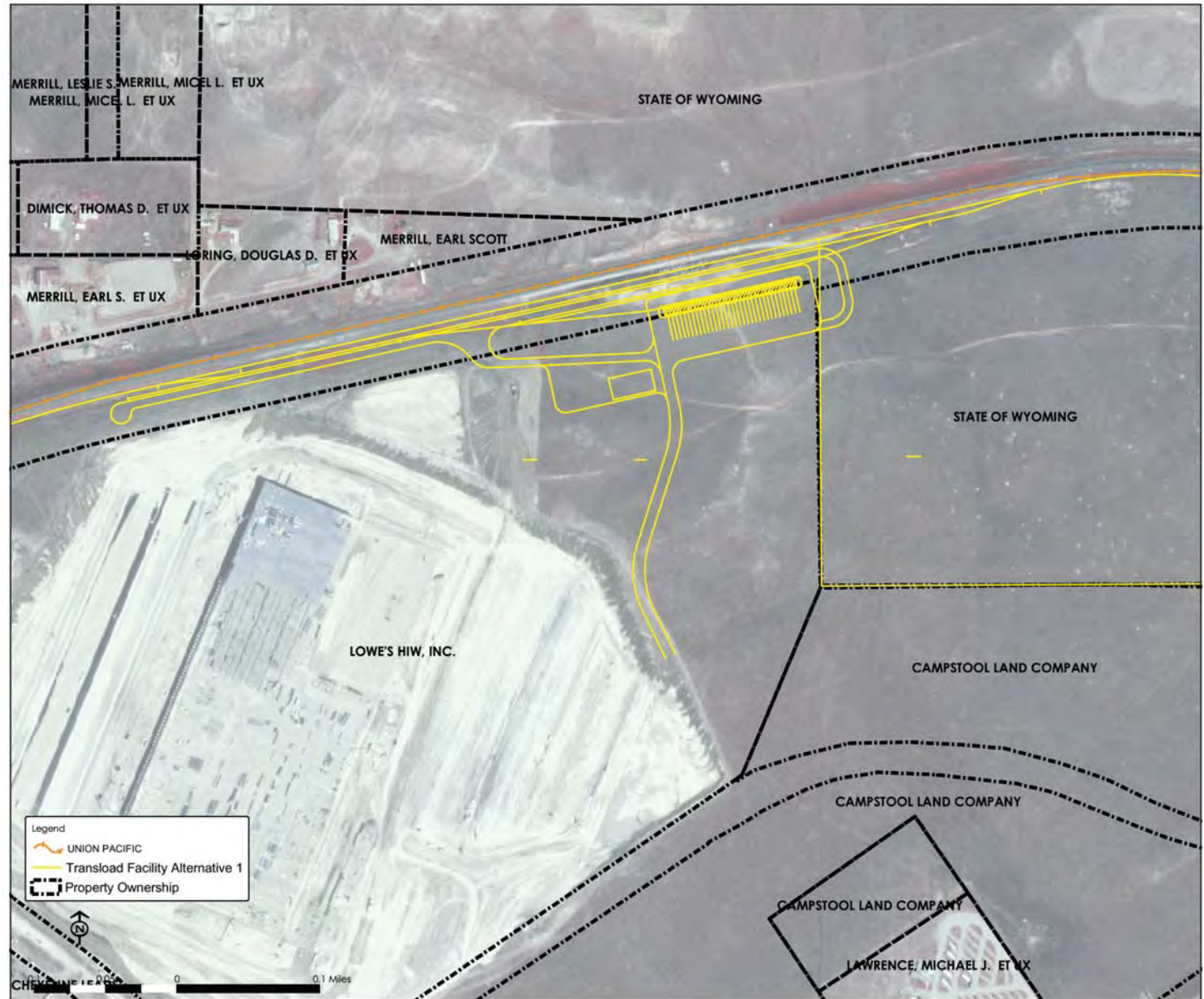
- Direct service to Union Pacific mainline
- Serves existing LEADS industrial park
- Existing Lowe's distribution facility is potential customer
- Utilities and roadway infrastructure in place
- Convenient access to I-80

Disadvantages

- Requires new rail siding
- Requires purchase of land from Lowe's for facility
- Union Pacific mainline is extremely congested
- Requires new access road

Cost

- \$7.2M



siding off the UP mainline would provide double-ended rail access; truck access would utilize a new road built on Lowe's property. This location assumes that Lowe's has no future plans for the northeast section of their parcel, and that they would consider selling it for the transload facility. A double-ended rail siding would provide the greatest flexibility for rail operations, and would provide more options for future rail service within the industrial park. Interstate access to I-80 would be provided via Campstool Road.

Transload Facility Alternative 2

Alternative 2 is located on State of Wyoming land just east of the Cheyenne Business Parkway, adjacent to Lowe's. Refer to **Figure 5-6**. A new siding off the UP mainline would provide single-ended rail access; truck access would utilize a new road built along Lowe's easterly property line to provide access to both Campstool Road (on State land) and the Campstool Industrial Park (through Lowe's). The single-ended rail siding would limit flexibility for rail operations. The east-facing switch would restrict options for future rail service within the industrial park (located west of the switch). Interstate access to I-80 would be provided via Campstool Road.

Transload Facility Alternative 3

The third transload facility alternative would be located on the northwest corner of the Otto Road / Roundtop Road intersection. Refer to **Figure 5-7**. This area is a potential industrial park being considered by Cheyenne LEADS, and is currently owned by Dyno Nobel. A new single-ended rail siding from the UP mainline and a railroad grade crossing of Otto Road would be required. The single-ended rail siding would limit flexibility for rail operations. The proximity to Dyno Noble (an active UP customer) could make obtaining UP rail service easier. Preliminary discussions with WyDOT have indicated that the at-grade crossing is feasible, but further evaluation will be required. Interstate access to I-80 would be provided via a proposed interchange at Roundtop Road. This interchange is planned to be constructed in the next several years.

Transload Facility Alternative 4

Alternative 4 is located on Swan Ranch property that has been platted as an industrial park just northeast of Speer Junction. Refer to **Figure 5-8**. The proximity to Speer Junction would allow for rail access from either BNSF or UP. Although the concept plan shows a double-ended siding from UP, the rail access at this location will be difficult. Rail congestion related to the junction may make obtaining rail service in this area complicated. The BNSF main line is at a much lower grade than the Swan Ranch property, complicating a potential BNSF connection. Interstate access to I-25 would be provided via a potential interchange proposed as part of the Swan Ranch platting process. This interchange, known locally as the Speer Interchange, has not been funded through the state process, but is shown on various long-range plans.

Advantages

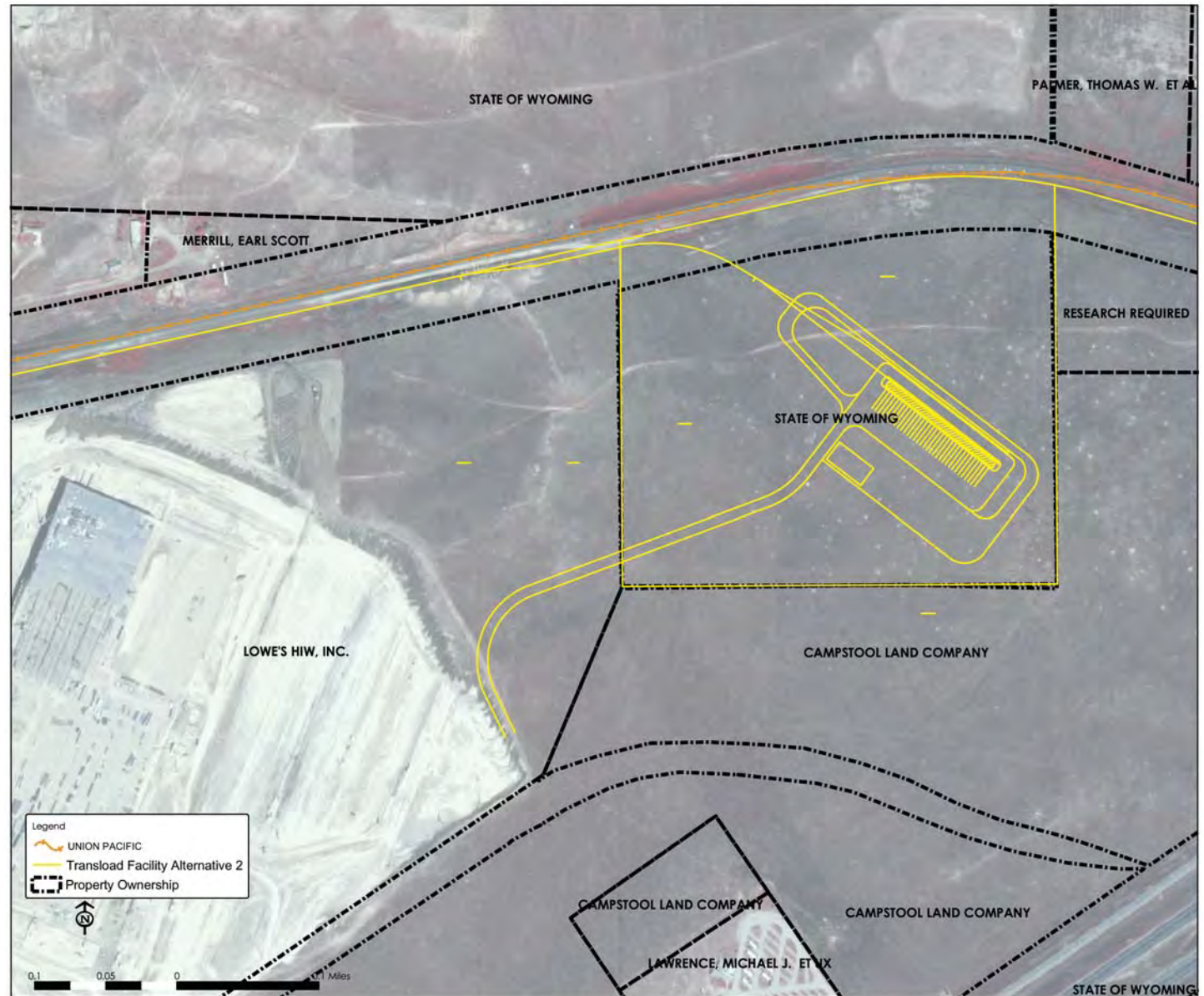
- Uses State-owned property
- Serves existing LEADS industrial park
- Existing Lowe's distribution facility is potential customer
- Utilities and roadway infrastructure in place
- Convenient access to I-80

Disadvantages

- Requires new rail siding
- Union Pacific mainline extremely congested
- Requires new access road
- Stub-end facility
- Requires purchase of more property than needed for facility operation due to lay-out constraints

Cost

- \$5.6M



Advantages

- Proximity to new interchange at I-80 and Roundtop Road
- Served by existing roadway (Roundtop Road)
- Serves existing and future LEADS properties

Disadvantages

- Currently undeveloped site
- Minimal utilities in place
- Requires agreement with WyDOT for grade crossing or grade separation at Otto Road
- Requires purchase of property

Cost

- \$7.4M



Advantages

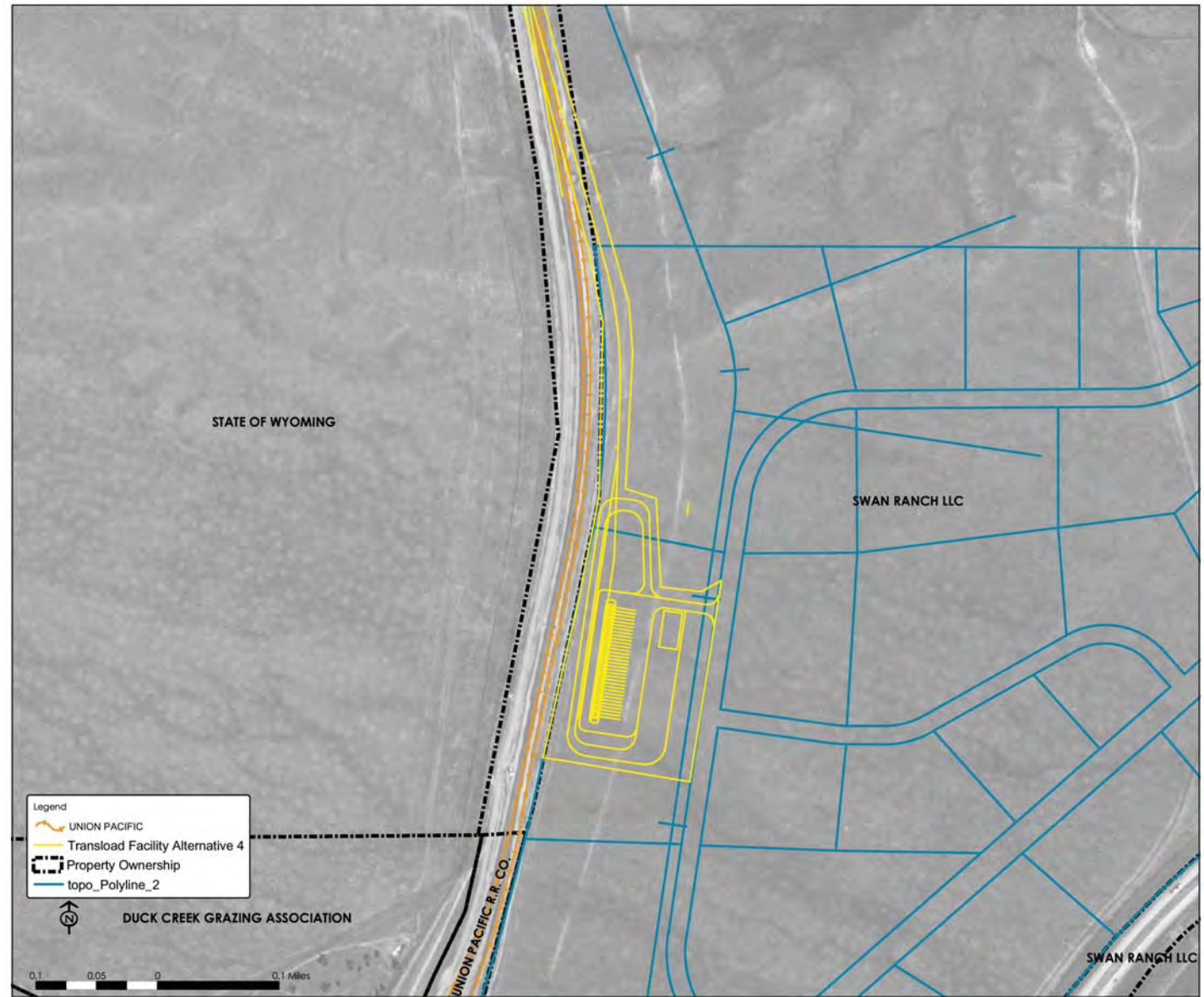
- Direct service to Union Pacific mainline
- Convenient access to I-25 (with Speer Interchange)
- Consistent with local property owner development planes

Disadvantages

- Currently undeveloped
- Requires construction of new Speer Interchange with I-25
- No utilities or roadway infrastructure
- Requires purchase of property or use agreement with private owner
- Single-track Union Pacific mainline in this location (slow speeds and congested); may require construction of additional track

Cost

- \$5.7M



5.3 Railroad Service to Proposed Belvoir Landfill

City Staff had a discussion with UP Railroad regarding the feasibility of transporting City trash to the future Belvoir Landfill on railroad cars. This approach is not cost effective for the following reasons:

- ◆ Distances less than 500 miles are not cost-effective for rail service due to handling and rail car positioning costs.
- ◆ Additional trash handling required at Cheyenne and landfill location would be costly.
- ◆ Significant added cost to purchase or lease handling equipment.
- ◆ Operational costs would be high because a dedicated railroad crew, engine, and cars would be required.
- ◆ Additional cost to install a spur.
- ◆ Significant cost for a vehicular access road.

In addition, the southern line near the landfill site is a westbound line. To serve the proposed landfill site, a train would have to travel another 17 miles east to turn around and come back on the eastbound line. The UP would not serve this site by attaching cars to a longer train. Therefore the City would have to purchase a dedicated engine, train and crew. In terms of operations, serving the site would require (1) loading and transporting City waste to a siding, (2) transferring it to a rail car, (3) transporting it to the landfill siding and transferring it to another vehicle, and (4) transporting the waste to a working face and unloading. To simplify the process, the City could purchase special containers that could be transferred from a truck to a rail car, but these would require expensive handling equipment.

5.4 Minimal Transload Facility Alternative

After reviewing the transload facility options described above with project team members, a desire for a lower cost alternative was expressed. Therefore, a bare bones transload facility concept was developed. This concept could be applied at any of the four sites described above. It utilizes one siding from the mainline, resulting in the need for only one switch and limited track length. If designed appropriately, it could be expanded to reflect any of the full alternatives above for additional capital costs. The base cost identified for this start-up concept was \$2.3M. As with the full alternatives, this cost does not include fees imposed by the railroad.

5.5 Conclusions

The transload facilities were evaluated and presented to the SC. The following conclusions were reached:

- ◆ Each of the alternatives could take advantage of the minimal transload facility alternative to initiate service.
- ◆ Alternative 1 and Alternative 4 provide the best rail access in that double-ended facilities are possible
- ◆ Alternative 1 and Alternative 2 provide the best opportunity to operate within an established industrial park environment
- ◆ Alternative 4 is the only option that provides the potential for access from either BNSF or UP. It is unlikely that both railroads would serve the facility due to competitive concerns.
- ◆ A short line could serve each of the alternatives if a short line were to be established or move into Cheyenne.
- ◆ Alternative 2 and Alternative 4 provide facilities with the lowest capital costs, although the minimal facility could be constructed at any of the four identified sites.

Based on the evaluation performed, a transload facility on Cheyenne Business Parkway (Alternative 1 or Alternative 2) appears to be the most feasible at this time.

6.0 PASSENGER RAIL OPPORTUNITIES

The study team was asked to evaluate the future feasibility of passenger rail in the context of the rail relocation. The concept at the beginning of the study was that relocation of BNSF freight traffic could allow existing BNSF lines to be used for passenger rail service in the future. The results of the rail relocation evaluation documented earlier show that the relocation is not likely. Therefore, an overview of the needs for a passenger rail facility has been provided, along with an overview of Front Range passenger rail planning.

6.1 Ongoing Planning Efforts

Passenger rail service does not exist in the north Front Range area today. However, several rail-related studies are under way.

The North I-25 EIS is examining commuter rail between Denver and several north Front Range communities, including Greeley, Fort Collins, and Wellington. Although that study has not developed a preferred alternative, it is anticipated that some type of rail option will be evaluated in the DEIS, based on the outcome of the North Front Range Transportation Alternatives Feasibility Study (TAFS). The TAFS study called for commuter rail along I-25 to Fort Collins. Other corridors under consideration include portions of UP, BNSF, and GWRR alignments.

Passenger rail along the Front Range is also supported by the evaluation of commuter rail in the US 36 DEIS, which is evaluating the southern portion of the BNSF line (Denver to Boulder and possibly Longmont). Support for commuter rail along the BNSF in the US 36 corridor has been shown by the recent passage of FasTracks, a ballot initiative expected to fund rail throughout the Denver metropolitan area. The North I-25 EIS will consider this system in their evaluation along the Front Range.

6.2 Rail Infrastructure

The existing BNSF line and downtown Cheyenne yard are described elsewhere in this document and in Appendix 1. To be compatible with information provided by BNSF for the US 36 MIS / EIS effort and the North I-25 EIS effort, three key infrastructure areas would have to be addressed.

6.2.1 Signal System

The current BNSF line is unsignalized. This restricts train speed (by federal rule) to 49 mph. To provide practical passenger operations, higher speeds would be required, particularly since much of I-25 between Cheyenne and Denver operates at 75 mph. Therefore, a signal system would be required. A basic signal system would cost at least \$1M per mile, or at least \$10M from the state line to downtown. With a signal system in

place, train speeds could be increased to a maximum of 79 mph where track conditions permit.

6.2.2 Double Tracking

The existing BNSF line serves several freight trains daily, and would not be able to support both passenger and freight rail service without double tracking in critical areas. If sufficient passenger volume is forecasted, the entire line may require double tracking. The limits of double tracking have not been determined outside of the US 36 corridor, which is expected to be double-tracked throughout per the US 36 EIS. However, since Cheyenne will be a terminal, it should be expected that some double tracking would be required in the area to support end-of-line operations (see end-of-line discussion). The existing BNSF overpass at the UP mainline / West Lincolnway would be costly to widen if this is required.

6.2.3 End of Line Improvements

An end-of-line passenger yard needs to provide certain facilities for trains where they start or end their service. These elements include car cleaning equipment, auxiliary power for cars, inspection facilities, and possibly locomotive servicing.

The existing BNSF freight yard in Cheyenne experiences congestion today due to the issues with WAFB outlined elsewhere in this study. There are two scenarios to treat end-of-line operations. First, the rail relocation could occur (which is not likely, based on analyses elsewhere in this document), and the existing BNSF yard could be used for this function. Second, the existing yard could be expanded to continue to support BNSF freight needs along with additional space for passenger operations. This would be costly and could create issues in the surrounding community. Both options would incur substantial costs.

6.3 Conclusions

The Cheyenne MPO should continue to monitor the progress of the North I-25 EIS to determine the status of commuter rail along the BNSF and in the northern Colorado area. There is significant interest in passenger rail along the North Front Range, which Cheyenne should be able to capitalize upon as it develops into various projects. Extending these services to Cheyenne would have to be feasible in terms of:

- ◆ Ridership
- ◆ Cost effectiveness
- ◆ Practicability
- ◆ Intergovernmental agreements
- ◆ Environmental considerations

7.0 FUNDING OPTIONS

This section examines the potential funding sources available for consideration. It is intended to review various sources of funding and financing options known to be established or proposed at federal, state, local and regional government levels. It will also examine sources of funding and financing that may be available through economic development programs and private partnering.

7.1 Transportation Funding

Various transportation-related funding sources were evaluated for the rail relocation effort. These sources are typically governmental in nature, including federal, state, and local sources.

7.1.1 Federal Funding Sources

Consideration should first be given to federal funds identified for freight transportation and intermodal facilities and connectors. Given that this project focuses on the relocation of a rail line that poses safety concerns for WAFB and the residents of Cheyenne, it is appropriate to consider federal transportation participation in the funding of the project.

Federal transportation program authorization and funding is currently before Congress for renewal. The current program, known as the Transportation Efficiency Act for the 21st Century (TEA-21), expired September 30, 2003. The federal transportation program has been operating under Congressional budgetary continuing resolutions for the past year. Legislative bills have been introduced in both the House and Senate as well as by the Administration for the reauthorization of TEA-21, however Congress has not yet successfully reached agreement on a funding proposal. As such, all existing programs continue until such time as a new bill is passed.

Both existing funding programs that may be beneficial to the project as well as proposed programs identified in each of the bills before Congress are summarized below. It should be noted that in January of 2005, Congress will introduce new legislative proposal for the reauthorization of TEA-21 that may, or may not, include these same programs. Further, the funding programs listed below are those that should be considered for application. Eligibility as well as a political lobbying plan would need to be developed upon final definition of the projects.

The Congressional proposals are known under the following titles:

- ◆ The House bill known as the Transportation Equity Act: A Legacy for Users (TEA LU)
- ◆ The Senate bill known as the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA)

- ◆ The Administration's bill known under the same name as SAFETEA.

All funding received under the federal transportation bills are funneled through the state department of transportation.

TEA LU (House Bill – H.R. 3550)

- ◆ **Freight Intermodal Connector Program - Section 1303**

This new program is primarily intended to 1) improve freight intermodal connections and mitigate congestion and; 2) provide capital funding for infrastructure and freight operations needs. Priority is given to facilities identified by "Pulling Together: The NHS and its Connections to Major Intermodal Terminals."⁴ Projects must also be eligible under special rule as defined under Title 23 103(b)(6). The bill is proposed to fund this program at \$115m for FY 04 and \$250m annually for FY 05-09.

- ◆ **High Priority Projects**

High priority projects are projects earmarked by members of Congress for their districts. There are no criteria placed on these funds. Attaining high priority project designation is determined solely at the discretion of the congressional member and the Committee chairman.

- ◆ **Projects of National and Regional Significance**

This program is geared toward projects that provide national and regional benefits including improved economic productivity by facilitating international trade, relieving congestion, and improved transportation safety by facilitating passenger and freight movement.

- ◆ **Railway – Highway Grade Crossings Section 130**

This continuing program is focused on funding identified highway and rail crossing that experience high accidents and safety hazards. Several operational and signage solutions are identified for application. Under the TEA-21 Extension Act, Wyoming received approximately \$912,000 in the category.

- ◆ **Hazard Elimination Program Section 152**

This continuing program is focused on funding projects to reduce high hazard rail to highway intersections.

- ◆ **Freight Planning Section 5206**

This funding has been identified for the purpose of improving freight planning and integration of all modes in the development of comprehensive plans.

⁴ www.ops.fhwa.dot.gov/freight/FPD/Docs/NHSITSCConn.pdf.

SAFETEA (Senate Bill S.1072)

- ◆ **Highway Safety Improvement Program**

This program is specifically geared toward improvements at grade crossings.

- ◆ **Freight Planning and Capacity Building**

There is a proposed 2% set-aside from the National Highway System (NHS) program for intermodal connectors. The set aside is waived if the connectors are determined to be in adequate working order. There is no other specific set-aside program, but language related to intermodal connections and freight movement is included throughout the Senate bill.

DOT SAFETEA (Administration Bill)

- ◆ **Intermodal Facilities Title VI**

This section of the bill proposes to focus on those intermodal facilities with an emphasis on intercity bus facilities.

- ◆ **Freight Planning and Capacity Building**

There is a proposed 2% set-aside from the National Highway System (NHS) program for intermodal connectors. The set aside is waived if the connectors are determined to be in adequate working order. There is no other specific set-aside program, but language related to intermodal connections and freight movement is included throughout the Administration bill.

Other Transportation Program Funding Categories to Consider

- ◆ **Transportation Community and System Preservation (TCSP)**

This source of federal funding should be considered if the proposed project includes preservation of historical transportation related facilities or livable community projects to support pedestrian friendly facilities.

- ◆ **Transportation Infrastructure and Finance Innovation Act (TIFIA)**

The Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA), via the Department of Transportation (DOT), makes three forms of credit assistance available – secured (direct) loans, loan guarantees and standby lines of credit – for surface transportation projects of national or regional significance.

The TIFIA credit program's fundamental goal is to leverage Federal funds by attracting substantial private and other non-Federal investment in critical improvements to the nation's surface transportation system.

This is a federal transportation financing mechanism available for up to one-third of a project's costs. The funding can come in the form of a grant or loan and is intended to provide assistance to projects funded primarily with state, local or private sources. This project could potentially qualify if two-thirds of the project funding could be

identified with non-federal funds. Revenue generated from the transportation project would then be used to pay back the federal loan.

Some freight rail projects may be eligible for the TIFIA program. Two funded TIFIA loans for rail include:

- Reno Transportation Rail Access Corridor
 - \$242 million project, \$79.5 million TIFIA loan, construct below-grade 2.25-mile transportation rail corridor through downtown Reno with 2 mainline tracks & access road; replace 10 at-grade rail crossings with bridges; construct a new bridge & "shoofly" track for rail bypass during construction. Completion of the project is expected in 2005. More information can be found at <http://cityofreno.com/gov/retrac/main>.
- Alameda Corridor Transportation Authority
 - \$2.4 billion project, \$400 million TIFIA loan, to construct a 20 mile freight rail expressway between the neighboring ports Los Angeles and Long Beach and the transcontinental rail yards and railroad mainlines in downtown Los Angeles. Project opened on schedule in April 2002. More information can be found at <http://www.acta.org>

◆ **Railroad Rehabilitation & Improvement Financing (RRIF)**

Although there are no specific grant programs for rail associated with major carriers, the RRIF Program may still have some application.

The Railroad Rehabilitation & Improvement Financing (RRIF) Program was established under the Transportation Equity Act for the 21st Century (TEA-21). Under this program the Administrator is authorized to provide direct loans and loan guarantees up to \$3.5 billion. Up to \$1 billion is reserved for projects benefiting freight railroads other than Class I carriers.

The funding may be used to:

- ◆ Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops;
- ◆ Refinance outstanding debt incurred for the purposes listed above; and
- ◆ Develop or establish new intermodal or railroad facilities

Direct loans can fund up to 100% of a railroad project with repayment periods of up to 25 years and interest rates equal to the cost of borrowing to the government.

Eligible borrowers include railroads, state and local governments, government-sponsored authorities and corporations, and joint ventures that include at least one

railroad.

Loan agreements have been executed with the following railroads:

Table 7-1 RRIF Loans

Railroad	Loan Agreement
Amtrak	\$100 million
Mount Hood Railroad	\$2.07 million
Arkansas & Missouri Railroad	\$11 million
Nashville and Western Railroad	\$2.3 million
Dakota, Minnesota & Eastern Railroad	\$233 million
Stillwater Central Railroad	\$4.6 million
Wheeling & Lake Erie Railway	\$25 million

Federal financial assistance programs must pay for the cost to the government of providing that financial assistance. In most cases this is done with appropriations from Congress. Since the RRIF Program does not currently have an appropriation, this cost must be borne by the applicant, or another entity on behalf of the applicant, through the payment of the Credit Risk Premium. The Administrator will calculate the amount of the Credit Risk Premium that must be paid for each loan before it can be disbursed. More information can be found at www.fra.dot.gov.

7.1.2 Homeland Security Funding

To date, funding expended by Homeland Security for transportation related purposes has focused largely on airports, ports, and border crossings. Funding for transportation related projects on highways, railroads and transit has been very limited. Homeland Security funding has recently been funneled to transit for increased security and monitoring purposes. Funding could still be pursued from this federal category but the potential for receiving such funding would not be very great.

7.1.3 State Funding Sources

In addition to federal funding grants and discretionary sources, state funding may also be an appropriate funding source for this project. Funding from WyDOT as well as funding that may be available for the state general fund surplus is summarized below. It should be noted that although this project may meet the criteria for funding categories of the state, the project may be out of the current planning cycle and therefore may have to wait to compete for funding at a later date. In addition, general fund surplus funding is prioritized by the state legislature and rail/highway projects would have to compete with other state programs for prioritization.

State Highway User Fees

WyDOT receives annual funding for the construction and maintenance of that state's highway system. Funding received by the department comes from state fuel taxes and transportation related fees, and federal formula distributions. WyDOT's FY05 budget is approximately \$445 million of which \$204 million comes from state highway user fees and \$241 million from federal transportation funding sources.

Although the project is primarily focused on rail relocations and intermodal facility improvements, there may be an opportunity to seek state financial participation in locations where there is an intersection with a state highway facility. This would require application for inclusion in the statewide planning and project prioritization process for transportation.

It is important to note that state constitutional provisions only allow for state highway user fees to be expended on roadway improvements, maintenance and law enforcement on state highways. As such, it can be interpreted that WYDOT is prohibited from expending state highway funding to benefit a private railroad investments. Therefore, state fuel tax revenue is unavailable to expend for the exclusive benefit of the railroads on a rail served industrial park. However, it may be appropriate to have a legal and policy discussion regarding the participation of the state in the investment of an intermodal facility that supports economic development activities in the region while addressing transportation needs.

Colorado Rail Benefits Study

A similar type discussion and study is coming to completion in Colorado. CDOT is studying if there are benefits to the state in financially participating in a relocation of a privately owned rail line to the east of the Denver metropolitan area. The study's purpose is defined as follows:

“The purpose of this Public Benefits and Costs Study is to identify and in some cases quantify the potential public benefits and costs, as well as the advantages and disadvantages associated with a possible public-private partnership project between the Colorado Department of Transportation (CDOT), other public entities, and the BNSF and UP. In this context, the parties can better assess the type and extent of their financial participation in such a possible partnership. The ultimate goal of the study will be to investigate whether there are likely to be sufficient benefits accruing to the citizens of Colorado to warrant consideration of the investment of public dollars in the proposal.”

Early study results indicated a high value to the state for its participation. A full summary of the study has not yet been developed by that study team, but technical memorandums that have been produced to date are available at www.dot.state.co.us/railroadstudy/reports/default.asp. The Colorado study could serve

as a pertinent example for the type of policy discussion that may occur in Wyoming regarding a comparable issue.

State General Fund Surplus

The Wyoming General Assembly is currently faced with a sizable general fund surplus generated from state mineral severance taxes. There is currently a \$600 million surplus in the general fund that must be spent by the end of the fiscal year or it will be transferred to the state rainy day fund. The legislature and the Governor are currently discussing potential uses of the funds. Although there is no technical prohibition against using the surplus funds for transportation, it has not been discussed as a state priority use of the funds. Utilization of the surplus funding will be a significant discussion of the legislature when it reconvenes in January of 2005. Previous pursuits for surplus funding for transportation and highways have not been successful.

7.2 Economic Development Funding Sources

Various economic development funding sources were evaluated for the transload facility. These programs are generally more local in nature, and reflect the state or community desires to foster economic development within their planning area. Most of these programs are administered by quasi-governmental agencies.

7.2.1 Wyoming Business Council

The Wyoming Business Council (WBC) provides business information and resources to facilitate Wyoming's economic growth. The Business Ready Community Grant and Loan Program operated by the WBC is a possible source of funding to support the development of a Transload facility. This program, which has been successfully utilized in the southeast portion of the state by the City of Laramie and Laramie County, has provided assistance to such projects as the I-80 Industrial Park (\$1.5 million) and the Turner Tract Office Park (\$1.475 million). The WBC Regional Director for Cheyenne is Tom Johnson. Refer to www.wyomingbusiness.org/regional_offices/south_east/index.cfm.

Business Ready Community Grant and Loan Program Rules

There are extensive rules and applications processes that should be considered for funding application.

Eligible Activities

Eligible grant and loan activities include "infrastructure investment such as water, sewer, streets, telecommunications, right of way, land, spec buildings or amenities within a business park, industrial park, industrial site or business district or other appropriate physical projects in support of primary economic development."

Eligible Applicants

- ◆ Cities, towns, counties and joint county boards may apply.
- ◆ A county, an incorporated city or town and joint power board may contract with a community development organization or a state development organization to use grant funds from an approved application. Cheyenne LEADS, as a community development organization, could assist and provide project development under contract to the City of Cheyenne or Laramie County as the primary applicant.

Types of Projects

Applications for a transload facility could be defined under either of the following project descriptions. However, the project is probably most conducive to the Community Readiness project description.

- ◆ Community Readiness Project: No specific business is committed to expand or locate in the community. The community wants to build infrastructure to ready itself for new business development under a specific strategy or plan of action.
- ◆ Business Committed Project: An infrastructure project where an applicant has a business committed to expand or locate in the community. The applicant must demonstrate that new primary jobs will be created or retained by the business.

Additional requirements and limitations

- ◆ In order to be eligible for the grants, there would be a local match requirement of 5 to 10 percent. The maximum grant award is \$1.5 million per project. However, an applicant may request grant or loan funds up to the annual maximum amount for a multi-year, phased project for a period not to exceed three fiscal years.
- ◆ Applications are accepted and funds awarded twice a fiscal year. Applications for the next cycle of Community Readiness and Community Enhancement grants are due March 2005.

Business Ready Community Grant and Loan Program Application

The following items are extracted from the Application Checklist for the Business Ready Community Grant program and considerations should be given to each in the application process.

- ◆ Consult with WBC Regional Directors
- ◆ Hold a public hearing
- ◆ Complete Application
- ◆ Secure Local Match
- ◆ Provide Financial Information for Loan
- ◆ Resolutions of Support and Minutes

- ◆ Provide Certifications
- ◆ Site Information
- ◆ Zoning
- ◆ Planning Documents
- ◆ Sources and Uses of Project Costs
- ◆ Local Match Documentation

The WBC is available to assist any applicant in filing the necessary paperwork when applying for a grant. Historically, the program has looked very favorably on projects that have strong local support and planning documentation.

Additional information regarding program rules and applications can be found at the Wyoming Business Council website at www.wyomingbusiness.org/community/index.cfm.

7.2.2 *Cheyenne LEADS*

Cheyenne LEADS is the economic development organization serving the City of Cheyenne and Laramie County area. Cheyenne LEADS may be helpful in both site selection and providing financial assistance in the development of a transload facility in Cheyenne. Cheyenne LEADS has the flexible funding capabilities that can assist in assembling financial commitments and partners in supporting economic development opportunities in the Cheyenne area. Historically, they have been successful in bringing together state, local, county, federal and private funding to support economic development opportunities as was the case with the North Range Business Park (a.k.a. the I-80 Industrial Park). See www.cheyenneleads.com.

Cheyenne LEADS might serve best as the owner and operator of a proposed transload facility with ongoing financing and business development strategies. Three of the transload facility site options have a direct or potential relationship with existing LEADS properties.

7.2.3 *Innovation and Management of Revenue Sources*

There are various innovative funding techniques that could be pursued.

Public-Private Partnerships

Opportunities to bring public and private interests together to accomplish mutually valuable goals should clearly be considered for the transload facility project. As such, support from the WBS, Cheyenne LEADS, the City of Cheyenne and private developers together is necessary for the transload facility project to become a reality in the future.

- ◆ Joint development – opportunities for joint development with adjacent businesses and railroads may provide some funding opportunities. Lowe’s, who is located adjacent to two of the transload facility alternative site locations, could be a direct beneficiary of any new investment and service that the facility may provide. If a direct bottom-line benefit could be established for Lowe’s they could be a potential investor.
- ◆ Private Landowners – dedications of right-of-way from private landowners could help to defray some of the costs of the project and facilitate property acquisition needs. One of the transload facility site locations would be on the Swan Ranch property. Designation of right of way by the Swan Ranch property could be an element of a public-private partnership negotiation or joint development opportunity with another investor.

Special Dedicated New Revenues

- ◆ Incremental Tax Revenues. The tax could be either permanent or established for a finite time period.
- ◆ Other fees dedicated to the project. The City or County could also consider establishing a new fee/user fee or increasing an existing fee that may be directly associated with the operations of a new Transload facility.

Value Capture Mechanisms

- ◆ Development Fees. All new construction that may occur within the boundaries of Transload facility could be subject to a development fee. The fee would relate directly back to the cost associated with providing the infrastructure of the Transload facility.
- ◆ Tax Increment Financing (TIF) is an economic development tool that allows a district to sell bonds backed by a development’s future taxes, while the bond money helps pay the developer’s construction costs. TIF is not a loan; the development’s taxes, which would already have to be paid, are used to pay back the principal and interest on the bonds. Tax increment financing does not generate revenue by increasing tax rates. Instead, it generates revenues by allowing the City to capture all property tax revenues that exceed the "base" equalized assessed valuation of the area before being designated for other purposes.

7.3 Conclusion

This section reviews funding mechanisms that may help to serve the larger rail relocation efforts of the City although recognizing that the cost of such a move would be substantial. Close attention should be paid to the federal transportation reauthorization and funding bills to determine if funding sources can be secured in the future, specifically earmarks and high priority project designations.

As for potential funding of a transload facility, consideration should be given to applying for a Business Ready Community Grant through the Wyoming Business Council. Resources attained through the WBC could provide for startup funding for larger infrastructure investment in the future.

8.0 PUBLIC AND STAKEHOLDER INVOLVEMENT

As part of the study effort, the WCTS team coordinated with local and regional stakeholders using a variety of participation strategies. The purpose of conducting the outreach was:

- ◆ To engage stakeholders in the project
- ◆ To provide information to stakeholders and obtain data from stakeholders
- ◆ To gauge support for alternatives
- ◆ To identify fatal flaws within alternatives

The involvement for this project consisted of three major components – a project-specific Steering Committee (SC) that met throughout the study, separate stakeholder meetings during the study as needed, and a public meeting at the end of the project. Each of these is discussed further in this chapter. Further outreach was performed as part of the market analysis, as described previously.

8.1 Steering Committee

The first step in the project was to develop a project Steering Committee to help guide the study. During the project’s kick-off meeting, the MPO suggested various entities and individuals for the Steering Committee. This list was updated as the project progressed, and the final list is shown in **Appendix 15**. The Steering Committee consisted of representatives from:

City of Cheyenne	Federal Highway Administration
Greater Cheyenne Chamber of Commerce	Federal Railroad Administration
Cheyenne LEADS	Union Pacific Railroad
Laramie County	Burlington Northern Railroad
FE Warren Air Force Base	ABF Freight Systems, Inc.
Wyoming Business Council	Dyno Nobel
Wyoming Department of Transportation	Various area landowners
	Cheyenne MPO (Project Manager)

There were four Steering Committee meetings held over the course of the project. Minutes from these meetings are also included in Appendix 15. Each meeting had a specific focus, as outlined below.

Table 8-1 Steering Committee Meetings

Meeting	Subject
SC Meeting #1	Project Introduction, Data Collection Kickoff
SC Meeting #2	Data Collection Summaries, Preliminary Market Analysis and Initial Rail Relocation Alternatives
SC Meeting #3	Final Market Analysis and Revised Rail Relocation Alternatives
SC Meeting #4	Transload Facility Alternatives, Funding, and Study Conclusions

As outlined in other sections of this report, input was obtained during each SC meeting, and that input was used to further guide the study process.

8.2 Additional Stakeholder Meetings

Several one-on-one meetings were held with stakeholders and other project teams. These meetings are described below.

- ◆ As outlined in the Market Analysis chapter, there were several stakeholder interviews performed to determine the potential for a facility in the Cheyenne area. These efforts are summarized in Chapter 3.
- ◆ Carter & Burgess attended a Steering Committee meeting for the *Wyoming State Rail Plan* study effort in March 2004. The goal of attending this meeting was to coordinate the efforts of the two studies. Since this meeting, the *Wyoming State Rail Plan* has been completed, and available data was used as a reference for the WCTS.
- ◆ Carter & Burgess is participating in the North I-25 EIS process in northern Colorado. WCTS and EIS team members have held internal meetings to coordinate work efforts.
- ◆ Several progress meetings were held between the MPO, WyDOT, and the consultant. These included discussions in July 2004 and November 2004.
- ◆ Meetings and / or conference calls were held with various individuals at key points in the process. These discussions continued throughout the project.

8.3 Public Involvement

To solicit involvement from both the public and elected officials, the results of the study were presented to the Laramie County Commissioners, the City of Cheyenne Planning Board, and the Cheyenne City Council. The Steering Committee members were invited to each of these meetings, and the meetings were open to the public as part of the normal governmental process. The presentations and formal minutes from each meeting are included in Appendix 13.

The study was presented at the Cheyenne / Laramie County Regional Planning Commission's Long Range Planning meeting on February 22, 2005. Commission and public comment followed the presentation.

- ◆ Planning Commission members asked for several clarifications:

- Start-up costs that ranged from \$2M to \$2.5M were discussed, along with a 6-month start-up timeline.
 - Other facilities were discussed, including Mid-Continent Industrial Park and a fully developed facility in Montana.
 - Various funding options were discussed in detail, focused on freight mobility funds
 - Passenger rail connectivity to Colorado was also reviewed.
- ◆ The floor was then opened to public comment.
- A discussion of the funding sources for the facility was held. One member of the public felt that tax funds should not be used for the facility, and that it should be self-supporting.
 - A local business owner asked what would happen to local rail service if WAFB terminated BNSF through traffic. The team responded that BNSF has access from Denver, and that existing service could be maintained if BNSF was willing.
 - A local rancher noted that several of the relocation alternatives bisect his ranch. The team responded that the alternatives are conceptual, and that the relocation will not be moving forward at this time. If rail service through WAFB were ever terminated, the concepts would have to be refined with property owner input before any type of construction could begin.

The study was presented at the Laramie County Board of Commissioners meeting on March 15, 2005. No significant comments were received.

The study was presented at the Cheyenne City Council meeting on March 28, 2005. One Council comment followed the presentation, regarding the potential for WAFB to contribute to relocation funding if they close the based to BNSF trains. The team responded that this funding might be available if the base is closed to rail traffic, but that it would depend on the political climate, rail traffic levels, and the timeframe of the closure.

8.4 Conclusions

Much of the input obtained from the SC has been documented in the relevant chapters of this report. This includes:

- ◆ Input on the Market Analysis
- ◆ Screening of Rail Relocation Alternatives and selection of the “do nothing” alternative
- ◆ Screening of Transload Facility Alternatives and a preference for either Alternative on the Cheyenne Business Parkway

9.0 STUDY RECOMMENDATIONS

The WCTS has evaluated a series of alternatives for improving freight train movements and increasing rail access in western Cheyenne. This included the potential relocation of the BNSF mainline and yard to a location west of downtown and development of a rail-served industrial park.

A market analysis served as the basis of much of this work. That analysis found:

- ◆ A true intermodal facility is probably not appropriate for Cheyenne since sufficient volumes will be difficult to achieve in light of nearby facilities in Denver and lack of major containerized shippers in Cheyenne.
- ◆ A stand-alone transload facility is also probably not appropriate since such facilities already exist in Cheyenne and at Egbert, WY. A transload facility with multiple customers should be examined further.
- ◆ A rail-served industrial park could provide opportunities for both shippers and industrial developers, and should be pursued.

The rail relocation evaluation determined that relocating the BNSF rail line was impractical due to high costs associated with the alternatives. This is based on limited funding availability and impacts in the Western Cheyenne area that cannot be addressed without significant cost. However, it should be noted that if WAFB is ever closed to through rail service, these alternatives could be re-evaluated to restore BNSF's north-south connection through Cheyenne. The relocation evaluation also determined that the rail yard relocation is impractical due to limited benefits without the mainline relocation and the costs associated it.

A transload facility (envisioned as part of a rail-served Cheyenne-area industrial park) was also evaluated at four separate sites. Based on the evaluation performed, a transload facility on Cheyenne Business Parkway (Alternative 1 or Alternative 2) appears to be the most feasible at this time.

Appendices

- Appendix 1: Existing Rail Conditions Report
 - Appendix 2: Preliminary Alignment Costs
 - Appendix 3: Revised Alignment Costs
 - Appendix 4: WCTS Survey Information
 - Appendix 5: Wyoming Export Commodity Flow Summary
 - Appendix 6: Mineral Commodity Summary - Soda Ash
 - Appendix 7: Soda Ash Consumers
 - Appendix 8: Market Analysis Interviewees
 - Appendix 9: Port of Montana Concept
 - Appendix 10: Market Analysis Power Point Presentations
 - Appendix 11: Transload Facility Costs
 - Appendix 12: Steering Committee Membership and Minutes
 - Appendix 13: Public/Governmental Presentations and Minutes
-

Appendix 1: Existing Rail Conditions Report

Existing Rail Conditions

Prepared for the



Prepared by
Carter-Burgess
Denver, CO

June 2004

Existing Rail Conditions

Background3
 Union Pacific (UP).....3
 Burlington Northern Santa Fe (BNSF)4
 Line-by-Line Descriptions5
 BNSF Front Range Subdivision5
 UP Laramie Subdivision6
 UP Sidney Subdivision7
 UP Greeley Subdivision.....7
 Reed Avenue Spur8
 Summary8

Existing Rail Conditions

Background

The Western Cheyenne Transportation Study (WCTS) is evaluating various railroad and industrial park / transload concepts around the western and southwestern portions of the Cheyenne area. The goal of the WCTS is to move the BNSF operations out of western downtown and provide opportunities for a rail-served industrial park or transload facility west or southwest of the City, but close enough to support the City’s economic needs. One of the key motivating factors for this effort is the security issues that the BNSF faces since their line passes through Warren Air Force Base. Another factor is the recent City purchase of several large parcels of land southwest of the City for water rights and/or economic development uses. As part of that effort, and understanding of existing rail conditions in and around Cheyenne is important. This document provides that overview.

Two major railroads serve Cheyenne today – the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP). Historically, the UP was instrumental in developing Cheyenne as part of the Transcontinental Railroad. The tracks run generally east-west through the southern side of town, serving as the southern boundary to downtown. The BNSF line was built by the Colorado and Southern Railroad, and runs generally north-south through the west side of town. The two railroads are connected through an interchange track in downtown Cheyenne. For a geographic reference, refer to the area map included at the end of this document.

Union Pacific (UP)

The Union Pacific Railroad is one of the oldest transportation companies in the United States. Their initial charter dates back to 1862, when Abraham Lincoln authorized the construction of the Transcontinental Railroad. The Union Pacific started west from Omaha in 1865 and reached Promontory Summit (Utah) in 1869, bringing the railroad through the plains to the area that was to become Cheyenne. The railroad actually platted portions of the City and chose the location as a servicing point before westbound trains tackled the Continental Divide. Service has continued to grow and change since completion of the Transcontinental Railroad.

Starting with the UP’s contribution to the Transcontinental Railroad (reaching Cheyenne in 1867 and joining with the Central Pacific at Promontory, UT in 1869), the railroad has long been an industry leader. In 1893, the original railroad fell into bankruptcy, emerging stronger and better organized. The M-1000, a streamlined diesel passenger train, was introduced by UP in 1933 marking the beginning of passenger service to the west coast and operation of one of the world’s largest steam locomotives which continued through the 1940s and into 1950s. Later, UP

Existing Rail Conditions

joined with most other US railroads in the abandonment of passenger service in 1971 to form Amtrak. The 1980s saw the first national round of mergers, with the UP merging with or acquiring the MKT, the Missouri Pacific, and the Western Pacific. The 1990s saw more mergers and acquisitions, including the absorption of the C&NW and the Southern Pacific (which had already acquired the Denver & Rio Grande Western) merger.

Today, the Union Pacific is the largest railroad in the United States, with 7,000 locomotives, 90,000 freight cars, and over 33,000 route-miles serving 23 western states from Mississippi to the Pacific. The line through Cheyenne is UP's major east-west artery, connecting the ports of the west coast with eastern markets, serving US industries, and carrying over 70 trains per day through Laramie County on their Overland Route.

Burlington Northern Santa Fe (BNSF)

The Burlington Northern Santa Fe also has a long history. It began with the Chicago, Burlington, and Quincy (CB&Q) in 1849 in Aurora, Illinois. Other northern railroads also started in Chicago in the second half of the 19th century, but with bigger dreams. By 1900, there were two northern transcontinental routes (the Great Northern and the Northern Pacific), with the CB&Q tying them together in the upper Midwest. The SP&S served a similar connecting role on the west coast between its namesake cities of Spokane, Portland and Seattle. These four railroads merged in 1970 to form the Burlington Northern. The line between Denver and Casper, WY (through Cheyenne) is an old Colorado and Southern line that was absorbed into the CB&Q prior to the BN merger. Since the 1970 merger, the BN has acquired the Frisco (StL&SF; 1980) and the 1995 merger with the Atchison, Topeka, & Santa Fe Railroad to form the BNSF essentially doubling the size of the BN system.

Today, BNSF serves 28 states with about 30,000 route miles and 5,000 locomotives. These lines also connect the Midwest with the Pacific Ocean, with major east-west arteries through Montana and North Dakota to the north of Wyoming and through Arizona and New Mexico to the south. The line through Cheyenne is a secondary route, providing industrial connections along the Front Range and serving as an overflow for BNSF's north-south high-tonnage line from the Powder River Basin in northeastern Wyoming through Alliance, NE south to Denver.

Today's Rail Operation in Cheyenne

The UP operates three subdivisions within the WCTS study area – the Greeley Subdivision (Denver, CO – Cheyenne through Greeley), the Laramie Subdivision (Cheyenne - Rawlins over Sherman Hill & through Laramie) and the Sidney Subdivision (Cheyenne – Hindman, NE).

Existing Rail Conditions

These are part of UP's Cheyenne Division, headquartered in Cheyenne, except for the Greeley Subdivision, which is part of the Denver Division south of the Wyoming state line. The BNSF operates one subdivision within the study area – the Front Range Subdivision (Denver, CO – Wendover, WY through Fort Collins, and Cheyenne). This is part of BNSF's Powder River Division, which is headquartered in Denver.

Line-by-Line Descriptions

The following pages provide detailed information regarding each of the major lines that serve the Cheyenne area. Refer to the area map at the end of this document.

BNSF Front Range Subdivision

The Front Range subdivision winds over 200 miles between Denver, CO and Wendover, WY. Cheyenne is at milepost 119.4. The line is generally single track with passing sidings at key locations. It sees 4-6 trains on a typical weekday, with slightly fewer on weekends (less local switching activity). The maximum track speed is 49 mph, and there are many segments where speeds are well below this value, particularly in Fort Collins and the Denver area. The yard area in Cheyenne is restricted to 20 mph for all trains. Grade crossings are common along this line. There are six at-grade crossings in Cheyenne between (and including) College Avenue and Round Top Road. The line has many curves, and a number of these curves have speed restrictions due to tight radii. The right-of-way varies, but is typically at least 100 feet wide. Much of the alignment in and around Cheyenne has a 200' or 400' right-of-way. The narrowest segment in Cheyenne is through Warren Air Force base, where it is only 100'. The line operates under track warrants since there is no active signal system to separate trains.

The BNSF maintains a small rail yard in Cheyenne. The yard has three tracks for mainline trains plus eleven double-ended tracks for car switching. There are also several stub (dead end) tracks for locomotive storage and car maintenance. The yard is used to assemble trains for switching in the Cheyenne area (local industries near the yard, along the Reed Avenue spur and on the Air Force base). Once the local switching is completed, cars are set out on one of the mainline tracks for pickup by a mainline train. A mainline train will also drop off cars for the next day's switching operations. Active Cheyenne industries include a beer distributor, a lumberyard, and a scrap metal dealer. There is also a team track in the yard near W 24th Street, which allows for local businesses without rail sidings to load / unload freight car shipments to/from trucks. The switcher also serves a few active industries in Wheatland, WY from Cheyenne. The next active industry to the south is the power plant at Owl Canyon, CO, which receives unit coal trains that do not stop at the yard in Cheyenne. South of Owl Canyon, the next industry is the Anheuser Busch brewery at Wellington, CO, which is switched from the BNSF yard in Fort Collins.

Existing Rail Conditions

UP Laramie Subdivision

The Laramie Subdivision is part of the busiest main line in the US, often referred to as the Overland Route. The line varies from two to four tracks, and sees at least 70 trains on a typical day. The subdivision's east limit is the US 85 overpass in downtown Cheyenne. From there, the subdivision travels west toward Laramie, with four tracks from the west end of the Cheyenne yards to Borie, WY (about 4 miles west of DynoNobel). Just west of I-80, the four tracks split, with two tracks continuing due west, and two turning southwest to Speer. At Speer, the Greeley subdivision connects to the Laramie subdivision. West of Speer, one track becomes the "Borie Cutoff," which connects Speer to Borie, while the second track continues west toward Laramie on a separate alignment. West of Borie, the three tracks continue to Dale, WY (at Dale Junction), where the southerly track rejoins the two northerly tracks. The highest point on the Union Pacific system is just east of Dale on the original main line. UP built the southerly track in the 1950s to provide an alignment with flatter grades than the original (1860s) alignment. West of Dale, two tracks pass through the tunnels at Hermosa, and split back into three at Hermosa Junction. Again, there is a single track on a southerly (flatter) alignment and two tracks on a northerly (historic) alignment that come back together in Laramie, WY at the UP yard. The line continues west from Laramie with two tracks to Rawlins.

There is little lineside development between Cheyenne and Laramie, but the few industries are significant. Dyno Nobel (formerly Coastal Chemical) is a major rail shipper in the area, and both the UP and BNSF get ballast from the granite quarry between Borie and Dale. The southerly line does not have significant lineside industries. Since development is sparse along much of the line, there are few public at-grade crossings. The right-of-way varies, but is typically 100 or 200 feet. Areas such as Speer and the downtown yards have significantly larger rights-of-way. Track speed limits range from 55-45 mph (passenger-freight) in areas with steep grades or sharp curves to 70-55 mph in the straighter, more level areas. Although there is no regularly scheduled passenger service on the line, there are occasional Amtrak detours from Denver through Speer to the west. Trains operate under Centralized Traffic Control (CTC) from the Harriman Dispatching Center in Omaha, NE. Switches and signals are controlled remotely, and trains are given permission to proceed from the dispatching center.

The UP maintains a large yard in Cheyenne. The yard serves area industries and related local trains, provides locomotive and railcar maintenance, supports crew changes, and allows mainline trains to and from the Greeley Subdivision to be integrated with east-west rail traffic. The yard has fourteen double-ended switching tracks, loosely arranged in two groups of seven for eastbound and westbound trains. There are also locomotive servicing and fueling tracks, car repair tracks, a loop track for turning equipment, minor container loading/unloading, and connections to local industries. This yard also serves as the home base for UP's Heritage

Existing Rail Conditions

Program, which maintains over two dozen historic passenger rail cars and three historic locomotives for corporate promotional programs. The Heritage Program continues to maintain Cheyenne's roundhouse and turntable in operating condition, along with five adjacent yard tracks set aside for the program. One of the most visible elements to the program is the Frontier Days train, a joint effort between the Heritage Program, the Denver Post, and Frontier Days to operate a steam-powered train from Denver to Cheyenne for Denver residents who wish to ride the train to Frontier Days. This train uses the Greeley Subdivision to reach Cheyenne, and passengers disembark and board at the UP depot in downtown Cheyenne, adjacent to the yard.

UP Sidney Subdivision

The Sidney Subdivision is also part of the Overland Route. The line is typically two tracks, and sees at least 70 trains on a typical day. The subdivision's west limit is the US 85 overpass in downtown Cheyenne. From there, the subdivision travels east toward North Platte, NE, with three tracks from the west end of the Cheyenne yards to Barnett, WY (about 2 miles east of downtown). The line continues east from Barnett with two tracks to the state line and on to North Platte, NE, following the historic transcontinental route. There is little lineside development between Cheyenne and the state line. However, there is a rail-served industrial park at Egbert, about 30 miles east of Cheyenne. Since development is sparse along much of the line, there are few public at-grade crossings. The right-of-way varies, but is typically 100 or 200 feet. Track speed limits range from 60 to 70 mph. Trains operate under Centralized Traffic Control (CTC) from the Harriman Dispatching Center in Omaha, NE. Switches and signals are controlled remotely, and trains are given permission to proceed from the dispatching center.

UP Greeley Subdivision

The Greeley Subdivision is generally part of the Denver Division, but comes under the Cheyenne Division's authority as it passes under I-25 about a mile south of Speer. This reflects the differing heritage of the line, which was constructed by the Denver Pacific Railway and Telegraph Company in 1870. The line is typically single track, and sees 24-26 trains on a typical day. The subdivision's northerly limit is Speer Junction. From there, the subdivision travels south toward Denver, CO. There is little lineside development between Cheyenne and Greeley, CO, except for a few sidings at Carr, CO ten miles to the south. Since development is sparse along the northerly portion of the line, there are few public at-grade crossings. However, there are many at-grade crossings south of Greeley. The right-of-way varies, but is typically 100 or 200 feet north of Greeley. Track speed limits range from 40 to 60 mph, with 50 mph enforced between the state line and just south of Speer. The line is notable in that there are many segments of several miles where there are no curves at all including one 12-mile stretch of straight track. However, this is not the case between Carr and Speer, where curves are more

Existing Rail Conditions

common. Trains operate under Centralized Traffic Control (CTC) from the Harriman Dispatching Center in Omaha, NE. Switches and signals are controlled remotely, and trains are given permission to proceed from the dispatching center.

Reed Avenue Spur

The Reed Avenue spur is a joint track, with ownership shared by UP (southerly portion) and BNSF (northerly portion). This line runs along Reed Avenue in downtown Cheyenne and allows the two railroads to interchange rail cars. UP and BNSF each serve active industries along their segment of the line. The line is generally in poor condition with a 10 mph speed limit, but serves at least one train per day per direction for interchange and/or industrial switching purposes. BNSF ballast trains from the granite quarry also use the line to get from the UP Laramie Subdivision to the BNSF yard and then go either north or south on the Front Range subdivision.

Summary

Four railroad subdivisions may be affected by the WCTS alternatives. Each of these subdivisions has been described from the railroad perspective to allow for a better understanding of what the potential WCTS alternatives could do to these facilities. The busiest facility in the WCTS study area is UP's Overland Route, and the BNSF Front Range subdivision sees the fewest trains on a typical day. Train speeds are generally highest along the Overland Route, and lowest along the BNSF. This reflects the fact that the BNSF line is the only line in the area without a railroad signal system. Both railroads operate yards in Cheyenne, although the UP facility is significantly larger than BNSF's yard.

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Appendix 2: Preliminary Alignment Costs

Western Cheyenne Transportation Study BNSF Mainline Realignment - Preliminary Screening of Alignment Segments June-04

Corridor Segments

Item Description	Unit	Unit Cost**	Segment 1A	Segment 1B	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9
Segment Length*	LF		13,000	13,000	17,000	8,500	10,000	12,500	12,500	9,500	18,500	41,500
Earthwork	Mile	\$1,328,000	\$3,270,000	\$3,270,000	\$4,275,000	\$2,140,000	\$2,515,000	\$3,145,000	\$3,145,000	\$2,390,000	\$4,655,000	\$10,440,000
Trackwork	Mile	\$1,000,000	\$2,460,000	\$2,460,000	\$3,220,000	\$1,610,000	\$1,895,000	\$2,365,000	\$2,365,000	\$1,800,000	\$3,505,000	\$7,860,000
Drainage	EA	\$25,000	\$615,000	\$615,000	\$805,000	\$400,000	\$475,000	\$590,000	\$590,000	\$450,000	\$875,000	\$1,965,000
Right-Of-Way	AC	\$15,000	\$1,120,000	\$1,120,000	\$1,465,000	\$730,000	\$860,000	\$1,075,000	\$1,075,000	\$820,000	\$1,595,000	\$3,575,000
Utility Protection	EA	\$100,000				\$100,000	\$100,000	\$100,000	\$100,000			
Aqueduct Protection	EA	\$150,000	\$150,000	\$150,000		\$150,000	\$150,000			\$150,000	\$300,000	\$300,000
Bridges	EA	See Below	\$5,525,000	\$4,215,000	\$3,590,000	\$3,730,000	\$5,180,000	\$3,455,000	\$6,355,000	\$4,350,000	\$7,940,000	\$19,845,000
Total Cost			\$13,140,000	\$11,830,000	\$13,355,000	\$8,860,000	\$11,175,000	\$10,730,000	\$13,630,000	\$9,960,000	\$18,870,000	\$43,985,000

Summary of Corridor Costs

Segment 1A+2	\$26,495,000
Segment 1A+3+5	\$32,730,000
Segment 1A+3+6	\$35,630,000
Segment 1A+4+5	\$35,045,000
Segment 1A+4+6	\$37,945,000

Segment 1B+2	\$25,185,000
Segment 1B+3+5	\$31,420,000
Segment 1B+3+6	\$34,320,000
Segment 1B+4+5	\$33,735,000
Segment 1B+4+6	\$36,635,000
Segment 7+8+5	\$39,560,000
Segment 7+8+6	\$42,460,000
Segment 7+9	\$53,945,000

* Rounded to the nearest 500 feet

** All costs rounded to the nearest \$5,000

Assumptions

Earthwork =	\$1,328,000 per mile, includes an average cut/fill of 20 feet for a total of 265,600 CY/mile at a cost of \$5.00/CY
Trackwork =	\$1,000,000 per mile includes ballast, subballast, rail, ties, and OTM for a cost of \$190 per track foot
Drainage =	Assumed 10 culverts per mile at a cost of \$25,000 per culvert based on topography
Right-Of-Way =	Assumed an average 250 foot wide Right-Of-Way to accommodate all cut/fill requirements
Utility Protection =	Cost assumes a below grade structural slab with drilled shaft foundation to bridge utility (\$100,000 Ea)
Bridges =	Assumes \$3700 per track foot for Precast Concrete Bridges over drainage channels
	Assumes \$7500 per track foot for DPG (Deck Plate Girder Ballast Deck)
	Assumes \$50 per sf for Concrete Deck Bridge (4 lane divided highway over railroad, 2 x 180'x46')
Aqueduct=	\$150,000 per crossing (16'W x 25'L)

Appendix 3: Revised Alignment Costs

Western Cheyenne Transportation Study
BNSF Mainline Realignment - Preliminary Screening of Alignment Segments
August-04

Corridor

Item Description	Unit	Unit Cost	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9
Segment Length*	LF		18,500	17,000	21,500	11,000	27,500	18,500	32,500	40,500	33,500
Earthwork	Mile	\$1,328,000	\$4,355,000	\$4,275,000	\$5,410,000	\$6,920,000	\$6,920,000	\$4,655,000	\$8,175,000	\$1,085,000	\$8,425,000
Trackwork	Mile	\$1,000,000	\$3,505,000	\$3,220,000	\$4,070,000	\$2,085,000	\$5,210,000	\$3,505,000	\$6,155,000	\$7,670,000	\$6,345,000
Drainage	EA	\$25,000	\$880,000	\$805,000	\$1,020,000	\$520,000	\$1,300,000	\$875,000	\$1,540,000	\$1,920,000	\$1,590,000
Right-Of-Way	AC	\$15,000	\$1,595,000	\$1,465,000	\$1,850,000	\$945,000	\$2,365,000	\$1,595,000	\$2,798,000	\$3,485,000	\$2,885,000
Utility Protection	EA	\$100,000	\$100,000						\$100,000		
Aqueduct Protection	EA	\$150,000		\$300,000		\$300,000	\$450,000		\$300,000	\$150,000	\$150,000
Bridges	EA	See Below	\$2,630,000	\$3,730,000	\$11,900,000	\$5,800,000	\$5,665,000	\$6,490,000	\$1,450,000	\$8,325,000	\$5,800,000
Total Cost			\$13,065,000	\$13,795,000	\$24,250,000	\$16,570,000	\$21,910,000	\$17,120,000	\$2,520,000	\$22,635,000	\$25,195,000

Summary of Corridor Cost

Segment 1+2+3	\$51,110,000
Segment 4+5+2+3	\$76,525,000
Segment 4+6+7+3	\$60,460,000
Segment 4+6+9+3	\$83,135,000
Segment 4+6+8	\$56,325,000

* Rounded to the nearest 500 feet

** All costs rounded to the nearest \$5,000

Assumptions

Earthwork =	\$1,328,000 per mile, includes an average cut/fill of 20 feet for a total of 265,600 CY/mile at a cost of \$5.00/CY
Trackwork =	\$1,000,000 per mile includes ballast, subballast, rail, ties, and OTM for a cost of \$190 per track foot
Drainage =	Assumed 10 culverts per mile at a cost of \$25,000 per culvert based on topography
Right-Of-Way =	Assumed an average 250 foot wide Right-Of-Way to accommodate all cut/fill requirements
Utility Protection =	Cost assumes a below grade structural slab with drilled shaft foundation to bridge utility (\$100,000 Ea)
Bridges =	Assumes \$3700 per track foot for Precast Concrete Bridges over drainage channels Assumes \$7500 per track foot for DPG (Deck Plate Girder Ballast Deck)
Aqueduct=	Assumes \$50 per sf for Concrete Deck Bridge (4 lane divided highway over railroad, 2 x x180'x46') \$150,000 per crossing (16'W x 25'L)

Appendix 4: WCTS Survey Information

Survey Results
for the
Western Cheyenne Transportation Study
Final Report

By

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July 7, 2004

Table of Contents

Introduction..... 1
Survey Response Rates 2
Survey Results 3
Conclusions..... 5

Appendices

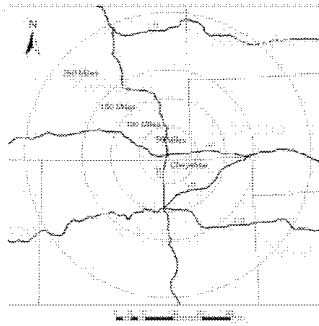
- A: Survey Instrument
- B: Standard Industrial Classification (SIC) Codes and Classification Used for Selection of Businesses
- C: Survey Mailing List
- D: Returned Surveys
- E: List of Interview Candidates: Listed in order of Priority.

Introduction

To help determine the potential market for a rail served industrial park in Cheyenne, WY, the Civil and Architectural Engineering Department at the University of Wyoming conducted a mail survey as part of the Western Cheyenne Transportation Study sponsored by the Cheyenne Metropolitan Planning Organization. The survey was intended to determine level of interest, general operating characteristics, and feasibility for this type of facility. University of Wyoming graduate students, Joel Liesman and David Lucke, administered the survey under the guidance of Dr. Rhonda Young.

The survey was composed of 15 questions pertaining to each company's size, current shipping modes, commodities, frequency of shipments, and foreseen interest in improved rail service. A complete copy of the survey instrument can be found in the Appendix A of this report. Each survey was stamped with a unique code used to identify the company when the survey was returned by mail. The surveys were accompanied by a cover letter describing the project and a stamped return envelope.

A list of manufacturing, shipping and warehousing companies within 250 miles of Cheyenne was obtained from InfoUSA. The table in Appendix B shows the SIC codes and descriptions that were used to select the businesses. The study area was divided into four concentric rings having radii of 50, 100, 150 and 250 miles from Cheyenne as shown in the map below. The survey packet was mailed to 226 businesses in the study area. The businesses were randomly chosen from 2088 names that were available from InfoUSA. Overall, only 11% of the selected businesses received surveys. Five surveys were returned due to undeliverable addresses and were not resent. This resulted in a total of 221 businesses receiving surveys. The number of surveys, total companies, and percentages sent to each zone is shown in the table on the next page. A list of the companies to whom the survey was mailed can be found in Appendix C.



Map of survey area showing 4 concentric zones around Cheyenne.

Survey Distribution			
Miles	Surveys Sent	Total Companies	Percent
<50	67 (30%)	165	41%
50-100	57 (25%)	1167	5%
100-150	52 (23%)	385	14%
150-250	50 (22%)	371	13%
TOTAL	226*	2088	11%

*Includes 5 undeliverable surveys.

Distribution of surveys.

Survey Response Rates

Out of the 221 surveys successfully mailed, 26 (12%) were returned by mail. Of these 26 returned surveys, 9 reported that they do not ship on a regular basis, 3 reported shipping only by FedEx, UPS or other less than truckload (LTL) carriers, while the remaining 14 filled out more detailed information about their shipping activities. Copies of the returned surveys can be found in Appendix D. The table below shows the quantity of these returned surveys by zone.

Surveys Returned		
Zone	Mail Response	Detailed Mail Response
<50	9	7
50-100	4	1
100-150	6	3
150-250	7	3
Total	26	14

Number of surveys completed for each zone.

Each company that failed to return a survey was contacted by phone in an effort to increase the response rate. During this process, every company contacted was asked to return the survey. Two additional questions were also asked. The first question was "Do you ship by rail?" If answered positively, a second question, "Would enhanced rail service in Cheyenne

benefit your business?" was asked. These follow up calls resulted in 14 surveys being resent to companies that appeared willing to complete it.

Of the 185 companies that were contacted by phone, 106 telephone responses were received for a total of 132 total survey responses by mail or by phone for a response rate of 60%. While the telephone responses did not generate the same detailed information as the returned mailed surveys, valuable information was still obtained. The telephone log in Appendix D shows which companies were contacted and comments recorded from the call. The table below shows the quantity of the 132 surveys by zone and response type.

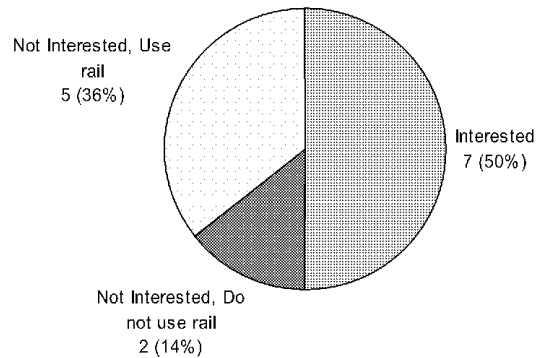
Surveys Returned				
Zone	Mail Response	Phone Response	Total Response	Percent
<50	9	28	37	28%
50-100	4	26	30	23%
100-150	6	26	32	24%
150-250	7	26	33	25%
Total	26	106	132	100%

Number of surveys completed for each zone.

Survey Results

From the 132 responses, 18 (14%) of the business reported that they ship products by rail and 114 (86%) did not ship anything by rail. Based solely on business types, it is possible that up to an additional 15% of the businesses could ship by rail even though they currently do not do so.

The resulting information from the 14 detailed surveys is shown in the chart on the next page and summarized as follows: seven are interested in Cheyenne rail service and only one currently ships by rail, two currently ship by rail and are not interested in Cheyenne rail service, and five do not ship by rail and are not interested in rail service in Cheyenne. Five of the companies interested in improved rail service were within the 50 mile zone, with two being located in Cheyenne, two in Fort Collins, CO, and one in Greeley, CO; one was in the 150 mile zone, in Scottsbluff, NE; and one was in the 250 mile zone, in Gillette, WY. Both companies that do ship by rail but were not interested in Cheyenne rail service were located in the 50 and 150 mile zones.



Interest for improved rail service in Cheyenne from completed surveys.

Additional information from the detailed surveys including company type, zones, and amount of product shipped is summarized below. The summary information is broken down by those interested in improved Cheyenne rail service and those who are not interested.

Results from 7 surveys interested in Cheyenne rail service

- 1) Company Type: **5 manufacturing, 1 service, 1 distribution and service**
- 2) Zones: **5 in the 50 mile zone, 1 in the 150 mile zone, 1 in the 250 mile zone**
- 3) Number of employees: **24-110**
- 4) SIC code: **2048 (prepared feeds), 3548 (elec. & gas welding), 2431 (architectural millwork), 2892 (explosives), 5159 (hides-wholesale), and 2 blank**
- 5) Products Shipped Annually: **50,000 tons of feed, 4,800 tons of steel, 10-50 (6-25ton) welding units, 30 tons of explosives, 6,200 tons of hides, trucking company wants to offer intermodal service, finished wood products (no volume given)**
- 6) Currently use Denver's intermodal facilities: **4 no, 1 yes, 2 blank**
- 7) Activities envisioned at facility: **manufacturing, distribution**

Results from surveys not interested in Cheyenne rail service but do ship by rail

- 1) Company Type: **2 manufacturing**
- 2) Zones: **1 in the 50 mile, 1 in the 150 mile**

- 3) Number of employees: **65, 127**
- 4) Products: **steel, pet toys**
- 5) Currently use Denver's intermodal facilities: **steel shipper has private rail spur, pet toy manufacturer uses Denver facilities**
- 6) Both desired lower shipping rates to consider Cheyenne facility

The 7 companies that showed an interest for a rail served industrial park in Cheyenne are candidates for follow-up interviews. Additional candidates may be selected from the 16 companies that currently use rail and the 14 companies that the research team thought might be candidates for rail shipping. A complete list of potential interview candidates can be found in Appendix E of this report.

Conclusions

This survey has identified several potential candidates for follow up interviews. These candidates include the 7 companies that returned the survey and are interested in Cheyenne rail service, plus the additional 16 companies that ship by rail. In addition, 14 businesses that currently do not ship by rail have the potential to do so based on their business type. It might be desirable to follow-up with these businesses to gain insight as to why they are not choosing to ship by rail.

The manufacturers, shippers, and warehouses contacted for this survey represent just a small portion of these types of businesses operating within a 250 mile radius of Cheyenne, Wyoming. The 226 businesses were randomly selected from 2088 businesses, showing that only 11% of the companies were sent surveys. The intent of this survey was to contact a small, representative sample of these businesses in order to provide insight into the feasibility of a rail served industrial park and intermodal yard in Cheyenne. While the survey response rate was not overwhelming, it would be expected that many of the businesses contacted would not find the new rail service applicable to their business given the random nature of business selection process. With that said, it is notable that 14% of the business contacted were currently shipping by rail and a potential for up to an additional 15% to ship by rail based solely on product type. Investment in the rail served industrial park and intermodal yard may serve as a catalyst for increasing the share of rail shipments in the region.

Appendix A
Survey Instrument

Dear Shipping Manager:

The Cheyenne Metropolitan Planning Organization (MPO) is conducting a study to determine the feasibility of developing a rail served industrial park. It is hoped such a facility would contribute to economic development in the Cheyenne and Colorado Front Range area. The objectives of the study are to determine 1) the level of commercial interest in a rail served industrial park, 2) the general physical and operating characteristics of such a facility, and 3) the feasibility of a creating the rail served industrial park. This survey will assist in making those determinations.

Because Cheyenne lies at the intersection of two Class 1 railroads, the Union Pacific and the Burlington Northern Santa Fe, it is believed that the facility could receive the level of rail service necessary to support a variety of industries that require rail freight service.

The site might address a broader range of freight handling needs including intermodal containers, cross dock facilities, bulk handling capabilities, or other specific facilities to meet the needs of area shippers.

Your response to this survey is very important to our region for industrial development through freight mobility.

All data and information collected in this study will be treated as confidential and used only for the purposes of the Cheyenne study of the feasibility of a rail served industrial site. The identity of individual responses will not be reported. A code has been placed on the survey to identify your response so that we know you have returned your survey. This way you will not be bothered by follow-up calls or letters asking you to complete the survey. This code will not be used in anyway to violate your confidentiality.

If you have any questions or concerns about the survey or the study in general please feel free to contact me by telephone, (307) 766-3427, e-mail, jliesman@uwyo.edu, or by mail at the address listed in the letterhead.

Sincerely,

Joel Liesman and David Lucke
Graduate Research Assistants

**Western Cheyenne Transportation Study
Shipper and User Survey
May 2004**

General Information

1. Company Name: _____
2. Company Type (check one):
 Manufacturing Distribution Service Other
3. Number of employees currently employed by your firm: _____
4. Address and Contact Information:
 Address: _____
 Telephone Number: _____
 Email: _____
 Website: _____
 Contact Person: _____
5. What is your Standard Industrial Classification (SIC)? _____
6. What products are you shipping or foresee shipping in the future? (Please list by Standard Transportation Commodity Code (STCC) if possible.)

	Product 1 (STCC) _____	Product 2 (STCC) _____	Product 3 (STCC) _____			
Shipping Involved	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no	<input type="checkbox"/> yes <input type="checkbox"/> no			
Origin (city, state)						
Destination (city, state)						
Shipping Cost per unit						
What Is Currently Being Shipped?						
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Raw Component	%	%	%	%	%	%
Finished Product	%	%	%	%	%	%
Other	%	%	%	%	%	%

	Product 1 (STCC) _____	Product 2 (STCC) _____	Product 3 (STCC) _____			
How Is or Will It Be Shipped? (Please give tons or units of each)						
Units_____	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Truck						
Rail						
Air						
Forecasted Amount Shipped in Year 2010 (in tons or units)						
Units_____	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Truck						
Rail						
Air						
Forecasted Amount Shipped in Year 2020 (in tons or units)						
Units_____	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Truck						
Rail						
Air						

7. Describe the flow of your cargo

Number of shipments

Daily: _____

Weekly: _____

Monthly: _____

Other: _____

8. What percent of your shipments are delivered on time as per contract terms? _____%

9. For cargoes you have shipped, have you used any intermodal facilities in Denver?

Yes, stand alone rail spur to your site

Yes, existing rail yard. Rail yard location: _____

If yes, what are you paying for drayage per container (20 foot, 40 foot, or other)?

No, have not used

10. If improved rail served industrial facility were available in the Cheyenne area, would you be interested in using it?

- Yes (continue with question 10-12) No (skip to question 13)

11. What type of industrial activity would you envision at such a facility?

- Manufacturing Distribution Service Other

12. If a facility were available, when could you envision beginning to use the facility? (Months, years, etc. from the date the facility opened) _____

13. Would a common use facility support your operations?

- Yes (continue with part a) No (skip to part c)

a. If yes, would this be an additional facility or a relocation of your business?

- Additional facility Relocation

b. If an additional facility, what portion of your existing cargo would/could be diverted to rail if container/multimodal service? _____% or tons

c. If yes, what would be your physical requirements for a rail served industrial site? If no, what are the facility requirements for a stand alone rail served industrial site?

i. Size of site (acres): _____

ii. Size of facility (sq. ft.): _____

iii. Would there be specialized building requirements?

- Yes No

If yes, what are those requirements: _____

iv. Special utility requirements:

Large Water Supply

Pre-Treatment of Sewage

High Electric Supply

Large Natural Gas Supply

Other _____

Other _____

v. Estimated Number of employees: _____

vi. Skill level of employees

Non-skilled

Skilled

Highly Skilled

Professional

Other _____

vii. Are there any other special requirements?



14. If you are not currently using rail service, what characteristics would be required to make the rail alternative competitive? Provide details if available.

- a. Transit time? (from _____ to _____) _____
- b. Day of the week/month pickup/delivery? _____
- c. Frequency and consistency of service? _____
- d. Type of equipment required? _____
- e. Multiple drop points? _____
- f. Other? _____

15. Would it be necessary for the rail based alternative to offer lower shipping rates to be the selected transportation option?

- Yes No

If yes, what rail rate saving per ton or unit of cargo would be required to choose the rail alternative? \$ _____ per ton or unit (circle one)

If you have any questions or comments regarding this survey please contact Joel Liesman, Department of Civil and Architectural Engineering, University of Wyoming at (307) 766-3427 or jliesman@uwyo.edu.

Thank you very much for your time in completing this survey. Your help with this research is greatly appreciated. **Please use the enclosed prepaid envelope to return the survey.**

Appendix B
Standard Industrial Classification (SIC) Codes and Classification Used for Selection of
Businesses

SIC Code	Classification
20	Food & Kindred Products Mfrs
22	Textile Mill Products Manufactures
24	Lumber & Wood Prods Except Furniture Manufactures
25	Furniture & Fixtures Manufactures
26	Paper & Allied Products Manufactures
27	Printing Publishing & Allied Industries
28	Chemicals & Allied Products Manufactures
29	Petroleum Refining & Related Industries Manufactures
30	Rubber & Miscellaneous Plastics Manufactures
31	Leather & Leather Products Manufactures
32	Stone Clay Glass & Concrete Prods Manufactures
33	Primary Metal Industries Manufactures
34	Fabricated Metal Products Manufactures
35	Industrial & Commercial Machinery Manufactures
36	Electronic & Other Electrical Equip Mfr
37	Transportation Equipment Manufactures
39	Miscellaneous Manufacturing Industries Manufactures
40	Railroad Transportation
42	Motor Freight Transportation/Warehouse
47	Transportation Services

Appendix C
Survey Mailing List

The first two digits of the survey number indicated the location of the company:

<u>Number</u>	<u>Zone</u>
05	50 mile
10	100 mile
15	150 mile
25	250 mile

Appendix D
Returned Surveys

- Interested in Cheyenne Rail Service
- Use rail, but not interested in Cheyenne Rail Service
- Do not use rail and not interested in Cheyenne Rail service
- Telephone Log

Electronic version does not contain returned surveys. See hard copy version for full report.



Received	Sent	Detailed	Rail Service	Follow Up	Survey Company Name	Comments	City	State
5/24/2004	5/12/2004	X		6/1/2004	05-001 ASB Flexible Automation Inc	Wolf Robotics Spoke w/ Mike, received it and was not interested in filling it out Don't want to use rail	Fort Collins Loveland Loveland Fort Collins Greeley Fort Collins Fort Collins Fort Collins	CO CO CO CO CO CO CO CO
6/9/2004	6/22/2004			not sent	05-002 Amerimax Building Products Inc 05-003 Antrak Systems Inc 05-004 AFEX Laboratories Inc			
9/24/2004	5/12/2004	X	Y	6/1/2004	05-005 Big R Mfg	Didn't see survey, rail service facility for small amounts of feed Have rail spur, interested in improved service, this survey will look again Requested tax, fax sent 9/70-482-4904	Greeley	CO
	5/12/2004			6/1/2004	05-006 Booth Land & Livestock	Spoke with Jenny, didn't see it, cattle mgr is on vaca, he will look into it Spoke with Brian, he received survey but shipments are very small, uses UPS, no use for larger facility	Fort Collins	CO
	5/12/2004			6/1/2004	05-007 Burgener Trucking	Didn't see survey, address confirmed correct, no rail service needed	Fort Collins	CO
	5/12/2004			6/1/2004	05-008 CBW Automation	Didn't see survey, do not ship by rail, no improved rail service needed	Fort Collins	CO
	5/12/2004			6/1/2004	05-009 Citizen Printing	Didn't see it, cattle mgr is Craig not in	Fort Collins	CO
	5/12/2004			6/1/2004	05-010 Cedar Supply Lumber Co	Company called in Thermal Concepts - gutter mgr, no survey, do not ship by rail	Fort Collins	CO
	5/12/2004			6/1/2004	05-011 CoCreative Software Inc	Didn't see survey, operator will not transfer without a contacts names?	Fort Collins	CO
	5/12/2004			6/1/2004	05-012 Dyebath Trophies	Didn't see survey, does not ship by rail	Fort Collins	CO
	5/12/2004			6/1/2004	05-013 Hormy Industries Inc	Didn't see survey, does not ship by rail	Fort Collins	CO
	5/12/2004			6/1/2004	05-014 Front Range Steel	Talked with Scott, they do not ship by rail	Greeley	CO
	5/12/2004			6/1/2004	05-015 Galle Industries	Didn't see survey, no shipping or receiving by rail	Greeley	CO
	5/12/2004			6/1/2004	05-016 Harsco Industries	Talked to Sue, Ship is on vacation he would have seen it, they do not ship by rail	Greeley	CO
	5/12/2004			6/1/2004	05-017 Heritage Health Products Co	Nicole didn't see survey, they do not ship by rail	Greeley	CO
	5/12/2004			6/1/2004	05-018 Hirsch Mfg & Warehouses	No shipping or receiving by rail	Greeley	CO
	5/12/2004			6/1/2004	05-019 Hirsch Mfg & Warehouses	Talked to Amber, Says, Lory, Waits may have received survey, not in	Windsor	CO
	5/12/2004			6/1/2004	05-020 Kuhn Knight Inc	Didn't see survey, does not ship by rail	Fort Collins	CO
	5/12/2004			6/1/2004	05-021 W. Miller Transportation	Called lab number, they will call back. Alison returned call didn't have survey and they do not ship by rail	Fort Collins	CO
	5/12/2004			6/1/2004	05-022 Laxton Animal Health	Amanda took lab number, will check with warehousing and call back	Fort Collins	CO
	5/12/2004			6/1/2004	05-023 Luc Knowledge	Do not ship by rail	Fort Collins	CO
	5/12/2004			6/1/2004	05-024 Martin Produce Co	No shipping or receiving by rail	Fort Collins	CO
	5/12/2004			6/1/2004	05-025 Matchless MilkCo Inc	Talked to Amber, Says, Lory, Waits may have received survey, not in	Fort Collins	CO
	5/12/2004			6/1/2004	05-026 Metal Container Corp	Didn't see survey, does not ship by rail	Fort Collins	CO
	5/12/2004			6/1/2004	05-027 National Semiconductor Corp	Amanda took lab number, will check with warehousing and call back	Fort Collins	CO
	5/12/2004			6/1/2004	05-028 New Belgium Brewing Co Inc	left voice mail with shipping mgr	Fort Collins	CO
	5/12/2004			6/1/2004	05-029 Northern Colorado Paper	Have rail spur, left voice mail inquiring about survey and lab phone #	Greeley	CO
	5/12/2004			6/1/2004	05-030 Odell Brewing Co	Request survey resent to Jared McGraw	Greeley	CO
	5/12/2004			6/1/2004	05-031 Plastic Art Products	On Dave's desk, he will get to it	Greeley	CO
	5/12/2004			6/1/2004	05-032 Prairie Tank & Construction Co	Ship overseas by air in Denver	Greeley	CO
	5/12/2004			6/1/2004	05-033 Preferred Cartage Svc Inc	left voice mail with shipping mgr (Bill)	Fort Collins	CO
	5/12/2004			6/1/2004	05-034 R & H Custom Woodworking	Don't recall seeing it, resent to Rick Hill	Fort Collins	CO
	5/12/2004			6/1/2004	05-035 Ranch WAY Feed Mills	Need to talk to Denise before noon, contacted Denis 6/15, do not ship by rail. "we are out in the country and don't always get our mail"	Greeley	CO
	5/12/2004			6/1/2004	05-036 Richard Wire Co Inc	Talked to Lisa, Don't ship by rail. Didn't remember it.	Fort Collins	CO
	5/12/2004			6/1/2004	05-037 Shaw Sign & Awning Inc	Left voice mail with shipping mgr	Fort Collins	CO
	5/12/2004			6/1/2004	05-038 Sheet Fabricators	Prox Machine	Fort Collins	CO
	5/12/2004			6/1/2004	05-039 Steel Imports	Do not ship by rail	Fort Collins	CO
	5/12/2004			6/1/2004	05-040 T D Express	Left voice mail with shipping mgr - Lyler	Fort Collins	CO
	5/12/2004			6/1/2004	05-041 Topco Imports	Do not ship, "Only haul for other peoples", not interested in survey	Greeley	CO
	5/12/2004			6/1/2004	05-042 Ultimate Support Systems Inc	Request survey sent to 2030, Westland Rd Cheyenne, WY 82001	Fort Collins	CO
	5/12/2004			6/1/2004	05-043 Vision Graphics Inc	Dressed survey to Larry Hanel	Fort Collins	CO
	5/12/2004			6/1/2004	05-044 Western Sugar Co	Part of United Van Lines, didn't see survey	Fort Collins	CO
	5/12/2004			6/1/2004	05-045 Western Sugar Co	Shipping manager is Al Swain, resellid survey	Greeley	CO
	5/12/2004			6/1/2004	05-046 Westco Freight System Inc	No shipping	Fort Collins	CO
	5/12/2004			6/1/2004	05-047 Westco Freight System Inc	Don't ship, "Only haul for other peoples", not interested in survey	Fort Collins	CO
	5/12/2004			6/1/2004	05-048 Westco Freight System Inc	Request survey sent to 2030, Westland Rd Cheyenne, WY 82001	Fort Collins	CO
	5/12/2004			6/1/2004	05-049 Westco Freight System Inc	Dressed survey to Larry Hanel	Fort Collins	CO
	5/12/2004			6/1/2004	05-050 Westco Freight System Inc	Part of United Van Lines, didn't see survey	Fort Collins	CO
	5/12/2004			6/1/2004	05-051 Westco Freight System Inc	Shipping manager is Al Swain, resellid survey	Fort Collins	CO
	5/12/2004			6/1/2004	05-052 Westco Freight System Inc	No shipping	Fort Collins	CO
	5/12/2004			6/1/2004	05-053 Westco Freight System Inc	Shipping manager on vacation, Jen says they do not ship by rail, survey refused (6/16/04)	Fort Collins	CO



Received	Sent	Detailed/Rail Service	Follow up	Survey Company Name	Comments	City	State
6/22/2004	6/22/2004			05-084 Woodward Industrial Controls	Phone number disconnected or no longer in service	Fort Collins	CO
6/16/2004	6/16/2004			05-085 Kodak Colorado Division	Operator says Kodak does not participate in surveys or phone surveys, contact Frank x68644109 to learn more? Voice mail	Fort Collins	CO
8/10/2004	8/10/2004			05-088 A-1 Organics	Voice mail with shipping mgr	Laton	CO
5/12/2004	5/12/2004		N	05-087 Michael Ricker Pewler	Don't know if they got it, only ship by UPS	Estes Park	CO
5/12/2004	5/12/2004			10-001 S-L Corp	returned, cannot find new address	Brighton	CO
5/12/2004	5/12/2004			10-002 A & J Bolt & Nut	Timber Line Plastics, didn't see survey	Commerce City	CO
6/22/2004	6/22/2004		N	10-003 Advanced Probing Systems Inc	Recieved survey, through it out, do not ship by rail	Boulder	CO
5/12/2004	5/12/2004		N	10-004 Aggregate Industries	Didn't see survey, don't ship by rail	Commerce City	CO
5/12/2004	5/12/2004		N	10-008 American Prida Co-Op Chemical	Recieved survey but too busy to fill it out, do not ship by rail	Commerce City	CO
5/12/2004	5/12/2004			10-007 Bll Inc	Fax Machine	Commerce City	CO
5/12/2004	5/12/2004			10-010 Castrol Inc	Will not accept unidentified calls	Commerce City	CO
5/12/2004	5/12/2004			10-011 Collins Machine & Mfg. Inc	Voice mail	Commerce City	CO
5/12/2004	5/12/2004			10-012 Colorado Aerospace	Didn't see survey, busy to answer questions	Commerce City	CO
5/12/2004	5/12/2004			10-013 Complete Container Svc	Called with order entry and HK did not see survey, Do not ship by rail	Commerce City	CO
5/12/2004	5/12/2004			10-014 Crating & Packaging Inc	Didn't see survey, ship by FedEx Ground	Commerce City	CO
5/12/2004	5/12/2004			10-015 Creative Illumination Inc	returned, cannot find new address	Commerce City	CO
5/12/2004	5/12/2004			10-018 Dentsply Frident Cera Med	Don't know who would have it, only supply containers, do not do the shipping	Commerce City	CO
5/12/2004	5/12/2004			10-017 Denver Biomedical	Small shipping only	Commerce City	CO
5/12/2004	5/12/2004			10-018 DTS	left voice mail in shipping dept.	Commerce City	CO
5/12/2004	5/12/2004			10-019 Emerson Micro Motion Inc	Shipping mgr. in tomorrow	Commerce City	CO
5/12/2004	5/12/2004			10-020 Empire Express Inc	did not know if boss received it	Commerce City	CO
5/12/2004	5/12/2004			10-021 Flexveyor Industries Inc	did not see survey, no rail shipments	Commerce City	CO
5/12/2004	5/12/2004			10-022 Gambio Healthcare Inc	Unaware of survey, do not ship by rail	Commerce City	CO
5/12/2004	5/12/2004			10-023 Gordon Sign Co	Don't use Rail	Commerce City	CO
5/12/2004	5/12/2004			10-024 HIA Inc	shipping manager home ill, do not ship by rail	Commerce City	CO
5/12/2004	5/12/2004			10-025 High Country Chemical Supplies	didn't see survey, do not ship by rail	Commerce City	CO
5/12/2004	5/12/2004			10-026 Insulbeam	Shipping manager is out, do not ship by rail	Commerce City	CO
5/12/2004	5/12/2004			10-027 Intermodal Transportation Svc	Can't help, maybe try home office 18002354000	Commerce City	CO
5/12/2004	5/12/2004			10-028 Jose Raigal Wholesale	Was on vacation last month, didn't see survey, do not ship by rail	Commerce City	CO
5/12/2004	5/12/2004			10-029 L & H Pellet	Receive by rail, resend survey to James Ruder	Commerce City	CO
5/12/2004	5/12/2004			10-030 M V Transportation	Left message on machine, left lab number	Commerce City	CO
5/12/2004	5/12/2004			10-031 Mac Donair Equipment Co	do not ship by rail	Commerce City	CO
5/12/2004	5/12/2004			10-032 Mc Lemore Pump Inc	didn't see survey, do not ship by rail	Commerce City	CO
5/12/2004	5/12/2004			10-033 Neidiger Tucker Bruner Inc	Not shipping, investment	Commerce City	CO
5/12/2004	5/12/2004			10-034 NLR Dataproducts Inc	message for Carlos in shipping	Commerce City	CO
5/12/2004	5/12/2004			10-035 Orlima Belleries Inc	Will not transfer to shipping mgr without having their name	Commerce City	CO
5/12/2004	5/12/2004			10-036 Physician Sales & Svc	voice mail with shipping mgr	Commerce City	CO
5/12/2004	5/12/2004			10-037 Proctor Productions	voice mail with shipping mgr	Commerce City	CO
5/12/2004	5/12/2004			10-038 Product Development Corp	voice mail with shipping mgr	Commerce City	CO
5/12/2004	5/12/2004			10-039 Red Hawk Industries	Number not in service	Commerce City	CO
5/12/2004	5/12/2004			10-040 Rock Concrete Tie Co	would need to talk to Derrick, most products shipped by truck or plane	Commerce City	CO
5/12/2004	5/12/2004			10-041 Seattle-Hih Co-Wholesale	will not get anything out of the shipping dept	Commerce City	CO
5/12/2004	5/12/2004			10-042 Spring Air Mattress Co	voice mail with shipping mgr	Commerce City	CO
5/12/2004	5/12/2004			10-043 Supreme Cooks Technology	Don't leave shipping Dept, they are local	Commerce City	CO
5/12/2004	5/12/2004			10-044 Topline Designs	Going to meeting, try back	Commerce City	CO
5/12/2004	5/12/2004			10-046 Universal Lumpans Inc	voice mail with shipping mgr	Commerce City	CO
5/12/2004	5/12/2004			10-047 Wabash National Trailer-Cir	voice mail with shipping mgr	Commerce City	CO
5/12/2004	5/12/2004			10-048 Western Steel & Boiler Co	voice mail	Commerce City	CO
5/12/2004	5/12/2004			10-049 Western Sugar Co	no answer	Commerce City	CO
5/12/2004	5/12/2004			10-050 Adams & Son Trucking	Could find anybody that knew about it, don't use Rail	Commerce City	CO
5/12/2004	5/12/2004			10-051 Athletic Lettering Co	Don't remember who she gave it to, Don't ship by rail	Commerce City	CO
5/12/2004	5/12/2004			10-052 L & M Printing Inc	Don't have shipping mgr, Most shipments by Truck Line or UPS	Commerce City	CO
5/12/2004	5/12/2004			10-053 Mobile Mini Inc	Use own fleet to make local deliveries of containers	Commerce City	CO
5/12/2004	5/12/2004			10-054 Rocky's Graphics	Assumed no rail, Out of Business now	Commerce City	CO
5/12/2004	5/12/2004			10-055 Sprint Express Delivery Svc	hung up? Maybe line we're dead?	Commerce City	CO
5/12/2004	5/12/2004			10-056 Tommyknocker Brewery & Pub	Only ship from time to time, no rail, Call (303) 587-4419 for shipping (?) mgr	Commerce City	CO
5/12/2004	5/12/2004			10-057 WACO Scaffoldling & Equipment	Ship by common carrier, and full truck, but not rail	Commerce City	CO
5/12/2004	5/12/2004			15-001 A G Machining	Fry Back Monday, Ask for John	Commerce City	CO
5/12/2004	5/12/2004			15-002 Agr-lined Inc	Didn't think they received it, no shipping by rail	Commerce City	CO



WESTERN
C H E Y E N N E
Transportation Study

Received	Start	Detailed	Mail Services	Follow up	Survey Company Name	Comments	City	State
5/12/2004			N	6/18/2004	15-003 American Vanshell Corp	Didn't think they received it, no shipping by rail	Broomfield	CO
5/12/2004			N	6/18/2004	15-004 Ameron Inc	Don't get U.S. Mail, only UPS, FedEx	Longmont	CO
6/18/2004			Y	6/18/2004	15-005 Auturon Products	Sent another one to Chris McCabe	Longmont	CO
5/12/2004			N	6/18/2004	15-006 Beller	Did see one, don't ship by rail	Ft. Collins	CO
6/18/2004			N	6/18/2004	15-007 BUC Transport	None of the forgeries are in, don't ship by rail	Louisville	CO
5/12/2004			N	6/18/2004	15-008 COW Products Inc	Left msg for Rodney, left lab number	Arvada	CO
5/12/2004			N	6/18/2004	15-009 Clearing Connections	number disconnected	Breckenridge	CO
5/12/2004			N	6/18/2004	15-010 Colorado Bluebell	number disconnected	Englewood	CO
5/12/2004			N	6/18/2004	15-011 Colorado Bluebell Packaging	number disconnected	Englewood	CO
5/12/2004			N	6/18/2004	15-012 CRI Email Speed Packaging	"B.S. Source" will not transfer call without name	Englewood	CO
6/18/2004			N	6/18/2004	15-013 Design Fabric Systems	Mail box lost, listed near Shipping Mgr. Juley Ziegelmeyer, resend survey	Sturtevant Vlg	CO
6/18/2004			N	6/18/2004	15-014 Evox Media Inc	Do not want to participate	Englewood	CO
5/12/2004			N	6/18/2004	15-015 Evox Star Technologies Corp	Spoke with Janis in shipping, they do not ship by rail	Englewood	CO
5/12/2004			N	6/18/2004	15-016 Evox Systems	No shipping	Lafayette	CO
5/12/2004			N	6/18/2004	15-017 Faunston Tool	Left voice mail with lab number	Arvada	CO
9/19/2004	5/12/2004		N	6/18/2004	15-018 Fiero Fluid Power	Most shipping by UPS	Arvada	CO
3/18/2004	5/12/2004		N	6/18/2004	15-019 Grantland Cooperative Mill	Closed	Fleming	CO
5/20/2004	5/12/2004	x	N	6/18/2004	15-020 Grand Via	didn't see survey, do not ship by rail	Limon	CO
5/19/2004	5/12/2004		N	6/18/2004	15-021 IHS Energy Group	Direct survey to Danna Wilariat, resend survey	Englewood	CO
5/12/2004			N	6/18/2004	15-022 Kang Co	voice mail with shipping mgr	Golden	CO
5/12/2004			N	6/18/2004	15-023 Lona Building Technologies Inc	mgr on vacation	Broomfield	CO
5/12/2004			N	6/18/2004	15-024 MC Data Corp	not shipping	Stevling	CO
5/12/2004			N	6/18/2004	15-025 Mc Donald's Business Office	voice mail with shipping mgr	Englewood	CO
5/12/2004			N	6/18/2004	15-026 Mine Safety Appliances	shipping mgr on vacation until July 6	Boulder	CO
5/12/2004			N	6/18/2004	15-027 MKS Instruments Inc	voice mail with shipping mgr	Sturtevant	CO
5/12/2004			N	6/18/2004	15-028 Namulus Schwinn & Hinnes Inc	hadn't see it, don't ship by rail	Louisville	CO
5/12/2004			N	6/18/2004	15-029 Quay Sportswear	left voice mail with Ryan	Englewood	CO
5/12/2004			N	6/18/2004	15-030 Pico Healthcare Products	only do known town deliveries, no shipping	Englewood	CO
5/12/2004			N	6/18/2004	15-031 Procare Services	Do ship rail, but in a different department and they aren't here right now	Englewood	CO
5/12/2004			Y	6/18/2004	15-032 Professional Paint Inc	Do not ship or receive by rail	Lakewood	CO
5/12/2004			N	6/18/2004	15-033 Robinson Brick Co	Do not ship or receive by rail	Lakewood	CO
5/12/2004			N	6/18/2004	15-034 Schindler Elevator Corp	voice mail with shipping mgr	Longmont	CO
7/1/2004	5/12/2004	x	N	6/18/2004	15-035 Specialty Products Co	Not interested, hung up.	Boulder	CO
5/12/2004			N	6/18/2004	15-036 Spectra Link Corp	Left voice mail with production mgr, Kenny	Arvada	CO
5/12/2004			N	6/18/2004	15-037 Stonhouse Signs Inc	would have put it someone's box, could send another one, but do not ship by rail	Longmont	CO
5/12/2004			N	6/18/2004	15-038 Stored Energy Systems	Don't do business in Wyoming	Englewood	CO
5/12/2004			N	6/18/2004	15-039 T-Plastech Corp	voice mail with shipping mgr	Boulder	CO
5/12/2004			N	6/18/2004	15-040 Valleylab	Shipping Mgr didn't receive it, don't ship by rail	Boulder	CO
5/12/2004			N	6/18/2004	15-041 Vapor Technologies Inc	Duplicate!! 10-049 oops	Fort Morgan	CO
5/12/2004			N	6/18/2004	15-042 Western Sugar Co	Number not in service	Englewood	CO
5/12/2004			N	6/18/2004	15-043 Westwind Inc	Don't ship or receive by rail	Scottsbluff	NE
5/12/2004			N	6/18/2004	15-044 Inland Trunk Prints & Svc	Resend to John Urdiles	Morril	NE
5/12/2004			Y	6/21/2004	15-045 Jorden Agri Chemicals Inc	Didn't know if he receive it, don't ship by rail	Scottsbluff	NE
5/12/2004			Y	6/21/2004	15-046 Suel Services Inc	truck to Denver, then put on rail, resend to Mark Rueb	Scottsbluff	NE
7/6/2004	6/21/2004	x	Y	6/21/2004	15-047 Southwest Hire Co	Don't remember seeing it, Don't ship by rail	Casper	WY
5/12/2004			Y	6/21/2004	15-048 Centinitt	Do ship by rail, but only going to be open for another month	Wheatland	WY
5/12/2004			Y	6/21/2004	15-049 JIML-RYS	no answer	Casper	WY
5/12/2004			N	6/24/2004	15-050 Roadway Express Inc	Don't ship by rail	Limon	CO
6/10/2004			N	6/24/2004	15-051 Isart 965X	Can't connect without contact name, did not if they ship by rail	Boulder	CO
5/12/2004			N	6/21/2004	15-052 Route Colorado Corp	Don't give out much information, would be willing to look at it again	Morocroft	WY
5/12/2004			Y	6/21/2004	25-001 B.T. Inc	Don't ship or receive by rail	Gillette	WY
5/18/2004			Y	6/21/2004	25-002 Henry Construction	User sat out of New Castle, resend survey to Debbie	Pullert	WY
5/12/2004			Y	6/21/2004	25-003 Lewis Tower Forest Products	no shipping	Gillette	WY
5/12/2004			Y	6/21/2004	25-004 L & H Welding & Machine Co	voice mail in shipping dept	Gillette	WY
5/12/2004			Y	6/21/2004	25-005 Nelson Brothers Mining Svcs	Resend to Linor Bakeman, and she will make sure it gets to the proper person	Gillette	WY
5/12/2004			Y	6/21/2004	25-006 Rail Link, Inc-Anaconda Mine	voice mail	Gillette	WY
7/1/2004	5/12/2004	x	Y	6/21/2004	25-007 Rail Link, Inc-Anaconda Mine	Don't remember seeing it, Resend to Kevin Ernst	Englewood	WY
5/20/2004	5/12/2004		N	6/21/2004	25-008 T&E Employees	very busy, shipping via by rail	North Platte	NE
5/12/2004			N	6/22/2004	25-009 A.J. Street Machine Co	Call back afternoon, talk to Dave Bean, receive by rail	Cosed	NE
5/12/2004			Y	6/22/2004	25-010 Artesian Aqueduct Ctr	voice mail with shipping mgr	Goshuteburg	NE
5/12/2004			Y	6/22/2004	25-011 Salween Hoses Inc	ship and receive by rail, not interested in survey	Scottsbluff	NE
5/12/2004			Y	6/22/2004	25-012 Farmiland Services Co-Op		Scottsbluff	NE



Received	Start	Detailed Rail Services	Follow up	Survey Company Name	Comments	CITY	STATE
5/21/2004	5/12/2004		6/22/2004	25-014 Invision Tracking	Returned blank survey.	Goshenburg	NE
	5/12/2004	N	6/22/2004	25-015 Mid-States Irrigation	Don't ship or receive by rail	Goshenburg	NE
	5/12/2004	N	6/22/2004	25-016 Mid-States Irrigation	Don't ship or receive by rail	Goshenburg	NE
	5/12/2004	N	6/22/2004	25-017 NKC Retailer	Not shipping. List "package" trains	Grant	NE
	5/12/2004	N	6/22/2004	25-018 Parker Tech Seal Div	Let voice mail with Carrie, lab #	Goshenburg	NE
	5/12/2004	N	6/22/2004	25-019 Titan Industries Inc	Jim not in but may have received it. Do not ship by rail	Pecton	NE
	5/12/2004	N	6/22/2004	25-020 A & L Bolt & Nut	Now a plastics company, main office 800-421-0886, no rail	Pluhio	CO
	5/12/2004	N	6/22/2004	25-021 Beeding Space & Communications	In the process of closing, no improved shipping needed	Pluhio	CO
	5/12/2004	N	6/22/2004	25-022 Don Ward & Co	Don Ward hung up	Pluhio	CO
	5/12/2004	N	6/22/2004	25-023 DRS Tactical Systems West	Voice mail in company mail box, left lab #	Cabrato Springs	CO
	5/12/2004	N	6/22/2004	25-024 Hoxim Inc	no answer at any number, looks to main menu, x1321 production, x1507 logistics, x1104 HR, x1113 mgr	Forevite	CO
	5/12/2004	N	6/22/2004	25-025 Combined Mgmt Corp	Reluctant to accept MAILING LIST. Returned call will not answer questions. Left voice mail including fax number	Cabrato Springs	CO
	5/12/2004	N	6/22/2004	25-026 Paper Care Bottling Co	Give me mail box shipping dept. Lab #	Cabrato Springs	CO
	5/12/2004	N	6/22/2004	25-027 Paper Care Bottling Co	Give me mail box shipping dept. Lab #	Cabrato Springs	CO
	5/12/2004	N	6/22/2004	25-028 Trans Inc	Structure then design fabricator, very little shipping	Cabrato Springs	CO
	5/12/2004	N	6/22/2004	25-029 Hayes & Baker Poles & Post Inc	Never saw survey, do not ship by rail	Maintain View	WY
	5/12/2004	N	6/22/2004	25-030 Coca-Cola Bottling Co	Don't see survey, do not ship or receive by rail	Rock Springs	WY
	5/12/2004	N	6/22/2004	25-031 Cummins Intermountain	Need name or extension to be transferred at facility	Rock Springs	WY
	5/12/2004	N	6/22/2004	25-032 Exxon Mobil Corp	Don't see survey too busy to answer questions	La Barge	WY
	5/12/2004	N	6/22/2004	25-033 Green's Welding & Constr Inc	May still have survey will look. No shipping by rail. Usually UPS	Rock Springs	WY
	5/12/2004	N	6/22/2004	25-034 Haverly Co	Spoke with Howard does not ship or receive by rail	Rock Springs	WY
	5/12/2004	N	6/22/2004	25-035 Hemphill Trucking Inc	Don't ship or receive by rail	Rock Springs	WY
	5/12/2004	N	6/22/2004	25-036 John Blumling Transfer Co Inc	voice mail with shipping mgr	Rock Springs	WY
	5/12/2004	N	6/22/2004	25-037 Phoenix Ball Svc	voice mail with shipping mgr	Rock Springs	WY
	5/12/2004	N	6/22/2004	25-038 Survey Chemicals Inc	This is the plant, we just produce	Green Hope	WY
	5/12/2004	Y	6/22/2004	25-039 Trans Transportation	Do ship by rail, not interested in survey, don't get first one	Rock Springs	WY
	6/10/2004	N	6/24/2004	25-040 Home Lighting Inc	Don't ship by rail, didn't know if they received it	Cabrato Springs	CO
	6/10/2004	N	6/24/2004	25-042 S R Flaks Co	Received email, use own delivery trucks or UTL carriers	Cabrato Springs	CO
	6/10/2004	N	6/24/2004	25-043 Evans Frozen Bakery	Did receive it, might not have time to fill out, don't ship by rail	Cozed	NE
	6/10/2004	N	6/24/2004	25-044 First Energy Svc Co	Received survey, might fill out next week	Rock Springs	WY
	6/10/2004	N	6/24/2004	25-045 EQUIPMENT Maintenance Svc	Service, did not fill out shipping section	Gillette	WY
	6/10/2004	Y	6/24/2004	25-046 Pulett Post & Print Inc	Very interested in improved rail Cheyenne	Pulett	WY
	6/10/2004	N	6/24/2004	25-047 Jim's Water Svc Inc	Shipping paper out for this week, do not ship by rail	Gillette	WY
	6/10/2004	N	6/24/2004	25-048 Kamski Equipment Co	Vehs transferred to Lisa, hasn't seen survey, do not ship or receive by rail	Gillette	WY
	6/10/2004	N	6/24/2004	25-049 Record Supply John Deere	Hadn't seen survey, no shipping or receiving by rail	Gillette	WY

Appendix 5: Wyoming Export Commodity Flow Summary

Top 25 Wyoming Exports by Commodity: 1998 to 2002

Data Source: Census Bureau, Foreign Trade Division processed by MISER Prepared by Wyoming Economic Analysis Division

Rank (2002)	Code	Description	ANNUAL 2000	ANNUAL 2001	ANNUAL 2002	%2000-2001	%2001-2002
		TOTAL ALL COMMODITIES	\$502,453,266	\$503,269,217	\$553,360,838	0.2	10.0
1	283620	DISODIUM CARBONATE	\$362,826,903	\$356,371,401	\$379,769,289	-1.8	6.6
2	270119	COAL NESOI, NOT AGGLOMERATED	\$12,501,796	\$27,079,086	\$45,774,619	116.6	69.0
3	250810	BENTONITE, INCLUDING CALCINED	\$21,376,613	\$18,484,877	\$21,608,604	-13.5	16.9
4	284410	NATURAL URANIUM & COMPOUNDS, ALLOYS & CERAMICS ETC	\$9,905,936	\$3,318,523	\$15,215,741	-66.5	358.5
5	280429	RARE GASES, OTHER THAN ARGON	\$7,015,970	\$9,665,627	\$9,055,159	37.8	-6.3
6	250840	CLAYS NESOI, INCLUDING BALL CLAYS, INCL CALCINED	\$399,283	\$291,565	\$7,259,477	-27.0	2,389.8
7	987000	SPECIAL CANADIAN CLASSIFICATIONS, NESOI	\$4,977,767	\$6,160,991	\$5,834,649	23.8	-5.3
8	310000	FERTILIZERS, EXPORTS ONLY INCL OTHER CRUDE MATLS	\$6,215,416	\$6,772,636	\$4,480,581	9.0	-33.8
9	930690	BOMB MINES OT AMMNITION PROJCTIONS ETC AND PARTS	\$2,819,269	\$2,104,862	\$3,706,212	-25.3	76.1
10	841391	PARTS OF PUMPS FOR LIQUIDS	\$871,017	\$2,007,539	\$2,236,068	130.5	11.4
11	283210	SODIUM SULFITES	\$2,257,602	\$2,483,835	\$1,767,621	10.0	-28.8
12	880330	PARTS OF AIRPLANES OR HELICOPTERS, NESOI	\$183,696	\$64,220	\$1,767,307	-65.0	2,652.0
13	843149	PARTS AND ATTACHMENTS NESOI FOR DERRICKS ETC.	\$2,740,101	\$836,663	\$1,649,082	-69.5	97.1
14	382490	PRODUCTS AND RESIDUALS OF CHEMICAL INDUSTRY, NESOI	\$913,873	\$763,775	\$1,581,667	-16.4	107.1
15	680911	PLSTR BRDS ETC NT ORNA, FCD W PPR O PPRBRD ONLY	\$288,839	\$816,056	\$1,429,133	182.5	75.1
16	970500	COLLECTORS ITEMS OF BOTANIC. HISTOR ETC INTEREST	\$209,583	\$101,346	\$1,359,070	-51.6	1,241.0
17	282620	FLUROSILICATES OF SODIUM OR OF POTASSIUM	\$322,000	\$2,290,343	\$1,178,647	611.3	-48.5
18	731210	STRANDED WIRE, ROPE ETC, NO ELECT INSUL, IR OR ST	\$3,722,956	\$2,800,628	\$1,144,340	-24.8	-59.1
19	071339	BEANS NESOI, DRIED SHELLED, INCLUDING SEED	\$603,780	\$162,323	\$1,105,418	-73.1	581.0
20	870790	BODIES F ROAD TRACTORS AND MOTOR VEH (PUB TRAN, ETC)	\$535,452	\$302,062	\$1,083,205	-43.6	258.6
21	847990	PTS OF MACH/MECHNCL APPL W INDVDUL FUNCTION NESOI	\$531,167	\$421,661	\$957,892	-20.6	127.2
22	930400	ARMS NESOI, OTHER THAN SIDE ARMS AND SIMILAR ARMS	\$657,706	\$328,627	\$925,399	-50.0	181.6
23	681599	OTH ARTICLES OF STONE OR OTH MIN SUBSTNCES NESOI	\$203,941	\$202,234	\$923,312	-0.8	356.6
24	901580	SURVEYING INSTRUMENTS AND APPLIANCES, NESOI ETC.	\$1,317,089	\$4,465,989	\$918,176	239.1	-79.4
25	852431	LASER DISCS, FOR REPRODUCING OTHER THAN SOUND/IMAGE	\$1,296,227	\$619,360	\$902,853	-52.2	45.8

Appendix 6: Mineral Commodity Summary - Soda Ash

SODA ASH

(Data in thousand metric tons, unless otherwise noted)

Domestic Production and Use: The U.S. soda ash (sodium carbonate) industry, which is the largest in the world, comprised four companies in Wyoming operating four plants (a fifth plant is mothballed), one company in California with one plant, and one company with one plant in Colorado. The six producers have a combined annual nameplate capacity of 14.5 million tons. Sodium bicarbonate, sodium sulfate, potassium chloride, potassium sulfate, borax, and other minerals were produced as coproducts from sodium carbonate production in California. Sodium bicarbonate, sodium sulfite, sodium tripolyphosphate, and chemical caustic soda were manufactured as coproducts at several of the Wyoming soda ash plants. Sodium bicarbonate was produced as a coproduct at the Colorado operation. The total estimated value of domestic soda ash produced in 2003 was \$800 million.¹

Based on final 2002 reported data, the estimated 2003 distribution of soda ash by end use was glass, 49%; chemicals, 26%; soap and detergents, 11%; distributors, 5%; miscellaneous uses, 4%; flue gas desulfurization, 2%; pulp and paper, 2%; and water treatment, 1%.

Salient Statistics—United States:	1999	2000	2001	2002	2003^e
Production ²	10,200	10,200	10,300	10,500	10,600
Imports for consumption	92	75	33	9	5
Exports	3,620	3,900	4,090	4,250	4,400
Consumption:					
Reported	6,430	6,390	6,380	6,430	6,200
Apparent	6,740	6,430	6,310	6,250	6,200
Price:					
Quoted, yearend, soda ash, dense, bulk, f.o.b. Green River, WY, dollars per short ton	105.00	105.00	105.00	105.00	105.00
f.o.b. Searles Valley, CA, same basis	130.00	130.00	130.00	130.00	130.00
Average sales value (natural source), f.o.b. mine or plant, same basis	69.11	66.23	67.79	68.00	69.00
Stocks, producer, yearend	248	245	226	222	200
Employment, mine and plant, number	2,600	2,600	2,700	2,600	2,600
Net import reliance ³ as a percentage of apparent consumption	E	E	E	E	E

Recycling: There is no recycling of soda ash by producers; however, glass container producers are using cullet glass, thereby reducing soda ash consumption.

Import Sources (1999-2002): Canada, 99%; and other, 1%.

Tariff:	Item	Number	Normal Trade Relations
	Disodium carbonate	2836.20.0000	<u>12/31/03</u> 1.2% ad val.

Depletion Allowance: Natural, 14% (Domestic and foreign).

Government Stockpile: None.

Events, Trends, and Issues: The newest natural soda ash facility in the United States, which came onstream in Colorado in late 2000 was sold in September 2003 to the world's largest soda ash producer based in Belgium. This plant will be the 10th soda ash plant the company operates worldwide and the second plant that it owns that produces soda ash from natural sources; the other plant refines soda ash from Wyoming trona ore. The company's total worldwide capacity now exceeds 9 million tons, or about 20% of the world total. The Colorado facility solution mines underground nahcolite ore and transports the brine to a processing plant where soda ash and sodium bicarbonate are produced.

The largest soda ash company in the United States announced that it planned to close its Green River, WY, phosphate plant, which is associated with its soda ash operation in early 2004. About 50 employees will be affected by the closure. The company indicated that the closure was required in order to reduce fixed costs and strengthen the company and its joint-venture partner's market position in food phosphates and technical phosphates.

Prepared by Dennis S. Kostick [(703) 648-7715, dkostick@usgs.gov, fax: (703) 648-7757]

SODA ASH

Surplus nameplate capacity continued to adversely affect the U.S. soda ash industry's efforts to increase prices in the past couple of years. Although the industry announced a \$7-per-short-ton price increase in the third quarter 2003, it was uncertain by yearend how much of the increase was realized. Domestic soda ash consumption remained stagnant during the year despite a small increase in glass container production during the year.

China is a major world producer of synthetic soda ash, and remains the largest competitor of the United States in the Asian soda ash markets. China announced it planned to increase capacity at its Weifang soda ash plant by 600,000 tons by 2004 and to construct a new synthetic soda ash facility at Zhejiang that will have an annual capacity of 900,000 tons when it is commissioned in late 2004. Reports indicate that China will surpass the United States in 2003 as the world's largest soda-ash-producing nation.

Notwithstanding economic and energy problems in certain areas of the world, overall global demand for soda ash is expected to grow from 1.5% to 2% annually. Domestic demand should be slightly higher in 2004.

World Production, Reserves, and Reserve Base:

	Production		Reserves ^{4 5}	Reserve base ⁵
	2002	2003 ^e		
Natural:				
United States	10,500	10,600	⁶ 23,000,000	⁶ 39,000,000
Botswana	270	280	400,000	NA
Kenya	308	310	7,000	NA
Mexico	—	—	200,000	450,000
Turkey	—	—	200,000	240,000
Uganda	NA	NA	20,000	NA
Other countries	—	—	260,000	220,000
World total, natural (rounded)	11,100	11,200	24,000,000	40,000,000
World total, synthetic (rounded)	26,000	26,800	XX	XX
World total (rounded)	37,000	38,000	XX	XX

World Resources: Soda ash is obtained from trona and sodium carbonate-rich brines. The world's largest deposit of trona is in the Green River Basin of Wyoming. About 47 billion tons of identified soda ash resources could be recovered from the 56 billion tons of bedded trona and the 47 billion tons of interbedded or intermixed trona and halite that are in beds more than 1.2 meters thick. About 34 billion tons of reserve base soda ash could be obtained from the 36 billion tons of halite-free trona and the 25 billion tons of interbedded or intermixed trona and halite that are in beds more than 1.8 meters thick. Underground room-and-pillar mining, using a combination of conventional, continuous, and shortwall mining equipment is the primary method of mining Wyoming trona ore. The method has an average 45% mining recovery, which is higher than the 30% average mining recovery from solution mining. Improved solution-mining techniques, such as horizontal drilling to establish communication between well pairs, could increase this extraction rate and entice companies to develop some of the deeper trona. Wyoming trona resources are being depleted at the rate of about 15 million tons per year (8.3 million tons of soda ash). Searles Lake and Owens Lake in California contain an estimated 815 million tons of soda ash reserves. There are at least 62 identified natural sodium carbonate deposits in the world, some of which have been quantified. Although soda ash can be manufactured from salt and limestone, both of which are practically inexhaustible, synthetic soda ash is more costly to produce and generates environmentally deleterious wastes.

Substitutes: Caustic soda can be substituted for soda ash in certain uses, particularly in the pulp and paper, water treatment, and certain chemical sectors. Soda ash, soda liquors, or trona can be used as feedstock to manufacture chemical caustic soda, which is an alternative to electrolytic caustic soda.

^eEstimated. E Net exporter. NA Not available. XX Not applicable. — Zero.

¹Does not include values for soda liquors and mine waters.

²Natural only.

³Defined as imports – exports + adjustments for Government and industry stock changes.

⁴The reported quantities are sodium carbonate only. About 1.8 tons of trona yields 1 ton of sodium carbonate.

⁵See Appendix C for definitions.

⁶From trona, nahcolite, and dawsonite sources.

Appendix 7: Soda Ash Consumers

Glass Packaging Institute (GPI) Members

Anchor Glass Container Corp.

4343 Anchor Plaza Parkway
Tampa, FL 33634-7513
(813) 884-0000

Gallo Glass

605 South Santa Cruz Avenue
Modesto, CA 95354
(209) 314-3633

Glenshaw Glass Company, Inc.

1101 William Flinn Highway
Glenshaw, PA 15116
(412) 443-6010

**Owens-Illinois Glass Containers
North America**

A Unit of Owens-Illinois
One Sea Gate
Toledo, OH 43666
(419) 247-5000

O-I Canada Corp.

401 The West Mall, Suite 900
Etobicoke, Ontario M9C 5J7
CANADA
(416) 232-3000

Rocky Mountain Bottle Co.

10619 W. 50th Avenue, Suite 900
Wheat Ridge, CO 80033
(303) 277-2145

Saint-Gobain Containers Co.

P.O. Box 4200
1509 S. Macedonia Avenue
Muncie, IN 47302
(765) 741-7000

Vitro Packaging, Inc.

5200 Tennyson Parkway, Suite 100
Plano, TX 75024
(800) 766-0600

Soap and Detergent Association (SDA) Members

A

[Acidchem \(USA\) Inc.](#)
[Acme-Hardesty Co.](#)
[Akzo Nobel Surface Chemistry](#)
[Alco Chemical, A Division of National Starch & Chemical Co.](#)
[Alpine Aromatics International Inc.](#)
[Altacor Inc.](#)
[Astaris, LLC](#)
[Avmor Group](#)

B

[BASF Corporation](#)
[Bayer Chemicals Corporation](#)
[Bell Flavors & Fragrances, Inc.](#)
[Bradford Soap Works, Inc.](#)
[Bramton Company](#)

C

[The Caldrea Company](#)
[Church & Dwight Co., Inc.](#)
[Ciba Specialty Chemicals Corporation](#)
[Clariant Corporation, Functional Chemicals Division](#)
[The Clorox Company](#)
[Cognis Corporation](#)
[Colgate-Palmolive Company](#)
[Croda, Inc.](#)
[Crompton Corporation](#)

D

[DeSoto, L.L.C.](#)
[The Dial Corporation](#)
[The Dow Chemical Company](#)
[Dow Corning Corporation](#)
[Dupont Chemical Solutions](#)

E

[Eastman Chemical Company](#)
[Ecolab Inc.](#)

F

[Fabric Chemical Corporation](#)
[Faultless Starch/Bon Ami Company](#)
[Ferro Corporation](#)
[Firmenich Incorporated](#)
[First Chemical Limited](#)
[FMC Corporation](#)

G

[Genencor International, Inc.](#)
[Givaudan Fragrances Corporation](#)
[Gojo Industries, Inc.](#)
[Goldschmidt Chemical Corporation](#)
[Graham Packaging Company](#)

H

[Handicraft Chemical Dist., Inc.](#)
[Hatco Corporation](#)
[Helm U.S. Corporation](#)
[Hillyard Industries, Inc.](#)
[Huntsman Corporation](#)

I

[INEOS Silicas Americas LLC](#)
[International Flavors & Fragrances, Inc.](#)
[International Products Corp.](#)
[ISOTET](#)

J

[Jarchem Industries, Inc.](#)
[JemPak Canada Inc.](#)
[JohnsonDiversey](#)
[S.C. Johnson & Son, Inc.](#)

K

[KAO America Inc.](#)

L

[LG HAI](#)

[Lonza, Inc.](#)

M

[Magic American Products, Inc.](#)

[McIntyre Group, Ltd.](#)

[Milliken Chemicals](#)

N

[National Purity, LLC](#)

[Norman, Fox & Co.](#)

[Noville, Inc.](#)

[Novozymes](#)

O

[Occidental Chemical Corporation](#)

[OCI Chemical Corporation](#)

[Oleon Americas, Inc.](#)

P

[Peter Cremer North America](#)

[Petresa](#)

[Pilot Chemical Company](#)

[Plastipak Packaging, Inc.](#)

[PQ Corporation](#)

[The Procter & Gamble Company](#)

Q

[Quest International](#)

[QVS, Inc.](#)

R

[Reckitt Benckiser](#)

[Rhodia Inc.](#)

[Robertet Fragrances, Inc.](#)

[Rohm and Haas Company](#)

[Rütgers Organics Corporation](#)

S

[Sasol North America Inc](#)

[Seventh Generation](#)

[Shangyu Jiehua Chemical Co., Ltd.](#)

[Shaw Mudge & Company](#)

[Shell Chemical LP](#)

[Smurfit-Stone Corporation](#)

[Solvay Interox](#)

[Stahl Soap Corporation](#)

[Stearns Packaging Corporation](#)

[Stepan Company](#)

[Stone Soap Company, Inc.](#)

[R.R. Street & Company, Inc.](#)

[Symrise](#)

T

[Takasago International Corporation](#)
(U.S.A.)

[Turtle Wax, Inc.](#)

[Twin Rivers Technologies, L.P.](#)

U

[U.S. Borax Inc.](#)

[Unilever](#)

[Uniqema](#)

V

[Valley Products Co.](#)

W

[Woodward Laboratories, Inc.](#)

Z

[Zhejiang Jinke Chemicals Co., Ltd.](#)

Appendix 8: Market Analysis Interviewees

Company	Comment
Edward's Construction Mike Frizzell 817-219-8164	Thought to be interested in intermodal / transload facility, but no suggestions at this time. Keep informed of any plans.
Frontier Oil P.O. Box 1588 2700 E. 5th Street Cheyenne, WY 82003 307-364-3551 www.frontieroil.com	Planning decisions are made in Denver office, and the contact is Bill Rigby, 303-714-0100, brigby@frontieroil-den.com. There are some issues relating to getting rail cars in Cheyenne. Mr. Rigby would like to continue to see information on proposed developments, including a description of planned facility and site.
Lowes Home Improvement Warehouse of Cheyenne 1502 Prairie Ave Cheyenne, WY 82009 307-632-3616	
Lowes of Cheyenne 1502 Prairie Ave Cheyenne, WY 82009 (307) 635-6245	
Puma Steel 1720 Pacific Ave Cheyenne, WY 82007 Rex Lewis 307-637-7176 www.pumasteel.com	
R&R Custom Woodworking P.O. Box 1232 Greeley, CO 80632 Beth Sorenson 970-352-8949 www.r-rwood.com	They are shipping by truck now. Anything that would improve shipping would be of interest. They would be interested in hearing about development of rail served industrial site for potential expansion purposes. Keep them informed.
Ranchway Feed Mills 416 Linden Street Fort Collins, CO 80522 David Sewald 970-482-1662 www.ranch-way.com	Will remain in Ft. Collins; however, they need to bring in empty containers.
Sierra Trading Post 5025 Campstool Rd Cheyenne, WY 82007 307-775-8050 www.sierratradingpost.com	

Company	Comment
<p>Southwest Hide Company 250 S Beechwood, Suite 180 Boise, ID 83709 George Jackson 208-378-8000 www.southwesthide.com</p>	<p>Generally not pleased with container shipping services, feels that as the industry has consolidated, service has deteriorated. They are a large international shipper with shipping locations in Denver, Kansas City, Omaha and contracts with nine steamship companies. Cheyenne might be closer, cheaper to Scottsbluff, NE operation.</p>
<p>Teton West Lumber Inc. 1211 W 27th St Cheyenne, WY 82001 Pat Colgan 307-635-8661 www.tetonwest.com</p>	<p>They generally use two inbound railcars per month, some months as high as six to seven railcars. The lumber is from sawmills in Canada – 1500 miles distant. They frequently can see inbound rail cars sitting on BNSF track waiting to be switched to Teton West. Concerned as to long term viability of BN service. They have been in business since 1978 and employ 40 people.</p>
<p>VAE Nortrak 1740 Pacific Ave Cheyenne, WY 82007 Gord Weatherly 307-778-8700 www.nortrak.com</p>	<p>They are concerned about long-term presence of BNSF</p>
<p>Viking Explosive & Supply, Inc. P.O. Box 160 Wright, WY 82732 Kevin Ernst 307-464-1611</p>	<p>They are interested and would like to see a proposal.</p>
<p>Wolf Robotics 4600 Innovation Drive Ft. Collins, CO 80525 Barb Sporleder 970-225-7600 www.wolfrobotics.com</p>	<p>They currently receive component pieces to construct robotic welding equipment from Sweden. Containers come to Chicago by ship and rail, then offload and truck to Ft. Collins. Recent container shipments have come to Denver, but they would be interested in container service via Cheyenne.</p>

Appendix 9: Port of Montana Concept

This appendix includes a description of the Port of Montana concept from the *North Dakota Strategic Freight Analysis*.

MONTANA: TWO DIFFERENT TERMINAL OPTIONS¹

The following paragraphs discuss two different intermodal terminals. One is operated jointly by a city and a county, providing successful economic development to the region, and another that is strictly a highway/rail intermodal terminal, but doesn't generate a high volume of traffic. First, the Port of Montana located in Butte will be discussed.

The Port of Montana is jointly owned by the city of Butte and the county of Silver Bow, as they have a joint city/county government. The port is operated by a board comprised of city/county commissioners and business leaders appointed by the chief executive. The five commissioners oversee general operation of the facility. There is a general manager, six office employees, and seven yard employees.

The Port of Montana's estimated annual volume is 31,000 rail cars for inbound and outbound freight. The annual revenue is estimated at more than \$2 million.

The Port of Montana was established in 1989. Initial capital investment was provided partly by the state of Montana and the joint city/county government of Butte/Silver Bow. The port authority established by the city and county allows for the port to receive annual local funding from property taxes. The facility's focus is to provide freight service promoting economic development for the area. It is served by the Burlington Northern-Santa Fe, via Montana Rail Link and Montana Western, and also served by Union Pacific. The competition provided by multiple railroads serving the facility promotes good service and reasonable rates. The facility's original intent was to provide a container/trailer transloading facility. After operations began, it was clear expansion into other shipping services was necessary to have a successful facility.

The facility has diversified by providing intermodal container/trailer service, fertilizer bulk handling, liquid materials, auto storage for distribution, lumber storage for distribution, silica sand storage for distribution, and other functions on an individual basis. One of the facility's main businesses is the regional distribution for GM automobiles. The cars are brought to the facility, off loaded, and stored in the secure storage area until they are ordered for distribution. This distribution is done by a third party specializing in car hauling. The car distribution is operated in conjunction with the UP railroad.

¹ Pages 10 – 13, *North Dakota Strategic Freight Analysis: The Role of Intermodal Container Transportation in North Dakota*, by Mark Berwick, John Bitzan, Junwook Chi, Mark Lofgren. Upper Great Plains Transportation Institute, North Dakota State University, Fargo, North Dakota November 2002

The Port is equipped with a Fertilizer Transload facility, which consists of a 1,600 sq. ft. direct rail-to-truck transload via a 190 foot covered conveyor, with a 150 ton per hour capacity, and flow-meter scale. A mineral facility also was added to provide the area with storage and a load out facility.

Equipment for the minerals facility consists of a dump truck, front end loader, and conveyor equipment allowing for transloading most types of railcars and trucks. Unloading via truck or rail can be accomplished from most forms of equipment. Certified rail scale weights, and service via Union Pacific and Burlington Northern Santa Fe railroads are available.

The terminal has a dedicated building for forest products. The facility is capable of handling 7 rail cars inside and storing 18 rail cars outside. It also has 84,000 square feet of enclosed storage, paved outside storage, and direct transfer from truck to rail car. There is direct intermodal shipping and transloading of all types of lumber products. The facility also arranges delivery for trailers (TOFC) to destination ramps or to be containerized for export. Services include bracing and blocking, rebanding and utilization of a “dense pack” system that increases the amount of lumber loaded into a 50-foot boxcar to more than 80,000 board feet.

A unique business to the Port of Montana is the importing and storage of silica sand. This material is stored for a just-in-time manufacturer located in Silver Bow County’s industrial park. Advanced Silicon Materials (ASiMI) is a leading producer of ultra-high purity polycrystalline silicon (polysilicon), and the world’s largest manufacturer and supplier of Silane Gas (SiH₄). Both products are integrated into a unique core technology to create a base material for silicon wafers and devices produced in the semiconductor industry. ASiMI is the only commercial producer of silane and polysilicon with independent manufacturing sites.

The Port of Montana facility provides many services, including intermodal transportation transloading, truckload, LTL, special project shipping, and logistics services. As a single-source provider the Port can negotiate commitments for long-term rate stability. The Port can provide equipment and service guarantees making rail-intermodal a superior economical alternative to other modes of transport. Steamship and other companies store equipment on site for quick turnaround of containerized freight.

The Port also has access to the U.S. Custom’s service. This promotes importing into the area. Having custom’s access helps the port provide a supply of inbound containers, that can be stored until needed. The Port has access to Foreign Trade Zone Authority. However, it has been inactive for several years and would have to be re-activated. Foreign Trade Zone Authority allows for goods to enter the port property and leave without duty being collected as long as goods are bound for another foreign country.

General contracting services provided are domestic and worldwide movement, storage, and on-site coordination for commodities. Every logistical step of a move is analyzed, considering every possible mode of transportation - truck, rail, steamship, barge or air – to successfully meet the customers' requirements. Service options for each customer and each shipment are analyzed to determine the best service. Arrangements for services can be made from standard TOFC/COFC intermodal service to domestic double stack trains. Every intermodal load is monitored and managed from time of pick-up through final delivery.

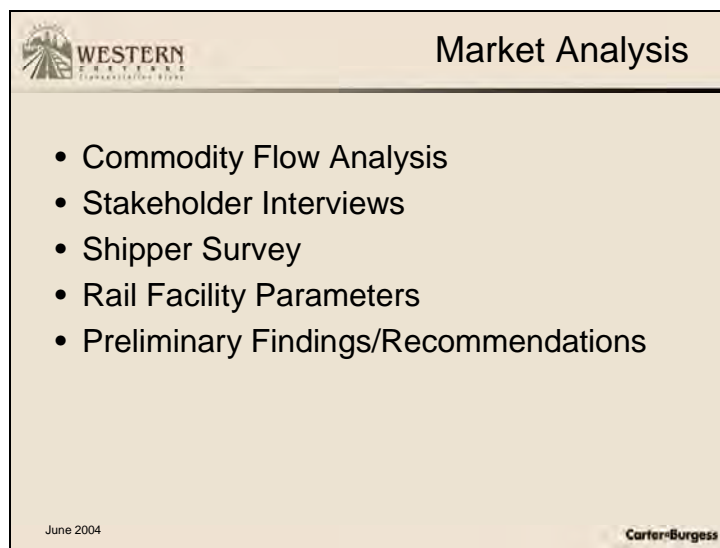
Appendix 10: Market Analysis Power Point Presentations

Steering Committee #2 June 2004 Market Analysis Presentation


Slide 1




Slide 2




Slide 3

 **Commodity Flow Analysis**


- 1997 Commodity Flow Survey
 - US DOT, Department Of Commerce
 - Overview of Commodities Shipped in USA at State Level
 - Origins/Destinations by STCC

June 2004 


Slide 4

 **Commodity Flow Analysis**

- 1997 Wyoming Commodity Flows
 - Rail shipments dominate
 - Truck
 - Private truck: short hauls
 - For-hire truck: average 367 miles
 - Does not meet threshold for rail service
 - Substantial volumes of chemicals moved by truck, limited distances: average 631 miles

June 2004 

Slide 5

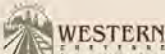


Commodity Flow Analysis

- Wyoming State Rail Plan (2004)
 - Coordinated with WyDOT
 - Surface Transportation Board 1% waybill sample data
 - Shipments by commodity to and from other states for Laramie County and state of Wyoming

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Slide 6




Commodity Flow Analysis

- Wyoming
 - **Shipped:** 364.2M tons of cargo by rail
 - Primary commodities
 - Coal (95.0% of tonnage shipped by rail)
 - Chemicals or Allied Products (2.8%)
 - Clay, Concrete, Glass, or Stone (0.9%)
 - Nonmetallic Minerals (0.5%)
 - Petroleum or Coal Products (0.2%)
 - Primary receiving states (top 5 receiving states all receiving coal.)
 - Illinois
 - Texas
 - Missouri
 - Wisconsin
 - Iowa

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Slide 7

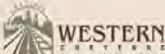


Commodity Flow Analysis

- Wyoming
 - **Received:** 1.2M tons of cargo by rail
 - Primary commodities
 - Nonmetallic Minerals (25.8% of all products received by rail)
 - Hazardous Materials (21.7%)
 - Chemicals or Allied Products (21.1%)
 - Primary Metal Products (9.8%)
 - Petroleum or Coal Products (6.3%)
 - Primary shipping states
 - Alabama
 - Nevada
 - Minnesota
 - Wisconsin
 - North Dakota

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Slide 8




Commodity Flow Analysis

- Laramie County
 - **Shipped:** 1.4M tons of cargo by rail
 - Primary commodities
 - Nonmetallic Minerals (44.0% of products shipped by rail)
 - Petroleum or Coal Products (23.2%)
 - Chemicals or Allied Products (18.0%)
 - Hazardous Materials (10.4%)
 - Farm Products (3.5%)
 - Primary receiving states
 - Colorado
 - California
 - Kansas
 - Texas
 - Utah

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Slide 9




Commodity Flow Analysis

- Laramie County
 - **Received:** 203.7K tons of cargo by rail
 - Primary commodities
 - Hazardous Materials (24.8% of all products received by rail)
 - Petroleum or Coal Products (20.7%)
 - Chemicals or Allied Products (16.2%)
 - Waste or Scrap Materials (14.0%)
 - Lumber or Wood Products (13.5%)
 - Primary shipping states
 - Wyoming
 - North Dakota
 - Alabama
 - Montana
 - Idaho

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Slide 10



Commodity Flow Analysis

Top Coal Producing States

(Thousands of short tons produced from Jan. to June 2004)

Rank	State	Tons Produced
1	Wyoming	164,257
2	West Virginia	59,319
3	Kentucky	47,585
4	Pennsylvania	28,805
5	Texas	20,130
6	Colorado	16,869
7	Montana	15,820
8	Indiana	15,774
9	North Dakota	13,609
10	Virginia	13,285

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Slide 11

 **Stakeholder Interviews**


- Interviewed 10 Stakeholders
 - Private Industry
 - Railroads
 - State Agencies
 - Local Officials

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Slide 12

 **Stakeholder Interviews**


- Rail Issues
 - Cost items for rail served site:
 - Track construction cost for extension of service
 - Maintenance costs
 - Assignment of local switching services (facility should be in local switching zone)
 - Railroad operations
 - Issue of integrating local operations into mainline
 - Mainline operations cannot be downgraded
 - Need local services agreement with mainline

June 2004 

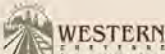
Slide 13

 **Stakeholder Interviews**


- **Intermodal service in Cheyenne**
 - UP closed intermodal operation due to lack of cargo
 - Cheyenne is within local drayage area for Denver
 - Lowe distribution center initially wanted intermodal service
- **General Rail Issues**
 - Rail service is available, but at what cost?
 - Wyoming state constitution prohibits state aid to railroads
 - Grain has shifted to 125 car unit trains, local elevators can handle only 4 to 5 railcars
 - Interest in passenger rail service from Cheyenne to Denver
 - Front Range transportation initiatives

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Slide 14

 **Stakeholder Interviews**

- **Need for Rail Served Industrial Site**
 - In last 3 years, 10 to 20 percent of industrial contacts interested in rail service
- **Mid-Continent Industrial Rail Park**
 - Minimal rail service
 - No development to date
- **Industrial Development Issues**
 - Some consensus that industries looking at Cheyenne want to see rail served site in place
 - “Build it and they will come” concept
 - Some favor concept
 - Some think concept will not work

June 2004 

Slide 15

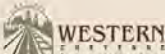


Stakeholder Interviews

- Powder River Basin is primary producer of freight in the State of Wyoming
 - Coal and oil
- Trucking industry opinions on rail served industrial sites:
 - Competition
 - Partner for growth

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Slide 16



Shipper Survey

- 226 surveys sent out in May
- Based on distance from Cheyenne
- 19 returned to date
 - Over 100 follow-up calls
 - Additional surveys sent in June

Survey Distribution	
Miles	Surveys
<50	67 (30%)
50-100	57 (25%)
100-150	52 (23%)
150-250	50 (22%)
TOTAL	226*




* Includes 5 undeliverable surveys.

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Slide 17




Rail Facility Parameters

- Intermodal Requirements:
 - Service Radius: 500 miles to 1,000 miles
 - Balanced cargo flow: inbound/outbound
 - Minimum terminal volumes: 75,000 to 100,000 lifts per year
 - Minimum train size: 200 containers (COFC) or 120 trailers (TOFC)
 - Point-to-point, scheduled network operations
- Transload Facility/Industrial Park
 - Five day/week service
 - Third party operator


June 2004 

Slide 18




Preliminary Findings


- Current local freight volume will not support independent rail facility
- Limited interest in a rail-served industrial site
- Operational challenges for rail service outside of existing facilities

June 2004 

Slide 19

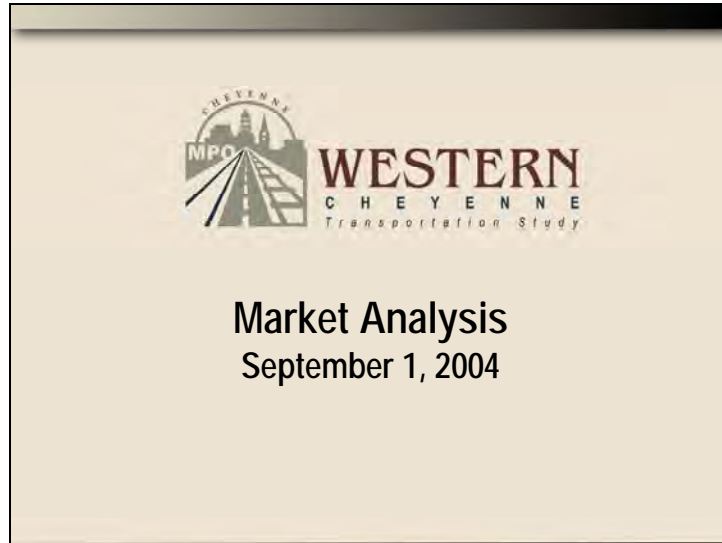
 **Preliminary Recommendations**

- Identify industries that will generate demand for rail service
 - Follow-up interview with candidate companies
 - Identify other industry types
 - Develop “thresholds” of service requirements for rail service

June 2004 

**Steering Committee #3
September 2004
Market Analysis Presentation**


Slide 1




Slide 2



Slide 3

 **Survey Findings Summary**

- University of Wyoming conducted survey
- Grouped distribution into 50-mile increments (distance from Cheyenne), ranging from 50 miles to 250 miles
- 236 surveys sent out; 23 returned
- 185 follow-up calls resulted in 108 telephone responses
- 14% currently ship by rail; potential for additional 15%
- 4% indicated an interest in Cheyenne rail facility




Slide 4

 **Follow Up Interview Results**

- Firms expressing interest in potential rail served industrial site concept
 - Viking Explosive
 - Puma Steel
 - Ranchway Feed Mills
 - Wolf Robotics
 - R&R Custom Woodworking
 - Southwest Hide Company
 - VAE Nortrack
 - Edward's Construction
 - Frontier Oil
 - Teton West Lumber



Slide 5




Project Specific Findings

- Interest in continuing to discuss project
- Want to know details of site, location, railroad connections to site
- General response: continue to keep me informed
- Some even to the point of “show us a proposal”

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Slide 6




Rail Service Findings

- Almost all would like:
 - improved rail service
 - reduced shipping costs
 - intermodal service from Cheyenne
 - Conflicts with fact that some shippers are within Denver intermodal service area
- Typically small volumes from individual shippers
- Concern about long term viability of BNSF rail service in area
- General interest in “Shippers Association” concept

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Slide 7


Recommendations

- Establish an Adaptable Development and Operations Concept
 - Flexible facility design
 - Logistics support services – Shipping Agent/Shippers' Association
- Prepare site development package to market to potential candidates
 - Interview respondents are generally "hands-on" people
 - Allow interview process to move from "conceptual" to actual facility evaluation
- Continue follow-up by Cheyenne Leads
- Address future transportation needs as a strategic initiative in development options

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Slide 8


Port of Montana Concept

- Intermodal container/trailer service
- Fertilizer bulk handling
- Liquid materials
- Auto storage for distribution
- Lumber storage for distribution, silica sand storage for distribution, and other functions on an individual basis
- Arrange the door-to-door delivery
- Arrange for import to travel "In-Bond"





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Appendix 11: Transload Facility Costs

Western Cheyenne Transportation Study Transload Facility - ALTERNATIVE 1 (Team track w/unloading area only)

Nov-04

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
Property Acquisition	25	Acre	\$15,000	\$375,000
Turnouts				
No. 10	1	Each	\$65,000	\$65,000
Track Length				
115# Rail	1,300	LF	\$190	\$247,000
Aggregate Base				
9" Depth	6,315	Tons	\$15	\$94,725
Clearing and Grubbing	25	Acre	\$5,000	\$125,000
Excavation / Embankment	80,978	Cubic Yard	\$5	\$404,892
Drainage	1	Lump Sum	\$200,000	\$200,000
Utilities	1	Lump Sum	\$125,000	\$125,000
Subtotal				\$1,636,617
Contingencies (40%)				\$654,647
Total				\$2,291,263

Assumptions

Trackwork = \$190 per track foot includes ballast, subballast, rail, ties, and OTM

Initial phase includes:

- Single track for loading / unloading
- Aggregate base loading / unloading area
- Drainage
- Utilities (Lighting and Power)
- Acquisition of entire property for final buildout

Facility could operate for loading / unloading of rail tank cars, containers, and other commodities that do not require a cross dock.

**Western Cheyenne Transportation Study
Transload Facility - ALTERNATIVE 2**

Nov-04

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
Property Acquisition	20	Acre	\$15,000	\$300,000
Turnouts				
No. 10	1	Each	\$65,000	\$65,000
No. 9	1	Each	\$65,000	\$65,000
Track Length				
115# Rail	3,386	LF	\$190	\$643,340
Dock	12,500	Sq Ft	\$75	\$937,500
Paving				
6" Depth Asphalt	6,371	Tons	\$25	\$159,266
Aggregate Base				
9" Depth	10,506	Tons	\$15	\$157,585
Clearing and Grubbing	20	Acre	\$5,000	\$100,000
Excavation (cut)	0	Cubic Yard	\$5	\$0
Embankment (fill)	132,902	Cubic Yard	\$5	\$664,508
Drainage	1	Lump Sum	\$350,000	\$350,000
Utilities	1	Lump Sum	\$250,000	\$250,000
Admin Bldg.	1	Lump Sum	\$300,000	\$300,000
Subtotal				\$3,992,199
Contingencies (40%)				\$1,596,879
Total				\$5,589,078

Assumptions

Trackwork = \$190 per track foot includes ballast, subballast, rail, ties, and OTM

**Western Cheyenne Transportation Study
Transload Facility - ALTERNATIVE 3**

Nov-04

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
Property Acquisition	25	Acre	\$15,000	\$375,000
Turnouts				
No. 10	1	Each	\$65,000	\$65,000
No. 9	1	Each	\$65,000	\$65,000
Trackwork				
115# Rail	4,090	LF	\$190	\$777,100
Dock	12,500	Sq Ft	\$75	\$937,500
Paving				
6" Depth Asphalt	4,420	Tons	\$25	\$110,500
Aggregate Base				
9" Depth	10,506	Tons	\$15	\$157,590
Clearing and Grubbing	25	Acre	\$5,000	\$125,000
Excavation (cut)	104,402	Cubic Yard	\$5	\$522,008
Embankment (fill)	52,201	Cubic Yard	\$5	\$261,004
Grade Crossing	1	Lump Sum	\$1,000,000	\$1,000,000
(4 Quad gates w/barriers)				
Drainage	1	Lump Sum	\$350,000	\$350,000
Utilities	1	Lump Sum	\$250,000	\$250,000
Admin Bldg.	1	Lump Sum	\$300,000	\$300,000
Subtotal				\$5,295,702
Contingencies (40%)				\$2,118,281
Total				\$7,413,983

Assumptions

Trackwork = \$190 per track foot includes ballast, subballast, rail, ties, and OTM

**Western Cheyenne Transportation Study
Transload Facility - ALTERNATIVE 4**

Nov-04

DESCRIPTION		QTY	UNIT	COST/UNIT	TOTAL
Property Acquisition		25	Acre	\$15,000	\$375,000
Turnouts					
	No. 10	1	Each	\$65,000	\$65,000
	No. 9	1	Each	\$65,000	\$65,000
Trackwork					
	115# Rail	4,503	LF	\$190	\$855,570
Dock		12,500	Sq Ft	\$75	\$937,500
Paving					
	6" Depth Asphalt	5,318	Tons	\$25	\$132,947
Aggregate Base					
	9" Depth	8,660	Tons	\$15	\$129,896
Clearing and Grubbing		25	Acre	\$5,000	\$125,000
Excavation (cut)		32,570	Cubic Yard	\$5	\$162,849
Embankment (fill)		65,140	Cubic Yard	\$5	\$325,698
Drainage		1	Lump Sum	\$350,000	\$350,000
Utilities		1	Lump Sum	\$250,000	\$250,000
Admin Bldg.		1	Lump Sum	\$300,000	\$300,000
Subtotal					\$4,074,460
Contingencies (40%)					\$1,629,784
Total					\$5,704,244

Assumptions

Trackwork = \$190 per track foot includes ballast, subballast, rail, ties, and OTM

**Western Cheyenne Transportation Study
Transload Facility Minimum Start-Up Operation
(Team track w/unloading area only)**

Nov-04

DESCRIPTION	QTY	UNIT	COST/UNIT	TOTAL
Property Acquisition	25	Acre	\$15,000	\$375,000
Turnouts				
No. 10	1	Each	\$65,000	\$65,000
Track Length				
115# Rail	1,300	LF	\$190	\$247,000
Aggregate Base				
9" Depth	6,315	Tons	\$15	\$94,725
Clearing and Grubbing	25	Acre	\$5,000	\$125,000
Excavation / Embankment	80,978	Cubic Yard	\$5	\$404,892
Drainage	1	Lump Sum	\$200,000	\$200,000
Utilities	1	Lump Sum	\$125,000	\$125,000
Subtotal				\$1,636,617
Contingencies (40%)				\$654,647
Total				\$2,291,263

Assumptions

Trackwork = \$190 per track foot includes ballast, subballast, rail, ties, and OTM

Initial phase includes:

- Single track for loading / unloading
- Aggregate base loading / unloading area
- Drainage
- Utilities (Lighting and Power)
- Acquisition of entire property for final buildout

Facility could operate for loading / unloading of rail tank cars, containers, and other commodities that do not require a cross dock.

Appendix 12: Steering Committee Membership and Minutes

Steering Committee

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CarterBurgess

Meeting Minutes

Project: Western Cheyenne Transportation Study

Purpose: Steering Committee #1

Date Held: March 3, 2004

Location: Cheyenne, Wyoming

Attendees: Attached

Copies: Attendees, File #071443.400

Summary of Discussion:

Tom Mason welcomed the group and gave a brief overview of the project. Jennifer Heisler provided an overview of the study objectives, preliminary purpose and need, related studies, data collection efforts to date, and the overall project process for public and agency involvement. An agenda, market assessment questions, project directory and process flow chart were distributed to attendees. Following is a summary of the information presented to the Committee:

Study Objectives

- Market potential for rail served industrial park.
- BNSF Mainline / yard relocation alternatives.
- Concept plan for rail served industrial park.
 - ✓ Access from I-25 and/or I-80.
 - ✓ Access from BNSF and Union Pacific.
- Environmental overview.
- Funding options.

Purpose and Need

- Security concerns – WAFB (BNSF Mainline operates through base)
- Operational issues – BNSF (searches at WAFB slow operations)
- Redevelopment opportunities at current BNSF yard
- Economic development opportunities – rail – served industrial park

Facts

- Freight in Wyoming in 1998
 - ✓ Trucks: 6.5 Million tons = \$39B
 - ✓ Rail: 312 Million Tons = \$10B
- Transport
 - ✓ 6,300-acre development next to Front Range airport in Denver area
 - ✓ Possible relocation of UP intermodal yards and car facility – UP has signed letter of intent to relocate. (existing yards in Denver area occupy 140 acres, UP plans to expand to 750 acres)
 - ✓ High costs to railroads for relocation
 - ✓ FasTracks, RTD's Transit initiative scheduled to go to the voters in November, 2004, could accelerate the move by the UP to the Transport area by providing some "seed" money
- Roundtop Road / I-80 Interchange
 - ✓ Recommended as part of West Cheyenne Land Use and Infrastructure Plan
 - ✓ Currently in the WyDOT STIP
 - ✓ High priority for Cheyenne area.
 - ✓ Plans are to construct a diamond interchange
 - ✓ Environmental process underway
 - ✓ Construction: 2005
- Egbert – "Mid-continent Industrial Rail Park"
 - ✓ 160 acres next to UP railroad (N/S, E/W WYE).
 - ✓ Siding / switching agreement with Union Pacific.
 - ✓ No development to date.
 - No water/sewer.

- Limited labor force.

Related Studies

- West Cheyenne Land Use and Infrastructure Improvement Plan, 2002
 - ✓ Part of update to Cheyenne Area Development Plan.
 - ✓ Related Goals:
 - Encourage new employers in planned business park, office and industrial areas.
 - Enhance connections between railroad and roadway transportation.
 - ✓ Action Plan:
 - Identify intermodal facility size, type of service and right-of-way requirements.
 - ✓ Proposed Transportation Plan:
 - Construct interchange at I-80 Roundtop Road.
 - Construct interchange at I-25 south of College Avenue (Speer Interchange)
 - 4-lane principal arterials.
 - Roundtop Road
 - Happy Jack – Roundtop to I-25
 - Otto Road
- Wyoming Freight Movement and Wind Vulnerability Study, 2004
 - ✓ Joint effort of WyDOT / University of Wyoming
 - ✓ Data collection initiated in early 2004
 - ✓ Study will examine truck and rail freight movement
 - ✓ Data to be collected include: vehicle counts, commodity volumes, accidents
 - ✓ Freight vehicle safety in strong winds
 - ✓ C&B coordinating with U of Wyoming on data collection
- Wyoming State Rail Plan, 2003
 - ✓ On-going study
 - ✓ Identify / map rail carriers and markets
 - ✓ Commodity types

- ✓ Originating / terminating tonnage.
- ✓ Freight trends
- ✓ C&B will meet with WyDOT and consultant to coordinate data collection on freight commodities
- Front Range Railroad Relocation Study, May 2004 Completion
 - ✓ CDOT study.
 - ✓ Public benefits and costs of:
 - Union Pacific / BNSF grade separation in Denver.
 - Reactivation of abandoned Rock Island Line.
 - Creation of N/S rail and motor freight corridor to east of Denver.

Data Collection

C&B is coordinating with WyDOT and local agencies to collect data on:

- Mapping
- Right-of-way
 - ✓ Roadway
 - ✓ Rail
- Traffic counts
- Railroad data
- Property ownership
- Commodity data

Additional Data Collection

Items identified in the Steering Committee that need to be considered include:

- South Cheyenne Plan (identified a loop to the south and west of Cheyenne)
- Speer / I-25 Interchange – Construction in 2008

Issues

The Steering Committee identified the following:

- Relation of Transport to Cheyenne?
 - ✓ Potential competition for a rail served industrial park in Cheyenne

- ✓ Currently an advisory committee is working to define parameters and limit the area to a “workable” area. This work is not yet complete.
- What has been the impact of 9-11 on BNSF?
 - ✓ Delays – only coal trains are allowed to travel through WAFB at night
 - ✓ Cost increase – Trains do not fit in yard, they extend into WAFB. This means 3 of 4 crews are not able to change in Cheyenne.
 - ✓ Service – Power plants south of Cheyenne were down to < 30 days supply of coal.
- I-80 – Projections show freight increasing by a factor of 3 (FHWA) – Next 20 years
 - ✓ WYDOT: Impact on I-80?
 - ✓ Move freight to rail?
- What is the market for the UP auto mixing facility in Denver?
 - ✓ Mostly Denver
 - ✓ Some Cheyenne/Pueblo
- Will we examine costs of locating facility in Denver vs. Cheyenne?
 - ✓ Anticipate the project as a two step process – 1st phase will identify market potential
 - ✓ Cost estimates will be part of 2nd phase – will focus on Cheyenne, not Denver
- BNSF does not own ROW through WAFB – they lease land
- How far north does CDOT rail study extend?
 - ✓ C&B will contact CDOT to determine
- Airport – Does this play a role in study?
 - ✓ Airport is passenger issue – not freight.
- Population has historically lagged job growth by $\approx 1\%$ in Cheyenne

B.G. Clark led a discussion of options and ideas for a rail-served industrial park. Following are the comments received from the Steering Committee:

Market Feasibility

- 1) What is your vision of a successful project?
 - Need to position Cheyenne for future industry/options

- Solution must work for all players at table
- This is a transportation planning study – need to evaluate all modes
- Movement of freight and people is important
- Study part of broader regional rail/transportation initiatives, including impact of at grade rail crossings in Ft Collins, Loveland, Longmont
- The transportation studies, taken together, will eventually involve a Congressional decision on funding
- Location of intermodal rail park is very important from trucking perspective
- Consider impact of industrial park on roadway facilities
- Consider other infrastructure needs
- Need to consider how rail realignment impact interchanges at Roundtop and Speer
- Consider impact of convention facility on alternatives
- Ensure consistency with long-term transportation plans
 - WAFB does not want to give up rail service option – i.e. – serve with spur

2) What are potential markets for facility?

- Would like to be able to say to potential economic development candidates “we have a rail served industrial park”
- Protect rail service to existing Cheyenne customers
- Lowe’s: (Retail Distribution Center)
 - Want rail service now
 - Bulk commodities (lumber)
 - Containers
- Companies such as Federal Express
- Wind towers and blades = potential product for area
- Industries interested in Cheyenne in the past:
 - Plastics – rail in – truck out.
 - Glass factory – rail in – truck out.
- Focus on “value-added” to raw commodities: From an economic development perspective, a successful project would involve processing, in Cheyenne, some of the raw materials that are now moved out of the state

- If railroads leave Denver CBD – what businesses are they currently serving?
 - Could be potential business for Cheyenne

3) What are advantages/impediments of rail served industrial park?

- Cheyenne’s advantage as a distribution center (access service):
 - I-25/I-80
 - Union Pacific / BNSF
- Cost of doing business in Cheyenne = Low
 - Labor
 - Taxes
- Cheyenne – blank slate
 - Few land owners = advantage + disadvantage.
- Opportunity /constraint = small population base.
- Lack of rail served property has inhibited economic development.
- Existing industrial park – rail service not feasible:
 - Union Pacific Mainline.
 - No large parcels left
 - When Loew’s agreed to locate in Cheyenne, rail service was not a part of the equation, although Loew’s would now like intermodal container service because containers now have to be drayed from Denver which is expensive
- If railroads relocate from downtown Denver, what ancillary businesses would relocate with the railroad
- Detailed analysis of comparative shipping costs of serving a facility located in Cheyenne versus Denver or Front Range would have to be considered in next phase of development
- Need to stay ahead of the curve to ensure that the transportation system continues to serve Cheyenne well in the future
- Impediments:
 - Potential = Egbert intermodal advocates could become vocal
 - Any potential project must work for everyone, for if there are winners and losers, a project will not proceed

4) Who should we be contacting?

- Contacts (inventory)
 - Geological survey at University of Wyoming.
 - Locals

5) What are your expectations for operation of a rail served park?

- Timing: (multiple projects)
 - National elections
 - Funding
 - RTD elections
 - WAFB:
 - WAFB needs rail for 2 more years.
 - Security issue: BNSF through base = big concern.
- Operation should be based on what is feasible
 - Railroad relocation may occur first
- Potential homeland security issue (relocating BNSF Mainline)

6) Funding: Are there any local industrial developers?

- No – primarily commercial (office).
- Partnering options? Yes
 - Landowners
 - “Business ready communities” ≈ \$15M/Yr – Infrastructure 90/10 match – state program
- Need to identify broad range of sources
- If a developer needs grants, it makes a project harder to work
- It is not clear how developers respond to transportation plans
- Funding issue: are there Homeland Security funds available to relocate the rail from WAFB?
- Who should play lead role in rail park?
 - LEADS or similar entity.

Sign-in Sheet

Steering Committee Meeting
March 3, 2004 at 3:00 p.m.
Union Depot, Cheyenne

Name	Agency	Telephone No.	E-mail Address
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Sign-in Sheet

Steering Committee Meeting
March 3, 2004 at 3:00 p.m.
Union Depot, Cheyenne

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CarterBurgess

Meeting Minutes

Project: Western Cheyenne Transportation Study

Purpose: Steering Committee #2

Date Held: June 29, 2004

Location: Cheyenne, Wyoming

Attendees: See attached sign-in sheet

Copies: Attendees, File #071443.400

Summary of Discussion:

1. Tom Mason initiated the meeting; attendees introduced themselves.
2. Jennifer Heisler gave an overview of the meeting agenda.
3. Darwin Desen presented an overview of Facility Operation Definition. This included definitions of intermodals, transloads and industrial parks. The presentation included a discussion of service area, size, volumes and product types.
4. B.G. Clark presented the preliminary findings of the market analysis. Scope of market analysis included:
 - Commodity Flow Analysis
 - Stakeholder Interviews
 - Shipper Survey
 - Rail Facility Parameters
 - Preliminary Findings/Recommendations
5. Frank Pentti presented an overview of Commodity Flow Analysis.

- 1997 commodity flow survey
 - ✓ Rail shipments dominate.
 - ✓ Truck – private trucks are for short hauls; for-hire truck, the average distance was 367 miles.
 - WyDOT State Rail Plan (2004)
 - ✓ Based on surface Transportation Board 1% waybill sample data.
 - ✓ Provided shipments by commodity to/from other states and Laramie County.
 - ✓ Wyoming shipped out 364M tons by rail; received 1.2M tons; primarily a shipping state dominated by coal, (95%).
 - ✓ Laramie County shipped out 1.4M tons by rail, received 204K tons by rail.
 - ✓ Cargo analysis provided overview, but not the detail required.
6. Stakeholder Interview Summary was presented by B.G. Clark.
- Key issues included costs for railroads (track construction, maintenance, assignment of local switching services).
 - Railroad operations – issue of integrating local operations into mainline and need local services agreement with mainline.
 - Intermodal service – UP closed intermodal due to lack of cargo in Cheyenne; Cheyenne is within local drayage area for Denver.
 - Costs of rail service.
 - Need for rail served industrial site – in last three years, 10 to 20% of industrial contacts interested in rail service.
 - Some consensus that industries looking at Cheyenne want rail service.
 - Trucking industry – views rail served site as both competition or partnership.
7. Shipper survey presented by Rhonda Young from University of Wyoming.
- Grouped distribution into 50-mile increments in terms of distance from Cheyenne, ranging from 50 miles to 250 miles.
 - University of Wyoming conducted survey.
 - 236 surveys sent out; 23 returned.
 - 185 follow-up calls resulted in 108 telephone responses.
 - 14% currently ship by rail; potential for additional 15%.
 - 4% indicated an interest in Cheyenne rail facility.

8. Preliminary Findings and Recommendations

- Current local freight volume will not support independent rail-served facility.
- Limited interest in rail-served site.
- Operational challenges for rail service outside of existing facilities.
- Need to identify industries that will generate demand for rail service.

9. Questions

- Did commodity flow analysis consider Colorado information?
 - ✓ No. Research indicated we should do surveys.
- What has been response from Colorado?
 - ✓ Interest from five companies has been from: 2 Cheyenne, 2 Fort Collins, and 1 Greeley.
- What are plans in Denver area for intermodal?
 - ✓ Transport – 6300-acre development next to Front Range airport.
 - ✓ FasTracks transit initiative could provide money to help move railroad yards out of downtown Denver.
- Example of transload facility in Butte, Montana – (Port of Montana)
 - ✓ Rail facility – containers, full service facility, approximately 125-mile service area.
- Existing rail conditions – Comment: BNSF/UP do not interchange in Cheyenne. It is done in Denver now (except ballast train).

10. Existing Rail Conditions in Cheyenne. Paul Brown presented an overview of rail in Cheyenne.

- BNSF – Front Range Subdivision, single track, not signalized, four to six trains/day. Serves function of accessing North Front Range and as overflow line from Powder River Basin.
 - ✓ Two local operational issues – running through WAFB and on street downtown in Fort Collins.
 - ✓ UP – Greeley Subdivision runs 22 to 26 trains/day, CTC signal system allows for higher speeds and more trains. Connects Cheyenne to Denver.
 - ✓ Sidney Subdivision – double-tracked to Nebraska, 70 to 75 trains/day, CTC signals, carries mixed freight and intermodal cargo.
 - ✓ Laramie Subdivision – originally double-tracked, built third track with fewer grades.

- Industries served – UP – Dyno Nobel (chemicals), granite mining
- Track conditions
 - ✓ BNSF – small yard – few industries
 - ✓ BNSF– good conditions
 - ✓ UP– great conditions

11. Darwin Desen presented the Preliminary Screening of Alignment Segments for the BNSF Mainline realignment. Handouts were provided which identified nine candidate segments and the advantages and disadvantages of each. Comments received on the Preliminary Screening included:

- Segment 1: (Eastside of Roundtop Road between existing BNSF and Happy Jack Road) is too close to the WAFB weapons storage area. The current BNSF mainline is 1 mile from the weapons area now; Segment 1 would move the BNSF ¼ to ½ miles away from the area. The concern is over a potential train derailment, and the impact that could have on explosive materials.
- Segment 6: (Segment starting at Otto Road running southeast to BNSF line west of I-25, just south of College interchange) is unacceptable to the Swan Ranch landowner, Doug Samuelson. The line would interfere with development plans (already platted with the County) for commercial development along I-25.
- Segment 7: (Shellback Road south to Happy Jack Road) in the northern area could potentially impact “The Shellback,” a new residential subdivision under development near Polo Ranch Road.
- Segments 7 and 8 and northern part of Segment 9: (Shellback Road south to Happy Jack Road to the west of the existing subdivision) would bisect the Cox Ranch. This is unacceptable to the landowner. Segment 8 is too close to the existing landowner’s residence.

Based on recommendations of the Steering Committee, it was agreed that Segments 1 and 6 would be eliminated from further analysis, and portions of Segments 7, 8 and 9 would be revised. Figure 1 illustrates all segments that have been eliminated from further analysis. The Steering Committee provided suggestions for new alignments to be analyzed. These new options are described below and shown in the Figure 2:

- Segment 10: New alignment between Happy Jack Road and Otto Road that crosses the Lead Property.
- Segment 11: New alignment west of the Cox Ranch from the existing BNSF mainline south to join Segment 9.

- Segment 12: This option does not involve relocating the BNSF mainline. It is an operational alternative designed to conduct inspections without impact to WAFB and consists of constructing additional storage tracks west of the WAFB/Roundtop Road parallel to existing BNSF mainline. The storage tracks would be constructed to allow for inspections of the BNSF trains prior to entering WAFB. A secure area would then be created through fencing on either side of the BNSF as it crosses WAFB.

These new segments will be refined based on property ownership, topography and engineering constraints.

12. Jennifer Heisler presented the evaluation criteria that will be used to evaluate and compare the revised alternatives. Suggested changes to the criteria included:

- Add right-of-way availability, and redevelopment potential/opportunities as additional Community Impacts criteria.
- Add security impacts (WAFB)
- Add an additional criteria for “Opportunities for Passenger Rail Service” between Cheyenne and Denver.

13. Next Steps

- The next Steering Committee Meeting was set for Tuesday, August 17, 2004 at 3 p.m. The topics of the meeting will include an evaluation of the revised mainline options, and finalization of the Market Analysis results.
- The public meeting will be held September after the Steering Committee has had the opportunity to review and refine the alternatives.

Sign-in Sheet

**Steering Committee Meeting #2
June 29, 2004 at 9:00 a.m.
Cheyenne Depot**

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Cheryl Schow	UPRR	308-239-2427	caschow@up.com
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B.G. Clark	Carter & Burgess	214 749 0546	clarkbg@proscansulting.com
Larry Arvian	Chairman of Comm.	307-778-1406	

Sign-in Sheet

Steering Committee Meeting #2
June 29, 2004 at 9:00 a.m.
Cheyenne Depot

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Tom Mason	MPO	637-6299	Tomson@cheyennecity.org
Doug Samuelson	Landowner	634-3300	
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Eric Brown	CARTER & BURGESS	(307) 810-5242	BROWN@C&B.COM



Sign-in Sheet

Steering Committee Meeting #2
June 29, 2004 at 9:00 a.m.
Cheyenne Depot

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Elizabeth J. Cox	Wyoming	307 635 5000	P.O. Box 47 CHEYENNE

CarterBurgess

Meeting Minutes

Project: Western Cheyenne Transportation Study

Purpose: Steering Committee #3

Date Held: September 1, 2004

Location: Cheyenne, Wyoming

Attendees: See attached sign-in sheet

Copies: Attendees, File #071443.400

Summary of Discussion:

1. Tom Mason initiated the meeting; attendees introduced themselves.
2. Jennifer Heisler gave an overview of the meeting agenda.
3. B.G. Clark and Frank Pentti presented the findings of the market analysis.
 - Results of Follow-Up Surveys – the follow-up was done for the survey conducted by the University of Wyoming. The survey send out 236 surveys, of which, 23 were returned. 185 follow-up calls were made which resulted in 108 responses. Of those contacted, 14% currently shipped by rail, with potential for an additional 15%. 4% indicated an interest in a Cheyenne facility served by rail.

The follow-up phone interviews identified 9 additional firms interested in a rail served industrial site. Of those interviewed, the following was noted:

- ✓ Interest in continuing to discuss the project
- ✓ Companies wanted to know the details of the site, location and railroad connections
- ✓ Some would like to see a proposal – most wanted to be kept informed as to progress

- Market Analysis – Specific findings related to rail service/transportation service were:
 - ✓ Would like improved rail service and reduced shipping costs
 - ✓ Would like Intermodal service from Cheyenne (even though within Intermodal service area of Denver)
 - ✓ Generally, small volumes of individual shippers
 - ✓ Concern about long-term viability of BNSF rail service in area
 - ✓ Interested in concept of “Shippers Association”
 - Recommendations
 - ✓ Establish an Adaptable Development and Operations Concept similar to the Port of Montana. This would entail a flexible facility design with a variety of development and service options. Could also involve logistical support services such as a shipper agent.
 - ✓ Prepare site development package to market to potential candidates. The individuals interviewed are hands-on people who want to be able to evaluate the specifics of a package. This would allow the process to move from concept to facility evaluation. Involve Cheyenne Leads in follow-up.
 - ✓ Regional economic development efforts should include a strong component addressing future transportation development options for area businesses/shippers.
 - Port of Montana Concept – the Port of Montana includes the following:
 - ✓ Intermodal container/trailer service
 - ✓ Fertilizer bulk handling
 - ✓ Liquid materials
 - ✓ Auto storage for distribution
 - ✓ Lumber storage for distribution, silica sand storage for distribution, and other functions
 - ✓ Arranges door-to-door delivery
 - ✓ Arranges for import to travel “in-bond”
4. Jennifer Heisler and Paul Brown presented the Revised Screening of Alignment Segments for the BNSF Mainline realignment. Jennifer Heisler handed out a graphic which summarized the alignment segments previously developed and screening out.

Handouts were provided which identified nine candidate segments and the advantages and disadvantages of each. These revised segments were developed based on input from the Steering Committee and coordination with the Cheyenne MPO and WyDOT. The revised segments were generally further west, longer, and as a result affected more property owners. Additionally, the alternatives crossed more waterways and utilities. Preliminary cost estimates were also developed for each of the alignments segments, as well as logical combinations of the segments. The costs ranged from \$48.6M to \$89.4M.

Comments included:

- Segment 1 is still unacceptable to the landowner in attendance as it goes through the Cox Ranch. Preliminary plans are being developed for a residential subdivision on the northern end.
 - Segment 5 (along Happy Jack Road) and Segment 9 (along Otto Road) have too many impacts to existing residential areas. The landfill along Happy Jack is moving, so that operation would not be impacted.
 - What is the economic benefit of moving the freight railroad? The benefit to Warren AFB is the cost to inspect the BNSF trains. The opportunity of relocation is the jobs and tax base increase if the realignment encourages economic development.
 - Can WAFB shut down the BNSF? Yes, BNSF operates on an easement through the base, and can be shut down at any time by WAFB if deemed a security threat.
 - Would the BNSF pay for the realignment? No, the funding would need to come from the federal or local government.
 - WyDOT is interested in looking for efficient intermodal operations between the two interstates and the two railroads.
5. Recommendations: After some discussion, there was agreement that the analysis of the alignments was good, but none of the options appeared feasible. Both the potential impacts and costs were too high. It was suggested that the alternatives had been taken as far as possible, and that costs be developed for the initial alternatives and the analysis documented.

The Steering Committee recommended that the study focus on a potential rail served industrial site. Options for potential sites included:

- Swan Ranch
- LEADS Property north of I-80

- East and South of the UP Yard between I-80 and the UP RR – current LEADS industrial park. (Coordinate efforts with LEADS)

As part of this analysis, C&B should also address:

- What does it take to develop a transload facility?
- When does a transload facility become feasible?

Other questions that should be addressed as part of the study include:

- Is it feasible to build a short line into the Belvoir Ranch to the proposed landfill?
- Is there a reason to move BN rail yard out west? Are there any benefits?

6. Next Steps

- C&B will investigate sites for a rail served industrial park or transload facility and identify what would be required to develop the facility and when it would be feasible.
- The analysis of the alternatives developed to date will be documented and costs developed for the initial segments.
- C&B will also identify potential funding sources available that would make the track relocation possible.

Sign-in Sheet

Steering Committee Meeting #3
September 1, 2004 at 3:00 p.m.
Union Depot, Cheyenne

Name	Agency	Telephone No.	E-mail Address
Pete Followay	Cheyenne LEADS	307-638-6000	Pete.i@cheyennleads.org
Jennifer Heister	CTB	307-820-4834	heisterj@c-b.com
DAN KLINE	WTPO	307-777-4189	dan.kline@dot.state.wy.us
Sam Gatedos		307-632-9580	Sgwyo@msw.com
Tom Bonds	FHWA - WY	307-772-2004 x142	james.bonds@fhwa.dot.gov
GENE ROCCA BRUNN	SWAN DEVELOPMENT	307-631-2748	groccab@aol.com
Doug Samuelson	" "	634 3300	DSAMUELSON@WYSPRING.COM
Tim Harries	FEUBARREN AFB	723-5728	tim.haries@barren.af.mil
Mike Abad	City Planning	637-6286	mabed@cheyennecity.org
Elizabeth Coy	Wyoming Agency	635 5000	
Tim Thompson			

Sign-in Sheet

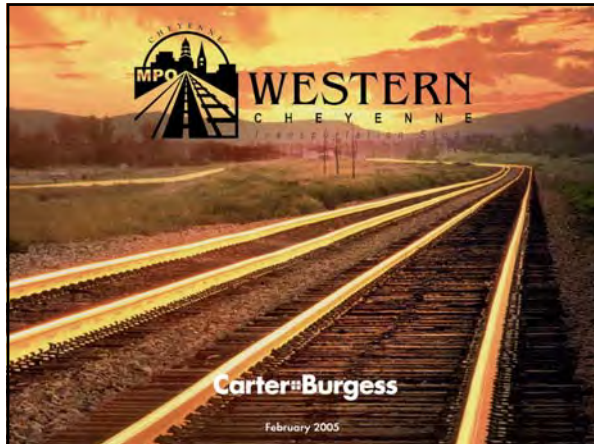
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Union Depot, Cheyenne

Name	Agency	Telephone No.	E-mail Address
Dave Beard	Laramie County	307-633-4302	dbeard@laramiecounty.com
Mark Reid	County Planning	633-4303	mreid@laramiecounty.com
JACK KNUDSON	County Commission	633-4260	
Tom Mason	MPO	637 6299	Tom.mason@laramiecounty.org
Cheryl Schow	UPRR	308.239.2427	caschow@up.com
Jay Meyer	WYDOT Planning	(307) 777-4719	jay.meyer@dot.state.wy.us
Paul Brown	CARTE & BUSINESS	(303) 820-5242	BROWNPF@C-B.COM
FRANK PENNITTI	Carte & Business	906 852 5216	fpenniti@aol.com
B.G. Clark	C&B	(214) 749-0546	clarkbg@proconsulting.com
Larry Anderson	Anderson	778-4606	

SC minutes #4 (Word file) (to be completed after Jan 13th meeting)

Appendix 13: Public /Governmental Presentation and Minutes

Planning Commission Meeting February 2005



Background **Project Objectives**

- Evaluate BNSF mainline and yard relocation
- Perform market analysis
- Evaluate rail-served industrial facility
- Identify potential funding sources
- Assess future passenger rail opportunities

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Background **Study Area**

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Relocation Alternatives **Alternatives Process**

- Develop segments
- Review segments with project team and steering committee
- Combine "acceptable" segments to create alignment alternatives
- Develop recommendations based on:
 - Cost
 - Impact

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Relocation Alternatives **Preliminary Segments**

- Ten preliminary segments identified
- Generally, they
 - Require significant cost to construct
 - Have substantial property impacts
 - Too close to WAFB Weapons Storage
 - Inconsistent with Community Development Plans
- No alternatives forwarded
 - 7 segments eliminated outright
 - 3 segments partially eliminated

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Relocation Alternatives **Preliminary Segments**

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Relocation Alternatives


Additional Segments

- **Nine additional segments developed**
- **Reflected past stakeholder comments**
- **Generally, they**
 - Are further west / considerably longer
 - Have more property impacts
 - Additional cost
- **No alternatives forwarded**
 - 7 segments eliminated outright
 - 2 segments partially eliminated

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Relocation Alternatives

Additional Segments



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Relocation Alternatives

Alternatives Conclusions

- **Mainline / yard relocation impractical**
 - Cost prohibitive without funding source
- **Alternatives documented for future use**
 - Security issues could preclude WAFB access
- **Conclusion does not preclude new rail-served industrial facility**

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Market Analysis

Market Analysis

- **Identify potential industries / commodities**
 - Commodity flow analysis
 - Market needs assessment (shipper survey)
- **Develop implementation concepts**
 - Outline facility parameters

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Market Analysis

Commodity Flow Analysis

- **Commodity Flow Survey (CFS)**
 - Rail shipments dominate in Wyoming
 - Truck shipments
 - Private truck shipments average 100 miles or less
 - For-hire truck shipments average 400 miles or less
 - Substantial volumes of chemicals moved by truck, average 700 miles or less
- **STB 1% waybill samples (rail shipments)**
 - From Wyoming State Rail Plan
 - Typically 500 mile or greater trips

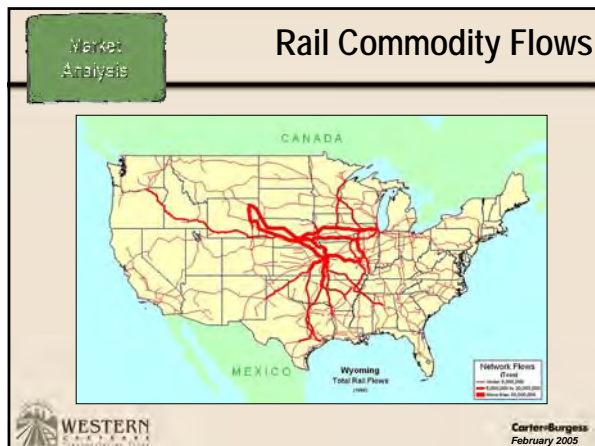
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Market Analysis

Rail Commodity Flows

- **Statewide**
 - Coal is 95% of rail-shipped tonnage
 - Soda ash is most profitable commodity
- **Laramie County (includes Cheyenne)**
 - Shipped 1.4M tons of rail cargo (less than 1% statewide)
 - Primarily non-containerized cargos
 - Received 0.2M tons of rail cargo (about 17% statewide)

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- Market Analysis** **Shipper Survey**
- **Conducted by the University of Wyoming**
 - Mail back questionnaire with telephone follow-up
 - 226 questionnaires in a 250 mile radius around Cheyenne
 - 59% overall response rate
 - **General responses (131 samples)**
 - 14% of respondents currently ship by rail
 - An additional 15% of respondents could use rail service, based solely on commodity types
 - **Detailed responses (11 samples)**
 - Almost half (46%) of respondents were interested in improved Cheyenne-area rail service
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- Market Analysis** **Follow Up Interviews**
- **Ten businesses within survey area**
 - Industries represented include metals, lumber, chemicals, agricultural products, technology
 - **Shippers identified various needs, including:**
 - Improved rail service
 - Reduced shipping costs
 - Intermodal service for Cheyenne
 - **No one business can provide sufficient volume for a new rail facility**
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- Market Analysis** **Agency Interviews**
- **Conducted with local, state, and federal agencies**
 - **Findings**
 - Potential new industries want rail service in place before they relocate to Cheyenne
 - Denver's intermodal hubs currently provide container and trailer service for Cheyenne
 - Smaller shippers may be interested in teaming to gain shipping strength
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- Market Analysis** **Market Analysis Conclusion**
- **Varying market sectors**
 - Generally lend themselves to small shipments
 - **A true intermodal facility is not feasible**
 - Large dedicated facilities located in Denver
 - UP Cheyenne facility inactive
 - Insufficient container / trailer volume
 - **There is a desire for:**
 - Improved rail service
 - Reduced shipping costs
 - Intermodal service from Cheyenne
 - Development of a "shippers association"
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- Market Analysis** **Market Analysis Conclusion (continued)**
- **Shippers' association**
 - Non-profit; membership cooperative
 - Benefit from economies of scale (many shippers under one roof)
 - Provide improved service levels (volume = service)
 - **A multi-use facility is recommended**
 - A rail-served industrial park
 - A transload facility
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Rail-Served Industrial Facility


Facility Definitions

- **Intermodal facility (400+ mile service area)**
 - Containers on flat cars (COFC)
 - Trailers on flat cars (TOFC)
- **Transload facility (250+ mile service area)**
 - Transfer goods from rail to truck & vice versa
 - Provides supporting equipment
- **Industrial park (service within facility only)**
 - Rail cars serve industries themselves
 - Uses private equipment (can be specialized)

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Rail-Served Industrial Facility

Transload Concept



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Rail-Served Industrial Facility

Existing Facilities

- **Mid-Continent Industrial Park**
 - No current industrial users on property
 - A stand-alone transload facility
- **BNSF West 24th Street transload**
 - Limited rail service and WAFB constrain growth potential
- **UP Pacific Avenue industrial facility**
 - Industrial users with dedicated service
 - Site constraints limit growth potential

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Rail-Served Industrial Facility

New Facility Requirements

- Combine transload and industrial park elements
- Take advantage of existing or planned infrastructure
- Provide direct rail and highway access

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Rail-Served Industrial Facility


Potential Facility Locations



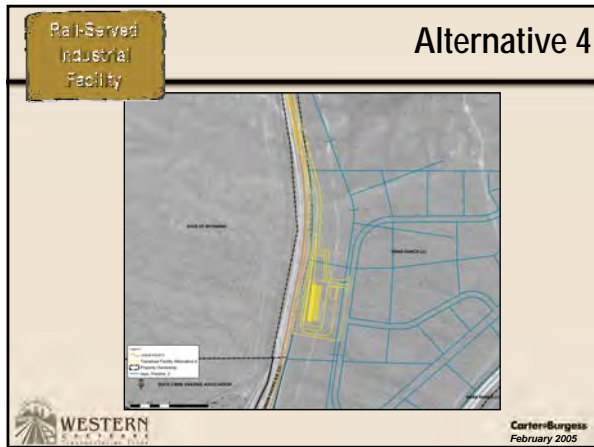
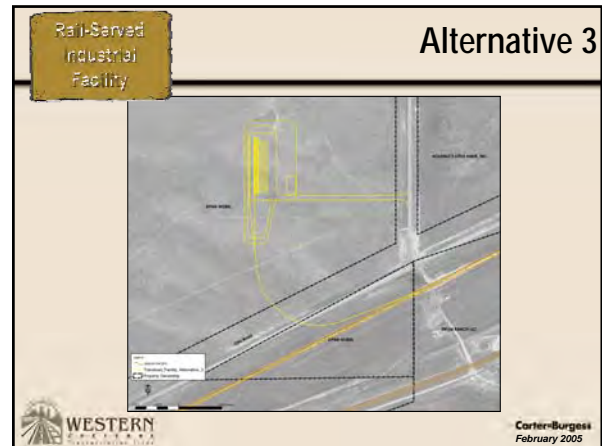
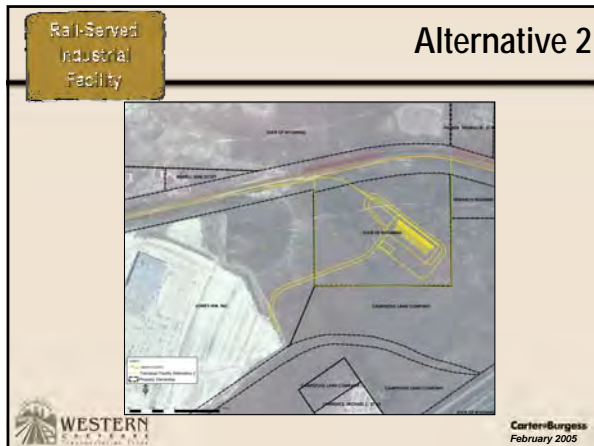
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Rail-Served Industrial Facility

Alternative 1



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
- Rail-Served Industrial Facility**
- ## Site Recommendations
- **Recommend Alternative 1 or 2**
 - Alternatives 1 and 2 serve Cheyenne Business Parkway
 - Combine transload and industrial park elements
 - Take advantage of existing infrastructure
 - Provide direct rail and highway access
 - Alternatives 3 and 4 currently undeveloped
 - Alternative 3 provides direct rail and highway access
 - Alternative 4 requires future highway interchange
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- Rail-Served Industrial Facility**
- ## Facility Development Plan
- **Focus on one location**
 - Transload and industrial service provider
 - Minimal start-up (one track with unloading area)
 - **Create shipper's association**
 - Coordination of rail / truck / shipping logistics
 - **Develop marketing program**
 - Transload / shipping services
 - Industrial Park development
 - **Capitalize on funding opportunities**
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- Funding**
- ## Transload Facility Funding
- **Economic Development Funding Sources**
 - Wyoming Business Council
 - Business Ready Community Grants
 - Cheyenne LEADS
 - **Other Sources**
 - Public-private partnerships
 - Joint development; private landowners
 - Special dedicated new revenues
 - Incremental tax revenues; other fees
 - Value capture mechanisms
 - Development fees; tax increment financing
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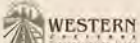

Funding **Relocation Funding Options**

- **State Funding**
 - General Fund Surplus
 - No strong support for highway allocation
 - Economic Development may benefit
 - WYDOT
 - \$445 million annual budget
 - Constitutional limitations
 - Sponsor for federal funding requests
 - Colorado Rail Benefits Study

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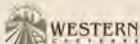

Funding **Relocation Funding Options**

- **Rail relocation is transportation related**
 - Federal funding sources
 - State funding sources
- **Current federal funding**
 - Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21)
 - Act expired September 2003
 - Extension thru May 2005

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Funding **Relocation Funding Options (continued)**

- **Proposed Federal Bills**
 - TEA LU
 - Freight intermodal connector program
 - High priority projects
 - Projects of national significance
 - Railway – highway grade crossings
 - Hazard elimination
 - Freight planning
 - SAFETEA and DOT SAFETEA
 - Highway Safety Improvement program (grade crossings)
 - Freight Planning and Capacity Building (2% set aside)

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
Funding **Relocation Funding Options (continued)**

- **Other Federal Categories**
 - Transportation Community and System Preservation (TCSP) program
 - Transportation Infrastructure and Finance Innovation Act (TIFIA)
 - Railroad Rehabilitation & Improvement Financing (RRIF)
 - Homeland Security

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Funding **Funding Conclusions**

- **Monitor federal legislation for opportunities**
 - Earmarks or high priority projects
- **Explore opportunities with Cheyenne LEADS**
- **Consider Wyoming Business Council's Community Readiness grant**

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Passenger Rail **Passenger Rail Opportunities**

- **Existing North Front Range efforts**
 - TAFS study (completed)
 - North I-25 EIS (ongoing)
- **Rail infrastructure**
 - UP and BNSF both connect Cheyenne and Denver
 - Use of existing lines will require improvements
 - End-of-line considerations
- **Future service dependant upon Colorado efforts**


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Background **Study Report**

- Draft Final Report available at:
 - www.plancheyenne.org



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Discussion

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Market Analysis **Model Facility**

- Port of Montana
 - Intermodal service
 - Non-containerized transload
 - Logistics services
 - Foreign Trade Zone Authority



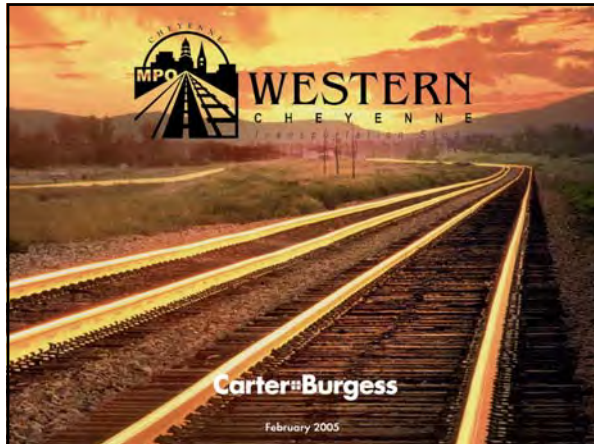
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Port-Served Industrial Facility **Facility Start-up**

- Bare-bones facility (one track + loading area)
- Provides limited capacity
- Could be expanded as business increases
- Reduces initial capital costs

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County Commissioners Meeting March 5, 2005



Background **Project Objectives**

- Evaluate BNSF mainline and yard relocation
- Perform market analysis
- Evaluate rail-served industrial facility
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- Develop segments
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- Combine "acceptable" segments to create alignment alternatives
- Develop recommendations based on:
 - Cost
 - Impact

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Relocation Alternatives **Preliminary Segments**

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Relocation Alternatives **Preliminary Segments**

- Ten preliminary segments
 - Thirteen alternatives
- Screening results
 - Significant cost to construct (\$25M to \$54M)
 - Substantial property impacts
 - Too close to WAFB weapons storage
 - Inconsistent with community development plans
- No alternatives forwarded

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Relocation Alternatives

Additional Segments



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Relocation Alternatives

Additional Segments

- **Nine additional segments developed**
 - Reflected stakeholder comments
 - Five alternatives
- **Screening results**
 - Further west; longer alternatives
 - Impact more properties
 - Higher costs (\$51M to \$83M)
- **No alternatives forwarded**

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Relocation Alternatives

Alternatives Conclusions

- **Mainline / yard relocation impractical**
 - Cost prohibitive without funding source
- **Alternatives documented for future use**
 - Security issues could preclude WAFB access
- **Conclusion does not preclude new rail-served industrial facility**

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Market Analysis

Objectives

- **Identify potential industries / commodities for a rail facility**
 - Commodity flow analysis
 - Market needs assessment (shipper survey)
- **Develop implementation guidelines**
- **Define facility characteristics**

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Market Analysis

Commodity Flow Analysis

- **Commodity Flow Survey (CFS)**
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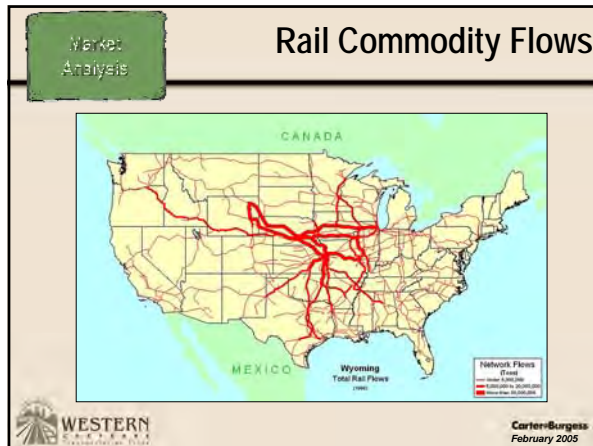
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Market Analysis

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- Market Analysis** **Market Analysis Conclusion (continued)**
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 - Benefit from economies of scale (many shippers under one roof)
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Rail-Served Industrial Facility


Facility Definitions

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Rail-Served Industrial Facility

Transload Concept



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Rail-Served Industrial Facility

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Rail-Served Industrial Facility

New Facility Requirements

- Combine transload and industrial park elements
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- Provide direct rail and highway access

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Rail-Served Industrial Facility


Potential Facility Locations



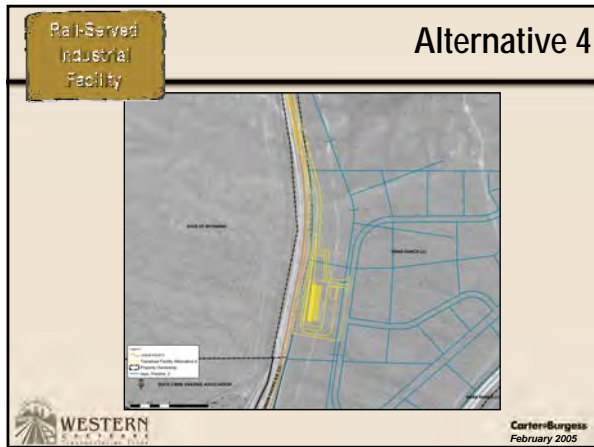
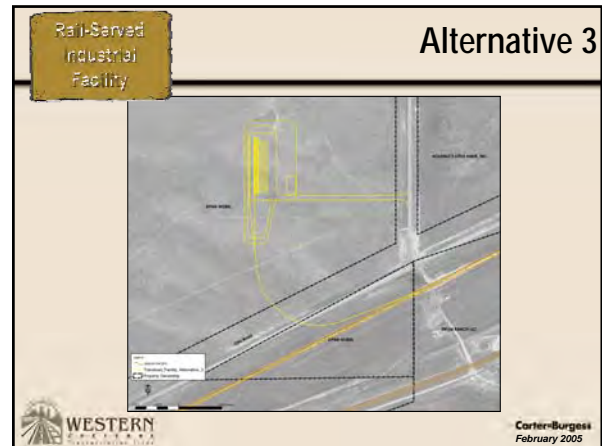
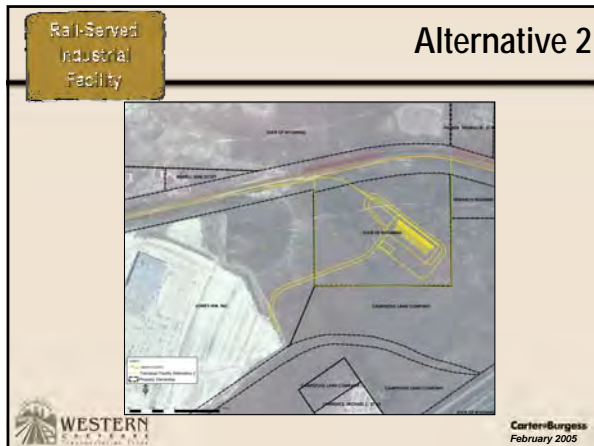
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Rail-Served Industrial Facility

Alternative 1



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- Rail-Served Industrial Facility**
- ## Transload Sites
- **Alternatives 1 and 2 serve Cheyenne Business Parkway**
 - Combine transload and industrial park elements
 - Take advantage of existing infrastructure
 - Provide direct rail and highway access
 - **Alternatives 3 and 4 currently undeveloped**
 - Alternative 3 provides direct rail and highway access
 - Alternative 4 requires future highway interchange
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- Rail-Served Industrial Facility**
- ## Facility Development Plan
- **Focus on one location**
 - Transload and industrial service provider
 - Minimal start-up (one track with unloading area)
 - **Create shipper's association**
 - Coordination of rail / truck / shipping logistics
 - **Develop marketing program**
 - Transload / shipping services
 - Industrial park development
 - **Capitalize on funding opportunities**
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- Funding**
- ## Transload Facility Funding
- **Economic Development Funding Sources**
 - Wyoming Business Council
 - Business Ready Community Grants
 - Cheyenne LEADS
 - **Other Sources**
 - Public-private partnerships
 - Joint development; private landowners
 - Special dedicated new revenues
 - Incremental tax revenues; other fees
 - Value capture mechanisms
 - Development fees; tax increment financing
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Funding **Relocation Funding Options**

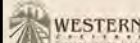
- **State Funding**
 - General Fund Surplus
 - No strong support for highway allocation
 - Economic Development may benefit
 - WYDOT
 - \$445 million annual budget
 - Constitutional limitations
 - Sponsor for federal funding requests
 - Colorado Rail Benefits Study

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Funding **Relocation Funding Options**


- **Rail relocation is transportation related**
 - Federal funding sources
 - State funding sources
- **Current federal funding**
 - Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21)
 - Act expired September 2003
 - Extension thru May 2005

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Funding **Relocation Funding Options (continued)**

- **Proposed Federal Bills**
 - TEA LU
 - Freight intermodal connector program
 - High priority projects
 - Projects of national significance
 - Railway – highway grade crossings
 - Hazard elimination
 - Freight planning
 - SAFETEA and DOT SAFETEA
 - Highway Safety Improvement program (grade crossings)
 - Freight Planning and Capacity Building (2% set aside)

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Funding **Relocation Funding Options (continued)**

- **Other Federal Categories**
 - Transportation Community and System Preservation (TCSP) program
 - Transportation Infrastructure and Finance Innovation Act (TIFIA)
 - Railroad Rehabilitation & Improvement Financing (RRIF)
 - Homeland Security

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Funding **Funding Conclusions**

- **Monitor federal legislation for opportunities**
 - Earmarks or high priority projects
- **Explore opportunities with Cheyenne LEADS**
- **Consider Wyoming Business Council's Community Readiness grant**

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Passenger Rail **Passenger Rail Opportunities**

- **Existing North Front Range efforts**
 - TAFS study (completed)
 - North I-25 EIS (ongoing)
- **Rail infrastructure**
 - UP and BNSF both connect Cheyenne and Denver
 - Use of existing lines will require improvements
 - End-of-line considerations
- **Future service dependant upon Colorado efforts**

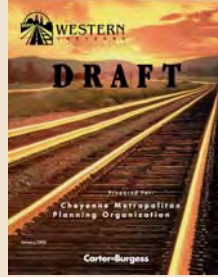
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Background

Study Report

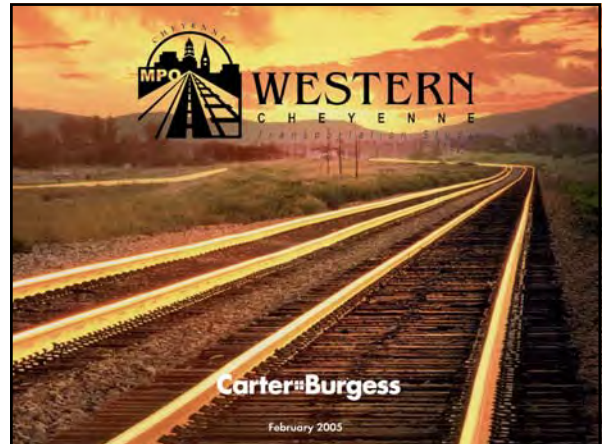
- Draft Final Report available at:
– www.plancheyenne.org



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City Council Meeting March 5, 2005



Background **Project Objectives**

- Evaluate BNSF mainline and yard relocation
- Perform market analysis
- Evaluate rail-served industrial facility
- Identify potential funding sources
- Assess future passenger rail opportunities

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Background **Study Area**

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Relocation Alternatives **Alternatives Process**

- Develop segments
- Evaluate segments with Steering Committee
- Combine segments to create alternatives
- Evaluate alternatives:
 - Costs
 - Impacts

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Relocation Alternatives **Preliminary Segments**


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Relocation Alternatives **Preliminary Segments**

- **Ten preliminary segments**
 - Thirteen alternatives
- **Screening results**
 - Significant cost to construct (\$25M to \$54M)
 - Substantial property impacts
 - Too close to WAFB weapons storage
 - Conflicts with private development plans
- **No alternatives forwarded**

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Relocation Alternatives **Additional Segments**



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Relocation Alternatives **Additional Segments**

- **Nine additional segments developed**
 - Five alternatives
- **Screening results**
 - Further west; longer alternatives
 - Impact more properties
 - Higher costs (\$51M to \$83M)
- **No alternatives forwarded**

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Relocation Alternatives **Alternatives Conclusions**

- **Mainline / yard relocation impractical**
 - Cost prohibitive without funding source
- **Alternatives documented for future use**
 - Security issues could preclude WAFB access
- **Conclusion does not preclude new rail-served industrial facility**

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Market Analysis **Objectives**

- **Identify potential industries / commodities for a rail facility**
 - Commodity flow analysis
 - Market needs assessment (shipper survey)
- **Develop implementation strategies**
- **Define facility characteristics**


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Market Analysis **Facility Definitions**

- **Intermodal facility (400+ mile service area)**
 - Containers on flat cars (COFC)
 - Trailers on flat cars (TOFC)
- **Transload facility (250+ mile service area)**
 - Transfer goods from rail to truck & vice versa
 - Provides supporting equipment
- **Industrial park (service within facility only)**
 - Rail cars serve industries themselves
 - Uses private equipment (can be specialized)

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Market Analysis **Transload Concept**



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Market Analysis **Commodity Flow Analysis**

- Commodity Flow Survey (CFS)
- STB 1% waybill samples (rail shipments)
 - From Wyoming State Rail Plan

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Market Analysis **Rail Commodity Flows**

- Statewide
 - Coal is 95% of rail-shipped tonnage
 - Soda ash is most profitable commodity
- Laramie County (includes Cheyenne)
 - Shipped 1.4M tons of rail cargo (less than 1% statewide)
 - Primarily non-containerized cargos
 - Received 0.2M tons of rail cargo (about 17% statewide)

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Market Analysis **Shipper Survey**

- Shipper Survey
 - University of Wyoming
 - 226 questionnaires, 250 mile radius, 59% response rate
 - 14% ship by rail; 15% potential future users based on commodity types
 - 5 respondents interested in improved rail service
- Follow up interviews

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Market Analysis **Market Analysis Conclusion**

- Diverse market sectors
 - Lend themselves to small shipments
- A true intermodal facility is not feasible
 - Large dedicated facilities located in Denver
 - UP Cheyenne facility inactive
 - Insufficient container / trailer volume

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Market Analysis **Market Analysis Conclusion (continued)**

- Shippers' association
 - Non-profit; membership cooperative
 - Benefit from economies of scale (many shippers under one roof)
 - Provide improved service levels (volume = service)
- A multi-use facility is recommended
 - A rail-served industrial park
 - A transload facility

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Rail-Served Industrial Facility **Alternative 4**

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Rail-Served Industrial Facility **Transload Sites**

- **All Alternatives**
 - Combine transload and industrial park elements
 - Cost between \$5M and \$7M
- **Alternatives 1 and 2 at Cheyenne Business Parkway**
 - Take advantage of existing infrastructure
 - Provide direct rail and highway access
- **Alternatives 3 and 4 currently undeveloped**
 - Alternative 3 provides direct rail and highway access
 - Alternative 4 requires future highway interchange

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Rail-Served Industrial Facility **Facility Development Plan**

- **Focus on one location**
 - Transload and industrial service provider
 - Minimal start-up (one track with unloading area: \$2M-\$3M)
- **Create shipper's association**
 - Coordination of rail / truck / shipping logistics
- **Develop marketing program**
 - Transload / shipping services
 - Industrial park development

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Funding **Transload Facility Funding**

- **Economic Development Funding Sources**
- **Public/Private Partnerships**
- **Value Capture**
- **Federal Funding**

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Funding **Funding Conclusions**

- **Monitor federal legislation for opportunities**
 - Earmarks or high priority projects
- **Explore opportunities with Cheyenne LEADS**
- **Consider Wyoming Business Council's Community Readiness grant**

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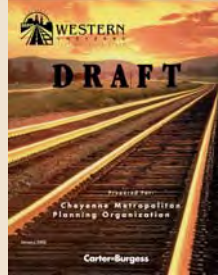
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- **Existing North Front Range efforts**
 - TAFS study (completed)
 - North I-25 EIS (ongoing)
- **Rail infrastructure**
 - UP and BNSF both connect Cheyenne and Denver
 - Use of existing lines will require improvements
 - End-of-line considerations
- **Options tied to North I-25 EIS**

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- Draft Final Report available at:
– www.plancheyenne.org



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Minutes from City Planning Commission Meeting February 22, 2005

CHEYENNE-LARAMIE COUNTY REGIONAL PLANNING COMMISSION
TUESDAY -FEBRUARY 22, 2005 - LONG RANGE MEETING

Time/Place: 6:00 P.M./City Council Chambers, 2101 O'Neil Avenue, Cheyenne, Wyoming

Chair Michael Dowling called the meeting to order. The roll call was taken by Mike Abel.

Attendance: Chair Michael Dowling, Vice Chair Paula Qualls, Secretary Arlene Lowery, Kevin Byrne, Nancy McDonald, Dennis Dawson, Frank Cole, June Casey Samuelson, and Jody Clark. Mike Abel told the Commission that Lucie Osborn had to attend a Board Meeting and would arrive around 6:30 p.m.

Staff Present: Mike Abel, Director-City Planning Services; Mark Reid, Director-County Planning; Tom Mason, Director-Cheyenne MPO, and Matt Ashby, Planner II-Cheyenne MPO

Others: Roy McCracken, 3304 Hayes Avenue; Lee Galeotos, P.O. Box 2724, Cheyenne; Bill Colderbank, Teton West Lumber, 1211 W. 27th Street; Doug Van Pelt, 2016 Treadway Trail; Gary Hickman, City-County Health; Gus Lopez, City-County Health; Lewis Edwards III, 4414 Avenue B2; Mr. & Mrs. Lewis Edwards, 1008 E. 5th street; Carla Perez, Carter & Burgess; Darwin Diesen, Carter & Burgess; Paul Brown, Carter & Burgess; Ann King, 10333 Hwy 210; Mark Eisele, 10333 Hwy 210; Elizabeth Cox, 8802 Happy Jack Road; Bruce Perryman, AVI; and Brad Emmons, Devt Director

Agenda Item 1: Approval of Minutes of January 18, 2005 - June Casey Samuelson, Paula Qualls, and Frank Cole stated they did not attend that meeting. Arlene Lowery made a motion to approve the minutes; Kevin Byrne seconded the motion. Chair Dowling asked for any changes, corrections, or discussion of the minutes. There being none, the motion was approved.

Agenda Item 2: Presentation of the Western Cheyenne Intermodal Transportation Study - Carter & Burgess - Consultants. Tom Mason, Director of the Cheyenne MPO, explained that this Study began as a request from the Burlington Northern/Santa Fe Railroad to look at the feasibility of moving their railroad tracks out of the Warren Air Force Base and Cheyenne due to the problems that they began to experience after 911 and the increase of security on the Base. The ability to move the trains through the Base became more difficult and fewer trains were using this track due to that security problem.

MPO took this problem to review and added to it the fact that the County lacked an industrial park that included tracks where freight could go in and out of that facility. If that project could come about then maybe the railroad yard by Missile Drive and east of I-25 could also be moved out of town leaving that property for other industrial development. He thought that they might be able to retain the existing tracks and keep them for future passenger rail out of Cheyenne to go south to Denver.

Carter & Burgess was hired to prepare this Study for the MPO. The Study was a joint effort of the City, the County, and WYDOT. Most of the federal funds were through WYDOT and the City and the County provided the local match. The Study is in draft form. When finalized it will be taken to the City Council and the County Commissioners, not as a plan or study for adoption, but as the findings of the study. The Consultant will present the Study tonight to the Planning Commission and to the public. Tom introduced Carla Perez, Paul Brown, and Darwin Diesen from Carter & Burgess.

Darwin Diesen told the Commission that Carter & Burgess has been working on this study this past year. The main objective as Tom said was to relocate the BNSF (Burlington Northern & Santa Fe) line out of the Base because of security issues. They evaluated that relocation and the railroad yard relocation. They also piggybacked on that opportunity to use that as an economic development catalyst for a rail served industrial facility and to perform a market analysis that would conclude what type of facility would be the best for the Cheyenne area. They also identified potential funding sources that would assist in that development and the relocation of the main line if that becomes an opportunity. They also assessed future passenger rail opportunities that may exist.

The study area is generally west of Cheyenne and south of Polo Ranch Road or the BNSF main line that runs into the Base. That is the relocation study area. The study area is larger when looking at the market analysis and potential rail served industrial facility.

The Steering Committee was composed of the Cheyenne MPO, the City members, WYDOT, BNSF, and the Union Pacific. They reviewed all their alternatives. There were 10 preliminary segments for the study but they found that generally they require significant cost to construct to relocate the main line and they had substantial property impacts. Some of the alignments were still too close to the Base's weapon storage facility and they were also inconsistent with future community development plans. Out of the first draft of preliminary alignments there were no segments that were forwarded for future alternative evaluation.

Due to the issues they came across, they widened the study area. They developed 9 additional segments reflecting the stakeholders comments and Steering Committee comments. These other segments were farther west than the first 10 segments, and therefore longer, and they would cause more property impacts, and higher costs to construct. After reviewing this information with the Steering Committee, they came to the conclusion that the corridors that they reviewed were too expensive and had too many property impacts. They did not identify any good corridors that were worthy of further evaluation at this time. The benefit of the study is, this is all well documented and analyzed with the impacts of the suggested alternatives.

With the conclusion that the relocation of the main line does not prevent the development of a rail facility, they began their second initiative of a marketing analysis. This analysis was to determine what type of industries and commodities would best benefit the Cheyenne area to develop a rail served facility. Their idea was to develop an implementation concept that would ultimately develop a rail served facility to spur economic growth in the area.

They studied the commodities report from the U.S. Department of Transportation which tracks rail and truck shipments all over the United States. Rail shipments within Wyoming are the dominant mode of transportation. This is due to coal. Truck shipments do not move the majority of freight in Wyoming. The Surface Transportation Board 1% Weigh Bill tracks shipments by commodity from origin and destination. Typically this information is not available to consultants but through a study of WYDOT's they were able to obtain this data. All of this data was used to evaluate the commodity flow information. Coal is 95% of all rail shipment in Wyoming. Soda Ash is also a large commodity and it is the most profitable at this time per ton of commodity. In Laramie County the shipments out of the county are basically less than 1% of the statewide total. Shipments to the county are about 17% of that statewide total. The coal lines are out of the Powder River Basin and the line through Cheyenne is an intermodal line and that is the Union Pacific's main line out of the Seattle port.

Next, they used University of Wyoming personnel to send out a questionnaire to 206 industry specific clients within 250 miles of Cheyenne. This was to determine their rail shipment needs. With a 59% overall response rate or 131 clients, 14 of those currently ship by rail. Based on the commodity types that are being moved within the Cheyenne area an additional 15% could use rail if there were improved rail service within the area. Out of the survey there were 11 that specifically talked about the need to improve rail service.

They picked 10 businesses (metal fabricators, lumber, chemicals, agricultural products, and technology) at random for follow up interviews. All of those interviews showed that everyone wanted rail service improved, they wanted to reduce their shipping costs, and they wanted intermodal service in Cheyenne. Of those businesses they could not find enough volume being shipped to warrant a new intermodal facility. Smaller shippers have an interest if there were a shipping body that could help them in gaining combined strength to bolster their shipping strength. They interviewed other agencies and found that the MPO has been marketing the area but it is difficult to bring in new clients if the rail service is not currently in place. The problem is Cheyenne is competing with the existing intermodal hubs in the Denver area.

There are varying markets that lend themselves to smaller shipping needs than an intermodal facility would require as a continual service. That is why the existing UP facility is currently inactive. There is a desire for improved rail service and reducing shipping costs but he does not see the need for a "containerized" intermodal service at this time. The development of a Shippers Association is a point of need in order to facilitate the development of a service like this.

What he is recommending is a multi-use facility combining a rail-served industrial park and a transload facility. A transload facility does not require containerized shipping. To better understand these terms Darwin explained: an intermodal facility serves a containerized shipping method which is containers on a flatcar or trailers on a flatcar and usually in groups of 100 flatcars; a transload facility usually has a 200 mile service area, is focussed on a smaller volume of goods being transferred between truck and rail, it requires supporting equipment on a facility such as a crane or sideload equipment to operate from a truck or rail; an industrial park involves multiple companies on an organized park facility and for most industrial facilities each company will have specified rail service to that facility which would involve private equipment for switching out the flatcars for loading and unloading.

He recommends the transload concept combined with an industrial park. He referred to a conceptual drawing of this type of facility. A facility would involve sufficient payment to handle bulk materials that might need to be stored on site, or it can be expanded to contain tanker cars and allow transfer from that car to a truck for transit. It can take on whatever the shipping needs demand and it can be expanded at will if property is available and if there is rail and highway access.

The existing facilities in the area are: Mid-Continent Industrial Park which is 30 miles east of Cheyenne but currently there are no industrial users on site; the property is platted for industrial use but it operates as a stand alone transload facility. It does not see a lot of activity but it is there and it is available although it is not very accessible. The BNSF has a track on their West 24th Street facility that they use sometimes for transloading. It has limited service and cannot be expanded because of the downtown development and the constraints of the Base. The Union Pacific facility on Pacific Avenue is a built out industrial facility but there is little growth area. It is very active and it primarily serves the UP but there is no room for expansion.

They identified what they should look at for a new facility: 1) combine a transload operation with an industrial park facility, 2) take advantage of any existing or planned infrastructure that is in place, and 3) have direct rail and highway access. Then they looked at Cheyenne for locations: 1 & 2) the eastern end of the Cheyenne Business Park off of Campstool Road, 3) west out by Dyna Nobel, and 4) out by Swan Ranch. All four of these locations have opportunities for rail access and highway access - except 4 which does not have highway access and it would require a future interchange which is being considered in the Long Range Plan.

Costs were estimated on each of these sites: 1) an east location that is west of the Lowes Distribution facility, 2) also west of the Lowes Distribution facility making use of some state property - a dead end facility that has some operational impacts that need to be considered, 3) a west location is currently undeveloped and would have to have infrastructure put in, it is a dead end facility, and 4) by Swan Ranch which is also undeveloped but is platted for future industrial development, it does not have highway access or infrastructure in place. An added problem, the line west is the UP's predominantly heavy freight line. Any extremely heavy trains that need the reduced grade operate on this line. Trying to operate within a functional window to get to this facility would be an added operational expense and could require a rail line just to get to the facility which is about 10 miles.

Site recommendations are locations 1 or 2. This would take advantage of their current infrastructure and the industrial park elements that are combined in that area. There is the direct rail and the highway access. They ruled out 3 and 4 because of the added expense of the infrastructure and highway access. Location 3 had highway access but it is not as accessible as locations 1 & 2.

For a Facility Development Plan they suggest: 1) create a Shippers Association which would coordinate the rail and truck shipping logistics and strengthen the shipping market, and 2) develop a marketing program that keys on the combination of the transload and industrial park element as a "sales tool" for a growth opportunity in the economic development arena.

Carla Perez with Carter & Burgess addressed the funding opportunities. They looked at State, federal, local, and private funding sources for both the transload facility as well as the relocation of the rail line. The best funding opportunity for the transload facility lies within the economic development funding sources. The Wyoming Business Council has a program "Business Ready Community Grant" which would be conducive to this type of project. They can help fund water, sewer, right-of-way, land acquisition, etc. A preliminary transload facility is estimated to be \$2.3 million. The Business Council grant application can be submitted for \$1.5 million maximum a year.

There is also the opportunity to work with Cheyenne LEADS as the local economic development organization. They have the funding flexibility and the ability to assemble various sources of funding that might make this transload facility a reality. Another source is public/private partnership. For instance if looking at the location by Lowes, there could be an opportunity to partner with Lowes for the facility. Another site might have the potential for a private land donation which would offset some of the costs. Special Dedicated Revenues - incremental tax revenue, pursuing other sources of fee increases which is not always a popular choice, and value capture mechanism - this would be economic development and economic development fees could be applied as well as trying to utilize tax increment financing as a potential to help fund the capital costs of a new facility. State Funding - there is a surplus and there is the possibility of asking what amount could be used for transportation purposes or economic development. The Wyoming Business Council might be a beneficiary of those funds and could be a way of funding the facility. WYDOT has a \$400+million annual budget but they

are really limited on how they can use those funds. When talking about rail or transload facilities those limitations do come into play. A rail relocation funding option might be pursued and sponsored by WYDOT -- coordination with WYDOT is essential. There is a study in Colorado "The Colorado Rail Benefits Study" which is through the Colorado DOT to see if there is a value in investing state dollars, state transportation dollars, in the relocation of a private rail line. The study is not completed but it looks like the benefits associated with that to a metropolitan area could be very valuable and that could be a future consideration.

Rail Relocation Funding Option - The federal funded Transportation Equity Act is under reauthorization right now as it expired in September 2003 and it has not been reauthorized. There is still a potential to look at some of those categories of funding of the Bills that are being proposed. TEA-LU which is proposed by the House has several categories that relate to freight, intermodal, rail, or crossings for hazard elimination. These funds would work when relocating a line and there is an intersection with a State highway. Funding from Congressional representatives - this source should be considered. SAFE-TEA Bill and DOT SAFE-TEA Bill have not been reintroduced in Congress this year but they do have two funding sources, the Highway Safety Improvement Program for grade crossings and the Freight Planning and Capacity Building which is 2% set aside from the National Highway System and the project should be located close to state facilities.

Other categories, the TCSP Program is for working with communities when the line is relocated - such as historic preservation or trying to make Livable Communities. TIFIA is a financing mechanism to leverage federal funds with private funds for other non-federal funds and it is a loan program that can help get projects started. RRIF is the Railroad Rehabilitation Improvement Financing which is a loan program that is specific to rail and it may have potential. There is very little funding that is a direct grant for rail funding. Homeland Security Funding - there is very little funding going to transportation outside of border crossings. Some of that funding is being allocated for transit in metropolitan areas. Her recommendations are: 1) monitor the federal legislation and to the extent there is the ability to get an earmark or high priority project designation either in this Act or future Acts should be considered, 2) working with Cheyenne LEADS holds a lot of potential, and 3) utilizing Cheyenne LEADS to pursue funding from the Wyoming Business Council for their grants.

Passenger Rail Opportunities - Paul Brown pointed out that there has been significant interest in passenger rail in the front range for many years. There has been several efforts in the north front range area between Denver and Cheyenne. The North Front Range Transportation Alternatives Feasibility Study, the TAF Study, was completed a couple of years ago. That study identified the possibility of passenger rail between Denver, Ft. Collins, Greeley, and Loveland, basically running up the middle of I-25 with some changes in the Denver metro area.

The next step is the North I-25 Environmental Impact Statement which is underway. They will review other studies and evaluate the corridor from Denver to Ft. Collins, Greeley, Loveland, Longmont, Boulder, etc. They don't know what will come out of that study but the general consensus has been that some recommendations similar to TAF will come out of the study. That study will bring some sort of passenger rail concept north as far as Greeley or Ft. Collins.

How will that tie to Cheyenne? With the rail infrastructure that exists, both the UP and the BNSF connect Denver and Cheyenne and both railroads are being evaluated as part of the North I-25 EIS for passenger rail service. There is a good chance that passenger rail service will wind up on one of those railroads and it would be just a matter of extending that service to Cheyenne. In order to do that the

existing line will have to be improved, there will have to be significant signalization, and general capacity improvement. The UP runs 20 to 30 freight trains a day on their line from Denver to Cheyenne so there would have to be some capacity improvement to get passenger trains on that line and up to Cheyenne. The last piece of that is the "end of the line consideration". That is, once the passenger train is in Cheyenne, what happens to the train so that it will be cleaned, it will be refueled, and any light maintenance may be done, where would that facility be, how would it operate, and that would tie in the station in the Cheyenne area.

The bottom line is the future depends on what goes on in Colorado. Cheyenne is not going to be able to fund its own service from Denver to Cheyenne. The recommendation is: 1) monitor what comes out of the North I-25 EIS process, and 2) build upon the recommendations of that process to extend that service north to the Cheyenne area.

The draft final report can be found on the MPO webpage under www.plancheyenne.org - it is around 80 pages plus the appendix documents. Tom Mason of the Cheyenne MPO is the Project Manager to contact.

Chair Dowling asked for any public comment. Kevin Byrne asked about start up costs for a transload facility. Darwin said it will vary depending on need and the ability to market and to get a customer base into the industrial park. A minimum start up could be a few acres. One tract for trucks to unload and load and whether a cross dock is needed depends on transfer from rail to truck. It depends on the level of service that the customer demands. The minimum cost they used earlier, \$2.3 million, is about ten acres. Kevin asked if they looked at the Belvoir Ranch. Darwin said they looked at the Belvoir Ranch for the relocation of the line. Their thought being if they could relocate the BNSF they would look at siting it there. There is no infrastructure, no utilities, and these things have to be provided. It is best to look at a site that has existing infrastructure. Kevin asked what will happen with the rail line on the Base. Darwin said they could not get a definitive answer from anyone. The 911 considerations are a big security issue. Right now it is an operational issue for BNSF. Trains are being inspected outside the Base which takes a long time and then they are walked through the Base. The Base has not committed to demanding a closure but they have a desire for evaluating the potential for relocating the line. The bottom line is dollars.

Chair Dowling asked who was on the Steering Committee. Tom Mason said he did not have that list in front of him. Chair Dowling asked if Mid Continent was represented on the Committee. Tom Mason said they were not. Chair Dowling asked are they not a transload facility that has existed for 10-15 years. Darwin said they are east of Cheyenne and they have limited service. If the community wants a stand alone transload facility then one exists, Mid Continent, and it is 30 miles east of Cheyenne. The operation is there but it is not a catalyst for economic development because it does not piggyback onto the industrial park and transload combination. Chair Dowling said he is amazed that they are not here. Lon Harbard has been saying that for 15 years and has tried to raise millions of dollars to make exactly what has been discussed - an industrial park, then sell the lots, have storage, etc. To not include that group that is in the industry that has been begging and starving for years, is a surprise. Darwin said they tried to find successful transload facilities that they could use for examples. The primary transload facility that is a great example is in Butte, Montana. It is not associated with an industrial park. For Cheyenne they suggested a combined industrial park and transload facility to inspire economic development. The Montana example is shown in the draft final report, it was just not part of the presentation. It is a very successful working facility. The Mid Continent facility is a smaller operation. Butte's population is roughly 34-35,000 and it has the

interchange between the Canadian Railroad and the BNSF. They have a direct input of the international market. They have an economic advantage over the Cheyenne area.

Chair Dowling asked about the funding TEA-LU but he thought that was for existing transload facilities and not start up facilities. Carla said it is part of a proposal and is not in place. Federal discussion is starting to shift more to freight. There has not been as much of a national focus on supporting freight movement intermodal type connectors. They are initial proposals and not of the magnitude in terms of the amount of funding that is available and the type of facility that is being discussed. They are not conducive and there is not a good match up yet. That is the direction that she believes the federal funding is trying to go. That is something that should be monitored especially for future consideration.

Chair Dowling asked about passenger rail. He thought there was only a freight line that goes south to Denver and it is not double tracked. Paul Brown said there is a BNSF facility that goes south out of Cheyenne to Denver through Ft. Collins and Longmont. That is a single track but it is set up to operate in both directions. There is a Union Pacific line between Cheyenne and Denver that is a single track but it is a better and more improved track. There are passing sidings on that so that there are places that are two tracks and trains can go in opposite directions to go around each other. Both of those lines exist. The Union Pacific is running 20-30 freight trains a day on that line. The BNSF runs about 6-8 trains a day. That is total in both directions.

Chair Dowling said some railroad people told him that because it is not double tracked, it does not have rail capacity, it is not signalized and because of that the train can not go as fast and therefore it would not be conducive to passenger rail service unless they do substantial upgrades to signalize. Paul said that is partially true. The BNSF line is not signalized. If any rail passenger service were to start on the BNSF line that is where the most money would go - to signalize that line. That is true of the improvements that are being discussed in the Denver metro area and north to Longmont and Ft. Collins. The Union Pacific line is signalized and it can be operated at higher speeds. That is one of the reasons that even though they both are mostly single track lines the UP line serves more freight traffic because of the signal system and the passing siding so they can better manage the flow of trains across that track.

Chair Dowling said he watched them put in something in Morrill, Nebraska, and it is a siding where the trains from Gillette and Powder River go through. It is full of lights. It is a huge facility and it is a rail yard with a road and there are three or four tracks and lots of lights.

Dennis Dawson asked if they identified a level of financial activity or commercial activity that would dictate that there might be a cross loading facility or what trigger points should they look for one. Darwin said that becomes the cost benefit ratio. He is an engineer and the market analysis person is out sick as well as the project manager, but as far as the market need and volume in dollars versus what the start up facility would be he cannot identify it. It is probably in the report and he will look it up and get back to him.

Kevin Byrne said what if this concept is accepted and a profit can be made, what kind of time line would there be from start to completion of the facility and getting it running. Darwin said the minimum transload startup with a single track 300 feet long to accommodate a few rail cars for off-loading and an aggregate based area is estimated at \$2 million. The full build out of that facility,

without storage, and excluding intermodal equipment, would be \$5.5 - 8 million. It could be built in 6 months.

Chair Dowling asked if anyone in the audience had a question. If so, please step to the microphone, state name and address, and give comment or ask questions.

Lewis Edwards, 4414 Avenue B-2, had a concern about the costs for this project. He sees an increase in taxes automatically to pay for it. The Wyoming Business Council and the Wyoming everything else is actually from the Wyoming taxes that the taxpayers have already paid. How much more taxes can be put on the Wyoming residents? Can there be another way to pay for this? Preferably federal funds because the residents are already paying those too.

Chair Dowling said it is his understanding that this study is just to be reviewed. They are not asking for approval of it. It has been determined that the railroad line cannot be moved off the Base, the line cannot be moved farther west, so the consultants are suggesting an intermodal or transload facility with an industrial park, and pursuing passenger rail service. Darwin explained that the federal funding is not available for freight line relocation specifically. It will take several sources of funding to try to relocate the line. Even with those sources there will probably not be enough funds to move that line. The study identified locations for a rail served facility to take advantage of a transload market, and also suggested an industrial park. By combining an industrial park and a transload facility that will create an economic generator for Cheyenne. The funding sources are not an inclusion but possibilities. The City of Cheyenne needs to look at those and determine the best source of funding.

Lewis Edwards said from his standpoint the money spent on rail is coming directly from coal. Wouldn't it make sense to use some of the royalties from the severance tax toward this project and also use some of that for the relocation of the line? Chair Dowling said that might be an option for the State Legislature. Carla clarified that under the suggested funding sources, the severance tax is a large part of the "surplus" of the State's General Fund Budget, and they looked at that to see if funds could be used specific to transportation through WYDOT but the Legislature does not seem interested. There seems to be the potential that some of the surplus money could go in to economic development activities and that might go through the Wyoming Business Council. By going through the Business Council the funds would be through a grant that does not have to be paid back as with a loan. There may be a need for a local match of 5-10% but that does not necessitate a tax increase.

Bill Colderbank, Teton Lumber, 1211 W. 27th Street, in the old C&S Building, understands that the line may not be relocated but there is still the option of the Base pulling the plug and forcing the relocation. Has there been any study to indicate what would happen to any industry located east of the Base that is located on the main line right now? Also, will they continue to receive service if that line is moved? Darwin said continuing service to the existing industries southeast of the Base, the trains can be moved around Cheyenne and around the Base and eliminate the security issue. How will they get back to service the existing industries - they would connect in at Speer Junction and they have the opportunity to go back up the main line in to Cheyenne. The access to service is still there. One issue that the BNSF is evaluating, that is not part of this study, is a third party operator or a short line operator in this area. That could be a benefit if the line is relocated.

Bill Colderbank asked, would that mean taking the cars to Denver and then back up to Cheyenne? Darwin said that is possible. The point of the relocation was to move the existing yard out of the

Cheyenne area and the eastern side of the Base and free up that property. The rail yard would be moved so that it would still be usable in the Cheyenne area. The purpose would be to take the through trains, stop them, switch them, etc, in that relocated yard and the local service would come out of that yard. There is always the opportunity to eliminate that yard altogether. They would go to Denver and then back track service. That is an operation issue that BNSF would have to evaluate.

Bruce Perryman, AVI Engineering - 2035 Westland Road, said he did not hear what the cost estimates were for relocating the line of the least expensive option versus what the range is to the most expensive option. Paul Brown said the cost estimates are in the full report. The range is about \$25 million to \$80 million for the relocation. Darwin said the initial alternatives focussed primarily immediately west of the Cheyenne and Base area, to minimize the length of the relocation, that ranged from \$26 million to \$38 million. Bruce Perryman asked if that included land acquisition and structure costs. Darwin said that included land acquisition, earthwork, structures, railroad bed costs, everything. Bruce said out of the four options, assuming that there are plans in motion to provide highway access and infrastructure at all four locations, if all options were equal today, what would be the preferred site. Darwin said alternatives 1 & 2 because there is an existing industrial development and there is one #1 nationally based customer and that is Lowe's.

Tom Mason said this would not preclude alternatives 3 & 4 if the infrastructure and highway access are established. Darwin agreed. All the locations have potential but there is the added cost for the infrastructure and access plus negotiating the service with the railroads. They believe the best options with the least expense up front are alternatives 1 & 2.

Mark Eisele lives at 10333 Hwy 210 or Happy Jack Road which is just directly west of the proposed LEADS Business Park. He is with the King Ranch and they were never contacted in any way about the proposal. Not to say "not in my backyard" but he wanted to make comments for the record. The King Ranch and the Wyoming Angus Ranch signed off on the LEADS Business Park at a considerable personal expense to the Angus Ranch and a great deal of behind the scenes wrangling. They have accepted it and are willing to let that go forward. They feel that it still is not appropriate that all this is done on the shoulders of the people out west. In their case, they are approaching a 100 year old operation. They would like to see it make it to the 100th anniversary before it gets chopped in half.

Regarding alternative 2 "Rail Alternatives Map 2 (Expanded Study Area)" the one proposed line in the lime green color - he has experience in civil and mechanical engineering and this is an off the cuff observation - but that particular run would be right next to their residence and it would run right through their most valuable property. That is the meadow land and there is almost 3/4 of a million dollars invested in that property. To lose that in any shape or form would almost render the ranch impotent. He wants it on the record that he wants that revisited if that boils down to a future location with the Base alternatives changing, or homeland security, or whatever the case may be. That's all he wanted to say without beating a dead horse.

Darwin addressed the comments by saying that in the final draft report that is on the website, the Steering Committee meetings that were held had representatives from the King Ranch and they voiced their opinions and it is documented in the draft report. Mr. Eisele said he wasn't contacted. Darwin said he is not saying all the residents were contacted, but it was publicized in the newspaper, and representatives did participate, and the comments that were received were documented in the draft report. That led to part of their conclusion that this area is not a feasible alignment. He understands Mr. Eisele's concerns. To make it a matter of record, it is a matter of record in the

document. He invited Mr. Eisele to read the document because it is in there, and it is also further documented today.

Tom Mason pointed out that this study is just tiny baby steps, if the whole picture is considered. If there were a true need to relocate the line and people were willing to help fund it, this would be just the very beginning of analyzing the potential of doing it. If they were driven to go to the next step and pick one of these alternatives and have another analysis performed on it, at that time they would have to contact the property owners. To do what was done here it was not required whatsoever to notify every property owner on every one of these alignments. It just was not necessary.

Chair Dowling added this is just a "what if" study. Tom Mason said it is just a conceptual study. Chair Dowling asked, who would make that decision that the line would not go through the Base - the Base, Homeland Security, the federal government, the railroad? Darwin said based on conversations with the BNSF it is real inconvenient for them to relocate the line. They are still operating but it is cost prohibitive to relocate it on their own and run the service that they are running today. If they had a substantially increased service they might look at it but it is not on their long range plan. It will have to come from a need of the Base.

Chair Dowling restated, then it could be the Base that would say "you can't come through" or it could be the BNSF that would say "we're not going to put up with this anymore" and they would quit. At that point in time would BNSF come forward and say they are going to abandon that and ask the Planning Commission to start something that would be a transload? Is that the idea behind this? Darwin said he does not know if the BNSF would say they are going to abandon it completely. It is a very maintained and profitable line for them at this time. It is not as profitable as the one north of Cheyenne. If they came to the conclusion that they could not deal with the slowdown of the trains because of the security then they would just stop service. That then would impact some of the industrial users along that line. That would be a direct impact to the community's economy. To truly relocate the line they believe the decision will come from the Base and national security. At that time federal funding might play a more important role.

Dennis Dawson asked if anyone in the study looked at the nature of the right-of-way through Ft. Warren? There are two different natures of railroad rights - a constitutional right-of-way or a purchased right-of-way. There are different ramifications from both of those. He is wondering if anyone looked at that impact. Darwin said they did not because they feel that national security will outweigh that. There could be some legal issues there.

Paul Brown said he recalls from one of the Steering Committee meetings that BSNF as a side comment said that the Base was there first. Given that, then the Base would probably have a certain level of control over that right-of-way. What that level of control is they did not look into. Chair Dowling asked for any other comments or questions. There being none, the public comment period was closed.

Tom Mason said he is asking the Planning Commission to acknowledge receipt of this report. Lucie Osborn made a motion to acknowledge receipt of the report; seconded by Paula Qualls. The motion was approved.

Tom Mason reminded everyone that the full final draft report is available at the County Library and at the MPO Office in this building-Room 309. They are expensive to reproduce, but anyone is

welcome to check out the report. It is on the webpage www.plancheyenne.org but it only works well if you have high speed internet instead of just a phone line connection.

Chair Dowling announced a short break and invited everyone to stay for the rest of the meeting.

Agenda Item 3: General Discussion of Various Amendments to the Cheyenne-Laramie County Subdivision/Development Regulations, 2000---Roads, Density, Plat Approvals, and Definitions---Mark Reid, Director of County Planning. Mark explained that these items are just housekeeping amendments that have bothered him for awhile and this is a good time to take care of them. The schedule for these amendments are: April 4th - Public Hearing before the Planning Commission and April 19th it would go before the County Commissioners for action. If City Council should choose to review them they could be adopted by them through their ordinance readings.

Starting with Page 2, Chapter II -delete the definition for Laramie County Comprehensive Plan, 1982 as there is a new plan in use and the year is not needed. Delete Lot Area Net and Lot Area Gross - these terms are not used anywhere in the body of the Subdivision Regulations. Frank Cole said that was originally put in there to allow the 5 acre tract to be the gross to the center line of the road and "net" could be less. Mark said he believes these terms are in the Zoning Ordinance or should be but not in the Sub Regs.

Page 3, Chapter III - the language is very poor and confusing, this should improve the wording. Chair Dowling asked if a preliminary plat is approved and 18 months lapse, then it has to be resubmitted? Mark said to him it would be reviewed for re-approval, denial, or approval with conditions which is consistent with any other action that is taken on any preliminary plat. Chair Dowling used an example, a pre-plat is approved today, 5 years from now a final plat is submitted, can that happen? Mark said no because this referenced section says it expires in 18 months. Mark said what could happen, the person waits till the 17th month and then comes in for reapproval or denying or whatever. Frank said that has happened in the past. Kevin pointed out some grammatical and spelling items and Mark will correct them. Clarification of interpretation of this section was also discussed. Mark said the last item is at the end of the last sentence, delete final platted and insert Final Plats.

Page 4, Chapter IV - Delete this section as it is exactly opposite of what the State Statutes require of the counties. The submission of a prepared final plat is a requirement to make application for the permit, not the other way around. There was a discussion on different applications that they have reviewed. Kevin suggested, if a replat has had substantial changes from a previously approved final plat, it will be required to resubmit a preliminary plat before proceeding. Dennis Dawson pointed out that "substantial" has to be spelled out because of attorneys. Frank suggested that they use the wording that was used in the 1970's as it worked very well until people started abusing it. There was no dedication of roadway, it was a health hazard, they needed in, and there was a minor change in the lot line. Kevin added that open space was not being dealt with in the '70's and it needs to be in there. Brad Emmons agreed that substantial should be defined. Kevin asked if this had been advertised. Mark said yes. Frank felt that they should stop the discussion as they are improperly discussing it when it should be before an advertised public hearing.

Paula Qualls asked about the date of the public hearing. The memo they received in the packet said the public hearing is on April 18th at the Long Range Planning and now it is being said it will be on April 4th. Which date is correct? Mark said April 4th. Chair Dowling said he changed it to April 4th

because he did not want to do this at a public meeting at a Long Range Planning session. He suggested to Mark it be on the first Monday of the month. Paula asked what will they be discussing, Chapter 4? Mark said the discussion was outside the scope of the proposal that he made. Mark said if they want to talk about the topics that are in this proposal he believes they are not out of line at all. If other topics are to be discussed then maybe they should be proposed in another amendment package. Chair Dowling asked if this section is deleted does it still give an option to get a preliminary plat instead of a final plat after a preliminary plat has been approved and it has changed? Mark asked for the chapter. Chair Dowling said Chapter IV, deleting Section 70.090. Mark said that strictly deals with a final plat. It is a statutory thing that the State of Wyoming tells counties that they will do. The Sub Regs are inconsistent with the State Statutes and that is why this section will be eliminated.

Lucie Osborn pointed out that Mark had that noted in his note. She feels if it is stated in the State Statutes there is no point in discussing it - unless you want to go to the Legislature and change it. Chair Dowling said the point he is trying to make is if there is a major change to a preliminary plat then a new pre plat should be submitted and not a final plat. Mark said this suggestion was just mentioned tonight and maybe it should be considered under a new amendment and not this one. Lucie pointed out that all that they are addressing is what is specifically in Mark's document. This discussion has wandered all over the place and by sticking to the amendments then it will be reviewed and then the meeting can continue to the other agenda items.

Chair Dowling clarified he is just trying to find out if this is eliminating something that they have talked about doing. Mark said no. Frank Cole reiterated that this has been advertised and it should not be discussed. These items should be worked on at a Work Session before they are ever advertised. The Commission has to take public comment and then come back and give their comments. He feels they should move on to the next agenda item. Hopefully, next time this type of item will be scheduled for a Work Session for all their comments before advertising a public hearing.

Mark Reid said the County Commissioners requested these changes and he is fulfilling their desires. Chair Dowling said this was given to them last month and Mark asked them to review the changes and make comment. The wheels of government have him totally frustrated so they will move through this to the next change.

Mark said on Page 5, Chapter V, there is a typo it should be "density" not "net density". It makes a significant difference on how density is calculated in a subdivision. Net means one thing and gross means something else. When using the term density it is assumed to be the "gross density" of the subdivision. The County wants it returned to the way it had been written.

Page 6, Chapter VI, Street and Road System, this reflects a policy from the County regarding roads in new subdivisions. As it is written, dedication to the public is a mandatory thing and there is no options for a private road within a subdivision. The County would like that to be an option. If the subdivider feels he wants a private road, the County wants it available to him. Dedication to the public, even though all subdivision roads are going to be public no matter the legal status, a maintenance plan to take care of those roads is required. If it is proposed as "private maintenance" then the applicant has to demonstrate how that will happen - improvement district, homeowners association, whatever that mechanism is - that will have to be demonstrated. The County Commissioners intent is to get out of the road maintenance business. That is their direction at this time.

Chair Dowling asked should there be a definition for "private maintenance" or "private roads". Mark said he did not know but it can be done. Frank reiterated it cannot be added because it is not before the public. Mark said he felt the ad was broad enough that it could be added. While he checked the wording of the ad, Frank stated, but the document is being advertised as printed as the day it was advertised. Mark said if at the hearing the group wants it inserted then this is the group that can do it.

Chair Dowling recognized Mike Abel. Mike explained that what Mark is talking about in the public notice that has been advertised is for the April 4th meeting - not tonight. Tonight is just like it says on the agenda "General Discussion of Various Amendments ..." This way the Commission is not hit with a bunch of changes from this group at the public meeting. Mark is giving them a two months notice of what will be discussed later. He does not believe that Mark was asking for a recommendation, a vote, or changing anything significantly. Tonight, he wanted input - just a discussion and not any decisions. Maybe that is a fine line but it is to keep the Commission informed on what will be coming before them.

Chair Dowling said he precipitated this discussion because he wanted the Commission to review Mark's draft document, provide input at this work session, and then there will be a public hearing on April 4th. Originally, Mark wanted it on April 18th but Chair Dowling did not want it at a Long Range Planning Meeting and directed that it be at the first meeting of the month. He thought Frank would be totally happy with this discussion. Frank said no because once it is advertised it cannot be changed and the Commission should not be discussing it after it has been advertised for the general public. It should be in a Work Session prior to it ever being advertised to receive our input.

Mark Reid said he believes the Commissioners and staff are eligible applicants for changes to the regulations. Frank reiterated but our input should not be until after the public hearing. Mark said that is fine if that is how the Commission wants to do it. Frank said but anything the Commission gives has to be re-advertised. Dennis Dawson asked Frank what he was basing his opinion on, is there a regulation? Frank said past practice. Dennis asked if he could state a law or statute for that. Frank said not exactly but that is what the Commission has been told in the past. Dennis asked his precedent for that. Chair Dowling said they would continue and Mark would receive their input. Mark said he did not mean for this to be a problem. He added that everyone can call him if they want to discuss it more. Chair Dowling asked if Mark was finished with his amendments. Mark had no other comments. Chair Dowling asked for any other comments.

Bruce Perryman, AVI Engineering, asked about Chapter VI, if the roads are going to be private why would the County care how they are going to be constructed? If there is going to be private maintenance and they have to demonstrate how the roads are going to be maintained, but yet they have to be built to County standards, then chances are 99% of the roads will be dedicated to the County. Maybe that is the intent. If the intent is to let the developers have some latitude and flexibility and the County does not want to be in the road and maintenance business then the County should not require the roads to be constructed to their standards. Their own County roads are not constructed to their own County standards. Why are the developers being held at a higher responsibility and obligation than their own roads are? If the intent is to get out of the road and maintenance business then why not give the developers some creativity?

June Casey Samuelson said they should just say, "We want all of them paved." period. Bruce said but maybe the developer does not need a 28 foot or 30 foot wide road for 1/2 a mile to serve two lots on a

private road. They may not need culverts designed to meet a 25 year event if he is willing to repair the road on his own maintenance schedule. Just some thoughts to consider.

Chair Dowling asked for any other comments or questions. Kevin Byrne said if they let happen what Mr. Perryman is suggesting then the community is going back into the dark ages. There will be 26' roads or 28' roads, 40' roads, some with gravel, some with mud. There has to be some kind of standards for a road. There exists problems in some of the subdivisions east of town. Some are dangerous, too narrow, the County's fault that they let them build them too narrow, but if they let contractors decide how the road is built it will be a nightmare. Lucie agreed with Kevin.

Mark said the County has an obligation to provide for the general health, safety, and welfare of the public and it does not matter who is maintaining it. Ambulances, fire trucks, the UPS man, the County feels that there should be a minimum level of access provided whether public or private. He believes there will be standards set up specifically for private roads. They may be significantly less in terms of width and construction type but there will be some minimum access road type standards promulgated in the County Roads Standard Manual. He believes the County does not want to go back to the conditions that Mr. Byrne referred to-the two track dirt trail. There are situations where private road standards can be relaxed and significantly less than a public road.

Chair Dowling asked if there is a different tax structure for roads. If a private road, would the taxes go down? Mark said he did not believe they were tied. The road maintenance funds for the County come from the 5th Penny. Dennis Dawson said he has a continuing interest in health, safety, and welfare and how that gets accomplished in the County if the County is not maintaining certain roads. He has had a favorite project that he is working on for special improvement districts for fully operational maintenance of County roads. It is done in Colorado and it should be thought about here. He has spoken with Don Beard about this issue and it is a very complex issue but it is an issue that deserves some attention. As the Planning Commission, we are shirking our duty to start us down the road where we are not having uniform maintenance of the roads throughout the county. Maybe it should be an overall maintenance plan. Maybe have criteria, for instance when the road becomes a collector then the County would maintain it. Then there could be private roads that do not adversely affect the health, safety, and welfare of the public.

Kevin asked Mark if they go to the privately maintained roads will there be a penalty system for the contractor that went out of business 10 years ago, or if he is responsible, and how will there be a "bite" to enforce that the maintenance gets done. Mark said that was a good question and he does not have an answer. That is something that Public Works would probably administer. They administer the County Roads Standards. That is something that needs to be discussed. Kevin said there should be a penalty for maintaining the road if they choose to do a private road. Mark believes the County will take an initial interest on how the road is built and that it is built to standards but how it is 5 years from then, he did not know. Kevin stated that is when the real headache comes into play.

Mark said this whole private/public road controversy is a tough issue. The County standard in the past was pretty much public everything - "you build it, we will take care of it" and that has caught up with them and those days are gone. Fiscally, it is not doable any more. They have accumulated roads at a really fast rate and the revenue stream has not followed it. Kevin said WYDOT has the same problem. Kevin suggests to the Commission that they look at what should go hand in hand with this for the "5 years or 10 years down the road" situation. Mark said most developers will continue to dedicate the roads to the public and there will have to be private maintenance still. Where

they are publicly dedicated there may be an avenue for the County to insert themselves and require some sort of minimum maintenance. Chair Dowling asked for any other comments.

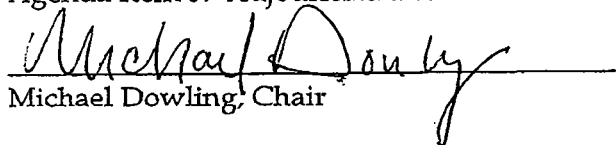
Agenda Item 4: Other Business - Chair Dowling asked if the County building inspections are going back to the City. Mark said the County and the City still have an agreement for building services. The special committee is reviewing: establishing a County department, operational expense, staffing, equipment, etc - and the committee wants to talk with the City to see if it should be kept with the City and if there is room for improvement. Paula Qualls asked is there a deadline for that decision by the County. Mark said last August the County Commissioners said they wanted to explore having their own County Building Department in place by FY 2006, but they did not commit themselves to doing it. This special committee has provided advice to them. Paula said they still have not signed the MOU but they have extended it by a few months. Mike Abel said he understands that the MOU was extended to permit the County to establish their committee and receive their evaluation. In March they need to have serious discussions about the FY '06 budget. He believes the County will be contacting him about discussing this matter to renew it or to adjust the MOU.

Brad Emmons, City/County Development Director, wanted to clarify what the Planning Commission requested be done with the Western Hills 14th Filing and The Pointe. The Development Office did it wrong administratively and this is for clarification. On Western Hills 14th Filing at the last meeting it should have been on the regular agenda as the preliminary plat and the final plat on the Tabled Items. The administration replaced the final with the preliminary. He checked with the City Attorney and he said the final plat could be back under the Tabled Items on the March agenda as that is to be tabled. The Pointe will be listed twice, the preliminary plat will be on the regular agenda and the final plat will be under the Tabled Items. Frank said the only difference is if the final plat will have major changes then it should be resubmitted after the approval of the preliminary. Brad said if there are major changes the Development Office would make sure to get those new maps out to all the reviewing agencies.

Brad said for future items, he would like to be on the Work Session agenda in April to discuss triggers for the preliminary and final plat. He will have an ordinance for review for "infrastructure reimbursement" at the April Work Session in order to have a public meeting on it in May. Frank said he feels all these types of items should always be through a Work Session prior to advertising a public hearing to obtain the Commission's comments. Regarding the proposed reimbursement ordinance, Brad said that currently if a project's water line is being annexed it would automatically be reimbursed but right now there are no catches if someone does an off site improvement in the City. The Council and other people have been pushing this. There are a lot of problems in small commercial areas where they annexed a big area and there are still unpaved roads, no sidewalk, curb or gutter, and the first person that comes in has to put in all those improvements or they can't get it through. The next person just hooks on and does not have to help pay for that portion. This is to tie in not only annexations that trigger that reimbursement but also platting, re-platting, site planning, a building permit, connecting to water and sewer. It would be part of Chapter 16 of the City Code.

Chair Dowling asked for any Other Business. There being none he adjourned to the Work Session.

Agenda Item 5: Adjournment to the Work Session.


Michael Dowling, Chair


Linda Hostetter, Planning

Minutes from County Commissioners Meeting March 15, 2005



Laramie County

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Minutes of the Proceedings
Board of County Commissioners
Prepared by the Office of the Clerk of Laramie County

[" Agendas](#)
[" Minutes](#)
[" Public Notices](#)

Tuesday, March 15, 2005

00 The Laramie County Board of Commissioners met in regular session Tuesday March 15, 2005 at 3:30 p.m. Those in attendance were Commissioner Diane Humphrey, Chairman; Commissioner Jack Knudson, Vice-Chairman; Commissioner Jeff Ketcham; County Attorney Peter Froelicher; Assistant County Attorney Mark Voss; County Clerk Debbye Lathrop and Assistant County Clerk Rhonda Reed. Those signing the register included: Lisa Pafford, City/County Development; Brad Emmons, City/County Development; Jennifer Heisler, Carter & Burgess; Carla Perez, Carter & Burgess; Paul Brown, Carter & Burgess; Rick Ryan, Harmon Inc.; Tom Mason, MPO; John Steil, Steil Surveying; Larry Ludtke, B&W Glass; Roger Steege; T R Kory; Dennis Dawson, AVI; Gus Lopez, City/County Health Department; Randy Bruns, Cheyenne LEADS; Gene Rocabruna, Swan Development; David Thompson, Laramie County Emergency Management Agency; Susie Plemons; Betsy Plemons; Chris Wegner; Dennis Ridley; John Kluever, Grants Manager; Scott Cowley, AVI; Don Beard, Laramie County Public Works; Jim Cochran; Gary Hickman, City/County Health Department; Tom Campbell, Circuit Court; James Haddenham, Jim's Fireworks; Tim Thorson, LEADS; Dillon Brown, BSA.

01 Commissioner Ketcham moved to approve the Minutes of Proceedings for March 1, 2005. Commissioner Knudson seconded the motion, which passed unanimously.

02 City/County Health Director Gus Lopez presented a Proclamation declaring April 4 - 10, 2005 as Public Health Week. Commissioner Knudson moved to approve the proclamation. Commissioner Ketcham seconded the motion, which passed unanimously. The proclamation is filed in central files with the County Clerk.

03 County Planner Mark Reid presented a resolution giving public notice of Laramie County's intent to amend the Cheyenne/Laramie County Subdivision/Development Regulations 2000. Mr. Reid stated there will be a public hearing on May 3, 2005 on the proposed amendments, copies of which will be available in the Planning Office and the Office of the County Clerk. Commissioner Knudson moved to approve the resolution. Commissioner Ketcham seconded the

motion, which passed unanimously.

04 County Planner Mark Reid presented a resolution giving public notice of Laramie County's intent to amend the Cheyenne and Laramie County Zoning Ordinance, 1988. Mr. Reid stated there will be a public hearing on May 3, 2005 on the proposed amendments, copies of which will be available in the Planning Office and the Office of the County Clerk. The amendments will allow the changes necessary for planning use of the Archer Property to move forward. Commissioner Ketcham moved to approve the resolution. Commissioner Knudson seconded the motion, which passed unanimously.

05 Grants Manager John Kluever presented a letter requesting supplemental FY02 JAIBG funding in the amount of \$15,000 from the Wyoming Department of Family Services to run March 15, 2005 to November 1, 2005. Commissioner Ketcham moved to approve the letter. Commissioner Knudson seconded the motion, which passed unanimously. Documentation is filed in central files with the County Clerk.

06 Buildings Manager Chris Wegner presented an agreement between Laramie County and Fisher's Inc. in the amount of \$14,456.00 to provide labor and materials for the removal and replacement of the exterior sealant in the windows and brick control joints in the Laramie County Health Department Building. Commissioner Knudson moved to approve the agreement. Commissioner Ketcham seconded the motion, which passed unanimously. The agreement is filed in central files with the County Clerk.

07 County Planner Mark Reid presented a Service Agreement and addendum with Laramie County and Cellular One Wireless for cellular service on two phones in the Planning Department. Commissioner Knudson moved to approve the agreement. Commissioner Ketcham seconded the motion, which passed unanimously. The agreement and addendum is filed in central files with the County Clerk.

08 Fire Warden Dave Thompson presented a yearly fireworks permit renewal application submitted by James Hadenham Jr. d/b/a Jim's Fireworks located at 3229 West College Drive. Chairman Humphrey opened the meeting as a PUBLIC HEARING. Hearing no public comment, the Chairman closed the PUBLIC HEARING. Commissioner Ketcham moved to approve the permit renewal. Commissioner Knudson seconded the motion, which passed unanimously. Documentation is filed in central files with the County Clerk.

09 Circuit Court Judge Tom Campbell presented an appointment of Kari Yarter as a part-time magistrate to serve in Laramie County Circuit Court. Commissioner Ketcham moved to approve the appointment. Commissioner Knudson seconded the motion, which passed unanimously. Documentation is filed in central files with the County Clerk.

10 Chairman Humphrey presented a resolution appointing Pam Ivey as a member to the Cheyenne/Laramie County Economic Development Joint Powers Board to fill the vacated term held by Jim

Lemprecht, which expires June 30, 2005 and moved for approval. Commissioner Ketcham seconded the motion, which passed unanimously. After obtaining all signatures, the resolution is to be filed in central files with the County Clerk.

11 John Steil, Steil Surveying, as agent for the applicant, presented a Preliminary Plat of Bear Paw Ranch, a replat of Lot One, Block One, A-Fork Equestrian Outpost, and a portion of the W1/2 of Section 13 and a portion of the E1/2 of Section 14, T.15N., R.67W., 6th P.M., Laramie County, Wyoming (located west of and adjacent to I-25 Service Road, north of and adjacent to County Road 218 [Farris Road]). The plat consists of 39 tracts and lies outside the zoned area of the County. Interior roads will be built to County standards with future maintenance by the County being requested. The water and sewer systems are currently under review by the Department of Environmental Quality. The 120 acres of open space will be owned by percentage by the adjoining tract owners. Commissioner Knudson pointed out the preliminary plat indicates a lot size of approximately 8.5 acres, which is not in concert with the Laramie County Land Use Plan. Commissioner Ketcham indicated the Board had received a letter and petition from adjacent land owners and introduced the documents into the record. Lisa Pafford, City/County Development Office, reported the plat is consistent with the open space design; DEQ approval will be required; the minimum requirements by law are as follows: 1) comply with Laramie County Planner and Reviewing Engineer's comments; 2) comply with WYDOT's requirements. The staff recommends the following: 3) additional discussion with County Public Works Department to consider offsite impacts and the applicability of public maintenance; 4) provide requested easements; 5) additional recommendation--all open space be deeded to each lot owner in an undivided 1/38 interest. The Planning Commission recommended approval with conditions 1 and 2. Chairman Humphrey inquired as to whether or not the two Planning Commission members who voted against the plat indicated their reasons. Mrs. Pafford stated they did not. Chairman Humphrey opened the meeting as a PUBLIC HEARING. Betsy Plemons, 2291 County Road 218, said she is 13 years old and questioned water availability for 39 more residences and the impact on traffic and schools. She also commented on the change to the overall landscape and view. City/County Environmental Health Manager Gary Hickman stated the State Engineer's Office will issue a report on the water and had already made a recommendation that the lot size should be increased to at least 8 acres each. Mr. Hickman also stated DEQ will report on the impact of individual septic systems. Chairman Humphrey inquired about the recommendation of the lot size made by the State Engineer's Office. Mr. Hickman speculated that the recommendation is likely being made on the current rate of growth. Public Works Director Don Beard stated that since the preliminary plat was first proposed, the County's position has changed from mandated paved roads to no additional roads on the County maintenance system and recommended a portion of Road 218 be paved regardless of whether or not the interior roads are paved and accepted for maintenance or private maintenance is provided. Chairman Humphrey read into the record a report from the Laramie County Sheriff's Department about the need for increased law enforcement and impacts on traffic. Hearing no further comment, the Chairman closed the PUBLIC HEARING. Commissioner Knudson, commenting on the density and law enforcement, traffic, and school

issues, moved to deny the Preliminary Plat from moving forward. Commissioner Ketcham commented there is to eventually be an additional elementary school in the area. Mr. Steil questioned taking adverse action on the plat based on comments from the Sheriff's Department as those same comments had been made on every plat presented in the past month or so. Mr. Steil went on to say there are school and traffic issues with nearly all developments at this time. Commissioner Ketcham, stating this is in the preliminary stage, did not second the motion. The motion died for lack of a second. Commissioner Ketcham moved to allow the preliminary plat to move forward. Chairman Humphrey seconded the motion with a request that the developer meet with the County Sheriff on his concerns. The motion passed on a vote of two in favor, one opposed with Commissioner Knudson casting the dissenting vote. Documentation is filed in central files with the County Clerk.

12 John Steil, Steil Surveying, acting as agent for the applicant presented a Preliminary Plat of North Range Business Park, a portion of Section 4, T13N., R.67W., 6th P.M., a replat of The Village West, First Filing and a replat of Veta Tracts, Laramie County, Wyoming (located at the SW corner of the intersection of Happy Jack and Roundtop Roads). Mr. Steil stated the plat consists of 20 industrial tracts and a user's agreement with the City of Cheyenne and the Board of Public Utilities has been reached for water and sewer services. Mr. Steil introduced Scott Cowley with AVI Engineering who reported on the various studies that have been completed in response to the staff comments on the preliminary plat. Mr. Kelly stated the traffic study performed for this plat is not to be confused with a traffic study which is being conducted for the proposed WalMart distribution center. Mr. Kelly also reported on the drainage study and the recommendation for individual retention systems rather than a regional retention system. Randy Bruns, CEO of LEADS, stated there is a need to go forward with the development of this business park regardless of whether or not the rumored first occupant materializes. Mr. Bruns indicated the business park has been designed in such a way that the lots on the south, adjacent to I-80, will be for larger users, and the Wyoming Department of Transportation will be constructing a new interchange off I-80 onto Roundtop Road. The Planning Commission forwarded the preliminary plat without consideration of recommendations for greenway space; however, all other staff recommendations can be addressed. In response to a question from the Chairman, Mr. Bruns stated the park cannot go forward without water and sewer services and those cannot go forward without user agreements approved by the City of Cheyenne and the Board of Public Utilities and these agreements, with LEADS as the user, have been obtained. Chairman Humphrey thanked the City and the Board of Public Utilities for their cooperation. Mr. Bruns also commented on the positive cooperation from staff and the governing bodies of both the City and the County. Commissioner Ketcham stated he had received some inquiries into the access onto Happy Jack Road. Mr. Bruns stated there will be turning lanes constructed for access from Happy Jack into the business park and future traffic studies will be done as development occurs. Lisa Pafford, City/County Development Office, reported the proposed land use is consistent with the land use plan and a zone change to Light Industrial will be required for a portion of the plat. Staff recommendations include: 1) A revised traffic study be submitted with the final plat; 2) Include all Department of Energy requirements on the final plat; 3) Inclusion of a Master Surface

Drainage System as a part of a limited open space network would be highly desirable.; 4) Provide requested easements; 5) Provide a 20-foot Greenway easement along the transmission easements; 6) Dedicate Prosperity Drive right-of-way west to the section line for potential future growth. The Planning Commission approved the plat by a unanimous vote on March 7, 2005. County Planner Mark Reid stated the only recommendation from the Planning Office involved a personal design preference for the drainage. Public Works Director Don Beard reported he concurs with the reviewing engineer and believes the developer plans to act on the traffic recommendation. Chairman Humphrey opened the meeting as a PUBLIC HEARING. Hearing no public comment, the Chairman closed the PUBLIC HEARING. Commissioner Ketcham commented on the readiness of Fire District No. 2 to provide coverage. Commissioner Knudson moved to approve the preliminary plat. Commissioner Ketcham seconded the motion, commenting the Sheriff did have lengthy comments on this plat as well. The motion passed unanimously. Documentation is filed in central files with the County Clerk.

13 Dennis Dawson, AVI Engineering, acting as agent for the applicant, presented a Preliminary Plat of Melody Radio Park, a portion of Sections 10 and 15, T.14N., R.61W., 6th P.M., Laramie County, Wyoming (located 30 miles east of Cheyenne, between County Roads 157 and 158, north of I-80). The developer plans to put radio towers in the development for radio station use, and the towers are required to be grounded. This land is agricultural and will be leased to Tim Cutforth by Toby Kinze. The landowner requested there be minimal impact on the agricultural use of the land, resulting in an odd look to the plat. The actual developed area will be small pads with surrounding fence and the disturbed area will be less than an acre. Lisa Pafford gave the report for the City/County Development Office. The Development Office recommends moving the plat forward, and the Planning Commission unanimously approved the Preliminary Plat. Chairman Humphrey opened the meeting as a PUBLIC HEARING. Hearing no public comment, the Chairman closed the PUBLIC HEARING. Commissioner Ketcham moved to approve the preliminary plat. Commissioner Knudson seconded the motion, which passed unanimously. Documentation is filed in central files.

14 Dennis Dawson, AVI Engineering, acting as agent for the applicant, presented a Resolution repealing Resolution 041221-20, and reauthorizing the Chairman of the Board of Commissioners for Laramie County, Wyoming, and the County Clerk, to sign a Final Plat and Subdivision Permit of HR Ranch, Third Filing, a portion of Section 35 & 36, T.14N., R.65W. & Section 31, T.14N., R.64W., 6th P.M., Laramie County, Wyoming (located 8-miles east of Cheyenne along Hales Ranch Road, approximately 3/4 mile north of Campstool Road). Mr. Dawson stated the approved plat did not include recorded easements as requested by the Planning Commission. Local utility providers have requested easements be included; therefore, the plat now includes utility easements. Lisa Pafford, City/County Development Office, reported the reauthorization involves a financial guarantee for construction of the roads and inclusion of utility easements. Public Works Director Don Beard reported he concurred there are two reasons for the new resolution as reported by the Development Office and spoke to the process of approving utility easements. Commissioner Ketcham moved to approve the reauthorization of the Board of Commissioners and the

new resolution. Commissioner Knudson seconded the motion, which passed unanimously. The resolution is filed in central files with the County Clerk.

15 County Attorney Peter Froelicher presented a resolution designating Financial Institutions as depositories and authorization to place investments. The resolution is required at this time as Community First Bank has now changed to Bank of the West. Mr. Froelicher read into the record the institutions included in the resolution. Commissioner Ketcham moved to approve the resolution. Commissioner Knudson seconded the motion, which passed unanimously. The resolution is filed in central files with the County Clerk.

16 County Attorney Peter Froelicher presented two bids submitted by B & W Glass, Inc. and Harmon, Inc. d/b/a Gump Glass Company for the repair program to the exterior glazing systems on the Laramie County Governmental Complex as part of the CDC Project L00772. Mr. Froelicher stated as a result of mediation on repairs required to the windows and curtain wall of the Governmental Complex, the parties agreed to a repair concept. The company hired by the contractors involved in the mediation was Gump Glass, and they were active in creating the repair concept. The County has recovered financial damages and is now ready to move forward with completing the repairs. Bids have been requested by a consultant from eight contractors. Only two contractors responded, and those bids are being presented today. Mr. Froelicher recommended that after accepting a bid a contract for repair be entered into with the company to which the bid is awarded. Buildings Manager Chris Wegner recommended taking into consideration the recommendations of the hired consultant. Chairman Humphrey asked representatives of one of the bidders, B & W Glass, to come forward and explain their bid, specifically addressing the \$100,000 price difference and comments from CDC. Mr. Rick Ryan, Operations Manager, Gump Glass stated the company was contacted in 2003 by Davis & Associates in Denver to do forensics on the building. Gump Glass removed a window, reviewed the building, and contacted ConAir about these windows and the horizontal system in the windows. Problems of the windows were identified and curtain wall. At first the suggested repair was to move the windows to the exterior, but this didn't work. Gump Glass then removed another window and performed additional repairs under the supervision of Con Air. Gump Glass has done a step by step of all the problems involved with the windows and part of the new work will involve additional testing. Commissioner Knudson moved to accept the bid and enter into a contract with Gump Glass. The motion died for lack of a second. Commissioner Ketcham moved to accept the bid and enter into contract negotiations with B & W Glass. Chairman Humphrey seconded the motion, which passed on a vote of two in favor and one opposed. Commissioner Knudson cast the dissenting vote. Documentation is filed in central files with the County Clerk.

17 Commissioner Knudson moved to approve a resolution appointing Marie Gonzales as a member to the Board of Directors of Community Action of Laramie County to fill the vacant term held by Mike Williams, which expires June 30, 2007. Commissioner Ketcham seconded the motion, which passed unanimously. After obtaining all signatures, the resolution is to be filed in central files

with the County Clerk.

18 Tom Mason, Director of the MPO, introduced representatives of Carter & Burgess, Inc. who presented the Western Cheyenne Intermodal Transportation Study. Mr. Mason stated the study was conducted in cooperation with the Wyoming Department of Transportation. Carla Perez, Paul Brown, and Jennifer Heisker, Carter & Brown, presented a power point of the study. The Board thanked the participants for their presentation.

Commissioner Ketcham moved to adjourn the meeting.
Commissioner Knudson seconded the motion. The meeting adjourned at 5:35 p.m.

Minutes from City Council Meeting March 28, 2005



[BACK TO MINUTES PAGE](#)

[BACK TO HOME PAGE](#)

**RECORD OF PROCEEDINGS FOR THE GOVERNING BODY
OF THE CITY OF CHEYENNE**

Office of City Clerk

March 28, 2005

The Governing Body of the City of Cheyenne met in regular session on this date at 6:30 p.m. in Council Chambers. Those present were: MAYOR: Jack R. Spiker, COUNCIL MEMBERS: Mr. Beeman, Mr. Bonds, Ms. Case, Mr. Collins, Mr. Laybourn, Mr. Pierson, Mr. Valdez and Mr. Wiederspahn. Absent: Mr. Segrave.

Also present were: Carol Intlekofer, City Clerk; Barb Dorr, City Treasurer, and Mike Basom, City Attorney.

Tom Mason, Director, Cheyenne Metropolitan Planning Organization (MPO), introduced Jennifer Heisler and Paul Brown, consultants with Carter & Burgess, Inc., who provided a presentation of the "Western Cheyenne Intermodal Transportation Study." The study was conducted to address concerns with trains traveling through certain areas of the city relative to security and safety issues and economic development. Among the topics presented were: Current train routes and study area; existing conditions and impact; preliminary/alternate rail routes; costs and funding needed to relocate; services to existing and potential industries; shipper survey and interest expressed in formation of a shippers' association; multi-use facility scenario; passenger rail opportunities; connection to other Front Range communities, and marketing of programs. It was noted that the funding assessment portion of the study indicates substantial costs affiliated with pursuing some options. Mention was made that the funding assessment also reflected there are not many funding sources available to assist with costs. Brief comments on possible funding involvement by F.E. Warren Air Force Base were made. A draft final report of the study is available at the following website:
www.plancheyenne.org.

Consent Agenda. (All agenda items listed with the designation of (CA) are considered to be routine items by the governing body and will be enacted by one motion. There will be no separate discussion on

these items unless a member of the governing body so requests, in which event the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda.) Upon request by Mr. Laybourn, Mayor Spiker announced agenda item #29, a Resolution increasing the level of funding into the Solid Waste Management Fund, would be withdrawn from the consent agenda. Mr. Collins moved to approve the remaining designated consent agenda items, seconded by Mr. Wiederspahn. Motion carried. Voting "yes" - all members of the governing body present.

(CA) Minutes from the regular meeting of the governing body on March 14, 2005. Motion (per consent agenda) carried. Voting "yes" - all members of the governing body present.

(CA) Minutes from the vouchers meeting of the governing body on March 21, 2005. Motion (per consent agenda) carried. Voting "yes" - all members of the governing body present.

Mr. Bonds moved to approve payment of vouchers, seconded by Mr. Valdez. Motion carried. Voting "yes" - all members of the governing body present.

"AN ORDINANCE ANNEXING TO THE CITY OF CHEYENNE, WYOMING, A TRACT OF LAND SITUATED IN A PORTION OF SECTION 26, T.14N., R.66W., OF THE 6TH P.M., LARAMIE COUNTY, WYOMING (LOCATED SOUTH OF THE NORTH HWY 30 RIGHT-OF-WAY, EAST OF HAYES AVENUE AND NORTH OF CHARLES STREET)." Area residents Thurman King and Rod McCracken expressed concerns with annexation of the area relative to proposed development plans, and drainage and flood control measures. Upon inquiry, Lisa Pafford, Development office, advised the developer wishes to annex the area first before the governing body acts upon other affiliated agenda items (i.e. zone change and preliminary plat (Dakota Crossing)). It was advised that the developer's preliminary plat plans are available for review in the City Development office. Mayor Spiker advised that the agenda item concerning the developer's preliminary plat will be discussed at the next Public Services Committee and City Council meetings and provided meeting information. It was noted the developer has requested a postponement on the ordinance to allow for the zoning and preliminary plat agenda items to be discussed and acted upon at the same meeting. Mr. Thurman stated he would be providing copies of information he has compiled on drainage and related development concerns to the governing body (submitted to City Clerk) for their review. Reporting for Public Services Committee, Mr. Beeman moved to approve on third and final reading with staff recommendations, seconded by Mr. Wiederspahn. Mr. Beeman moved to postpone to April 11, 2005, seconded by Mr. Collins. It was advised that the developer, Parkside Homes, has detailed plans for the proposed development of the area to be annexed, and interested persons may wish to contact Parkside's business office for information. Motion to postpone carried. Voting "yes" - all members of the governing body present.

"AN ORDINANCE REPEALING SECTION 2.84.050, UNIFORM FIRE BOARD OF APPEALS FROM CHAPTER 2.84 MISCELLANEOUS BOARDS AND COMMISSIONS, IN ITS ENTIRETY, AND CREATING A NEW SECTION 2.84.050, INTERNATIONAL FIRE BOARD OF APPEALS, OF TITLE 2, ADMINISTRATION AND PERSONNEL, OF THE CODE OF THE CITY OF CHEYENNE, WYOMING." Mr. Beeman moved to approve on third and final reading, seconded by Mr. Wiederspahn. Motion carried. Voting "yes" - all members of the governing body present. (#3637)

"AN ORDINANCE AMENDING THE CITY OF CHEYENNE'S SANITATION FEE SCHEDULE." Resident Don Erickson commented on additional information he has researched on the creation of the solid waste management fund and affiliated resolutions since making his statements at the Committee of the Whole meeting. He reviewed past resolutions involving earmarking of certain funds and sanitation revenues for solid waste management operations and funding assistance for a new landfill. He discussed past use of revenues as well as use of fees to be collected through the proposed ordinance, and commented on the resolution being introduced on the meeting agenda concerning increasing the level of funding placed into the solid waste management fund and dedicating the funding source for payment of loans necessary for a new landfill and lease purchase payments for sanitation/landfill equipment. He stated his belief that current revenue sources appear sufficient to cover funding amounts needed to assist with a new landfill and reclamation of the current landfill when closed. He proposed that, if the ordinance is approved, revenues collected, as well as monies left over from the original resolution of intent adopted in 1993, be placed in a truly reserved account for facility and reclamation expenditures. He referenced his reasons presented at the committee meeting for earmarking the new fees for these purposes citing good politics, current sufficient funding level, and maintaining the integrity of the original resolution (Res. #3428) to ensure the community that revenues collected are specifically designated. Reporting for Committee of the Whole, Mr. Bonds moved to approve on second reading, seconded by Mr. Collins. Discussion followed, including response comments by Mr. Erickson, on past resolutions adopted and ensuing modifications involving use of revenues; whether an ordinance format is more applicable concerning dedication and use of revenues; estimated monies needed for a new landfill; reclamation of current landfill when closed; assurance to the public concerning use of user's fees, and possible postponement of the ordinance to allow for joint discussion on the affiliated resolution on the agenda. Mr. Laybourn moved to postpone for two weeks (to April 11, 2005), seconded by Ms. Case. Upon inquiry, Dennis Pino, Solid Waste Director, advised a postponement would not harm anything but would mean delay of implementation of the ordinance, if approved, which will affect when revenues would begin to be received to put toward a new landfill. Discussion continued. It was noted the ordinance is on second reading and, if approved, would still have one more reading. The affiliated resolution is on first reading and will be referred to committee for review so joint discussion on the items could be held. Upon inquiry as to why the sanitation fee proposal was presented in ordinance form while dedicated use of the fees was in resolution format, City Attorney Mike Basom opined that an ordinance is an enforceable law of general applicability and is used to enforce and collect fees; a resolution is a statement of corporate intent as to how the funds will be used. Motion to postpone failed. Voting "yes" - Mr. Laybourn. Voting "no" - Mr. Beeman, Mr. Bonds, Ms. Case, Mr. Collins, Mr. Pierson, Mr. Valdez, Mr. Wiederspahn and Mayor Spiker. Motion to approve on second reading carried. Voting "yes" - all members of the governing body present.

"AN ORDINANCE AMENDING CHAPTER 5.12, ALCOHOLIC BEVERAGES, SECTION 5.12.040, ISSUANCE-TERM OF LICENSES AND PERMITS-RENEWAL OF ANNUAL LICENSES, OF TITLE 5, BUSINESS LICENSES AND REGULATIONS, OF THE CHEYENNE CITY CODE PERTAINING TO ANNUAL LIQUOR LICENSEE RENEWAL CRITERIA." Mr. Bonds moved to approve on second reading, seconded by Mr. Collins. Mr. Bonds moved to postpone to April 11, 2005, seconded by Mr. Beeman. Ms. Case declared a conflict of interest due to employment relationship involving grant funding to provide alcohol training, and vacated Council

Chambers during ensuing discussion and vote. Discussion followed on purpose of postponement. It was noted that Police Chief Bob Fecht is reviewing Casper's legislation involving a point system for liquor licensee compliance areas, and that several licensees who attended the committee meeting were not present at the current council meeting probably due to the committee's recommendation to postpone. Motion to postpone carried. Voting "yes" - all members of the governing body present in Council Chambers. Following announcement of the vote, Ms. Case returned to Council Chambers.

"AN ORDINANCE AMENDING TITLE 17 ZONING, CHAPTER 17.08 ZONING DISTRICTS ESTABLISHED AND SECTION 17.08.040 CHEYENNE CITY MAP OF THE CHEYENNE CITY CODE 2002, BY CHANGING THE ZONING CLASSIFICATION FROM AN AGRICULTURAL RESIDENTIAL DISTRICT TO MR-2 MEDIUM-DENSITY RESIDENTIAL-DEVELOPING DISTRICT FOR A PORTION OF SECTION 26, T.14N., R.66W., 6TH P.M., CHEYENNE, WYOMING, TO BE KNOWN AS DAKOTA CROSSING (LOCATED NORTH OF CHARLES STREET, EAST OF HAYES AVENUE AND SOUTH OF U.S. HIGHWAY 30)." Mr. Beeman moved to approve on second reading with staff recommendations, seconded by Mr. Wiederspahn. Motion carried. Voting "yes" - all members of the governing body present.

"AN ORDINANCE ANNEXING TO THE CITY OF CHEYENNE, WYOMING, LOT 15, BLOCK 2, WININGER SUBDIVISION, ALONG WITH THAT PORTION OF RIDGE ROAD TO THE NORTH RIGHT-OF-WAY OF CHARLES STREET, LARAMIE COUNTY, WYOMING (LOCATED EAST OF RIDGE ROAD AND APPROXIMATELY 250-FEET NORTH OF CHARLES STREET)" - referred to Public Services Committee (sponsor - Mr. Beeman).

"AN ORDINANCE ANNEXING TO THE CITY OF CHEYENNE, WYOMING, THE WEST 241-FEET OF TRACT 6, AIRPORT VALLEY TRACTS, TOGETHER WITH SYCAMORE ROAD ADJACENT TO THE SAID WEST SIDE OF TRACT 6, LARAMIE COUNTY, WYOMING (LOCATED EAST OF AND ADJACENT TO SYCAMORE ROAD AND APPROXIMATELY 320-FEET SOUTH OF STOREY BOULEVARD)" - referred to Public Services Committee (sponsor - Mr. Beeman).

"AN ORDINANCE ANNEXING TO THE CITY OF CHEYENNE, WYOMING, THE WEST HALF OF THE SOUTH HALF OF TRACT 5, AIRPORT VALLEY TRACTS, TOGETHER WITH SYCAMORE ROAD ADJACENT TO SAID W1/2 S1/2 OF TRACT 5, LARAMIE COUNTY, WYOMING (LOCATED EAST OF AND ADJACENT TO SYCAMORE ROAD AND APPROXIMATELY 160-FEET SOUTH OF STOREY BOULEVARD)" - referred to Public Services Committee (sponsor - Mr. Beeman).

"AN ORDINANCE ANNEXING TO THE CITY OF CHEYENNE, WYOMING, A PARCEL OF LAND SITUATED IN A PORTION OF THE WEST 131.27-FEET OF TRACT 17, SUNNYSIDE ADDITION, SECOND FILING, A SUBDIVISION IN LARAMIE COUNTY, WYOMING; ALSO THE ADJACENT 60- FEET OF RIGHT-OF-WAY ALONG THE WEST LINE OF SAID TRACT THAT IS NAMED WILLS ROAD (LOCATED ON THE SOUTHEAST CORNER OF CHEYENNE STREET AND WILLS ROAD)" - referred to Public Services Committee (sponsor - Mr. Beeman).

"A RESOLUTION AUTHORIZING THE EXPENDITURE OF UP TO \$25,000 FROM THE 2003-2006 OPTIONAL ONE PERCENT SALES TAX OVERAGE FUNDS TO ASSIST COMMUNITY ACTION OF LARAMIE COUNTY IN ACQUIRING THE EAST HEAD START FACILITY." Bill Buckles, Executive Director, Community Action of Laramie County (CALC), expressed appreciation to

members of the governing body for consideration of the funding request. He advised the facility site to be acquired is located at 3238 Sheridan St. and stated the \$25,000 will serve as a match toward \$100,000 of federal funds to be acquired and CALC budgeted monies. Discussion followed on CALC's efforts to seek other funding sources for the match, and use of the agency's savings in the estimated annual amount of \$17,000 by purchasing vs. leasing a facility. Mr. Buckles advised that these savings are programmatic funds and will stay in the Head Start program. He stated they are also in desperate need of acquiring a new main center and, at this time, he could not confirm that future savings may or may not be used toward leveraging funding for a new center. Discussion continued on possible federal funding cuts to the Community Development Block Grant (CDBG) program and whether any cuts would affect Head Start programs. Mr. Buckles responded he did not believe any CDBG funding cuts would affect Head Start debt and programs. Speaking in favor of the resolution were Kimberly Amen, Director of Head Start, who stated the estimated \$17,000 in savings must stay in the Head Start budget for the best interests of program participants. She reviewed the organization's policy board and budgeting procedures that review and determine use of funds; budgeting process involving a community and self-assessment process, and in-kind contributions to programs by community businesses and local professionals. Upon inquiry as to whether a purchasing agreement for the new East Head Start facility has been entered into, Mr. Buckles advised there is no agreement yet but discussions on the purchase price are being conducted. Speaking in favor of the resolution and Head Start programs were: William Oliver, Sara Oliver, Dave Klein and Elsa Montgomery. Topics presented were: Head Start programs and its importance to parents and children; return on investment relative to purchasing a new facility, competitive salaries and growth of facilities and programs for betterment of the community, and inadequacy of current facility located in the old Johnson Jr. High School building. Mr. Laybourn moved to amend by substitute resolution which would add the following section after the "Now, therefore, be it resolved" paragraph, seconded by Mr. Wiederspahn: "Be it further resolved by the Governing Body of the City of Cheyenne, Wyoming, that the amount, type and nature of the expenditure set forth herein, is expressly limited to the specific circumstances surrounding the issue considered herein, and does not constitute or possess any precedential value or application to any other matters." Discussion followed on the intent of the proposed amendment, which is to alleviate concerns expressed by governing body members relative to establishing a precedent for any future requests by human services agencies for use of overage 1% sales tax funds. It was noted the City may pursue the possibility of implementing a more formal policy for review of requests to use overage 1% monies, which could result in a proposed revision to the City's agreement with United Way of Laramie County involving the role of the joint Human Services Advisory Council. Connie Sloan-Carthcart, Executive Director, United Way, spoke in favor of discussing policy issues involving use of overage 1% monies. City Attorney Basom spoke to wording of the proposed amendment, advising it means that even if identical facts and circumstances arose for funding requests by others, it would not mean the governing body has established a funding precedent through adoption of this resolution. Discussion continued. Upon inquiry, Tina Carroll, City Housing and Community Development Director, provided information on two applications submitted for CDBG funding in the amount of \$25,000 for the facility. She indicated the first application was approved for funding but the monies were not requested for expenditure within the time line of the agreement, resulting in the funds being recaptured. The second application submitted was reviewed by the Advisory Council and

was not approved for funding as it was found to be identical, except for date changes, to the 2003 application and did not address why the previously approved funding was not requested for expenditure. She stated that based upon the 2003 audit report, the Advisory Council felt that the organization could handle the \$25,000 amount. Discussion followed on circumstances involving funding if purchase of the facility did not occur. Mr. Pierson moved to amend the resolution by including a new paragraph as follows, seconded by Mr. Collins: "Whereas, if for any reason the proposed purchase does not occur, the \$25,000 shall be returned or paid back to the City." Mr. Buckles indicated his acceptance of the proposed amendment. Comments followed on intent of the amendment and whether it might be better to offer the amendment following the vote on the pending motion to amend by substitute. Mr. Pierson withdrew his amendment with concurrence by Mr. Collins as second to the motion. Remarks followed on the proposed substitute resolution, drafting of a policy to assist the governing body when receiving funding requests of this type, and role of the United Way Human Services Advisory Council. Motion to amend by substitute resolution failed. Voting "yes" - all members of the governing body present with the exception of Mr. Laybourn voting "no." Mr. Pierson moved to amend the resolution by including the language he previously offered as follows, seconded by Mr. Collins: "Whereas, if for any reason the proposed purchase does not occur, the \$25,000 shall be returned or paid back to the City." Suggestion was made to provide a time frame for achieving acquisition of the facility, such as 6 mos. to a year. It was noted that due to the time frame involving federal funds, it should be known in the near future whether arrangements to purchase the facility will move forward. Motion to amend carried. Voting "yes" - all members of the governing body present. Upon inquiry, Mr. Buckles stated a request to carry the federal funds over will be submitted on Wednesday and generally it's 6 to 8 weeks before a response is received. He indicated that following federal notification they'll be in a position to make a purchase offer to begin procedures through the realty company and other parties involved. He stated a 6 mos. time frame should be adequate to know whether purchase of the facility will be achieved. Mr. Bonds moved to amend the previously approved amendment to include a 6 month time frame, seconded by Mr. Collins. Following brief comments on whether a time frame was needed, motion to amend the previously approved amendment failed. Voting "yes" - Mr. Bonds, Mr. Collins and Mr. Wiederspahn. Voting "no" - Mr. Beeman, Ms. Case, Mr. Laybourn, Mr. Pierson, Mr. Valdez and Mayor Spiker. Main motion as amended carried. Voting "yes" - all members of the governing body present. (#4684)

"A RESOLUTION DETERMINING THAT CONDITIONS FOR ANNEXATION REQUIRED BY WYOMING STATUTE §15-1-402 EXIST FOR THE PROPERTY DESCRIBED AS TRACTS 145 THRU 148, INCLUSIVE, SUNNYSIDE ADDITION FIFTH FILING, THAT PORTION OF POLK AVENUE, CHEYENNE STREET AND VAN BUREN AVENUE AND A PORTION OF VACATED VAN BUREN AVENUE ADJACENT TO SAID TRACTS, INCLUDING THE INTERSECTIONS THEREOF, LARAMIE COUNTY, WYOMING (LOCATED AT THE NORTHEAST CORNER OF POLK AVENUE AND PERSHING BOULEVARD)." Rick Loetscher requested fair consideration of this matter by the governing body. Mr. Beeman moved to adopt, seconded by Mr. Wiederspahn. Jamie Fifield, developer, stated it is his desire to annex the property first before proceeding with finalizing development plans, and provided general information on the proposed residential development of the area. Motion carried. Voting "yes" - all members of the governing body present. (#4685)

"A RESOLUTION - AUTHORIZING THE MAYOR AND THE CITY CLERK TO SIGN A FINAL PLAT FOR WESTERN HILLS, FOURTEENTH FILING, A PORTION OF BLOCKS 58, 59, 60, 61 & 64, WESTERN HILLS, THIRTEENTH FILING, CHEYENNE, WYOMING (LOCATED NORTH OF BRITTANY DRIVE AND WEST OF EVERS BOULEVARD)." Mr. Beeman moved to adopt with staff recommendations, seconded by Mr. Wiederspahn. Motion carried. Voting "yes" - all members of the governing body present. (#4686)

"A RESOLUTION - AUTHORIZING THE MAYOR AND THE CITY CLERK TO SIGN A COUNTY FINAL PLAT FOR POLO SUBDIVISION, A REPLAT OF LOT 15, BLOCK SEVEN, COUNTRY WEST SUBDIVISION, LARAMIE COUNTY, WYOMING (LOCATED AT THE NW CORNER OF THE INTERSECTION OF COUNTRY WEST ROAD AND S. GREELEY HIGHWAY)." Mr. Beeman moved to adopt with staff recommendations, seconded by Mr. Valdez. Motion carried. Voting "yes" - all members of the governing body present. (#4687)

"A RESOLUTION AUTHORIZING THE MAYOR AND THE CITY CLERK TO SIGN A COUNTY FINAL PLAT OF HARDISKY SUBDIVISION, A REPLAT OF TRACT 9, EXCEPT THE NORTH 100- FEET THEREOF, CHEYENNE IRRIGATED GARDENS, LARAMIE COUNTY, WYOMING (LOCATED EAST OF AND ADJACENT TO N. AVENUE C-4, SOUTH OF GORDON ROAD)." Mr. Beeman moved to adopt with staff recommendations, seconded by Mr. Wiederspahn. Motion carried. Voting "yes" - all members of the governing body present. (#4688)

"A RESOLUTION AUTHORIZING THE MAYOR AND THE CITY CLERK TO SIGN A FINAL PLAT OF ROCK SPRINGS ESTATES, 2ND FILING, A REPLAT OF LOTS 6 AND 7, BLOCK 2, ROCK SPRINGS ESTATES AND A PORTION OF TRACT 306, SUNNYSIDE ADDITION, SEVENTH FILING, CHEYENNE, WYOMING (LOCATED WEST OF AND ADJACENT TO MCCAN AVENUE, NORTH OF ROCK SPRINGS STREET)." Mr. Beeman moved to adopt with staff recommendations, seconded by Mr. Wiederspahn. Motion carried. Voting "yes" - all members of the governing body present. (#4689)

"A RESOLUTION AUTHORIZING THE MAYOR AND THE CITY CLERK TO SIGN A FINAL PLAT FOR CRG SUBDIVISION, A REPLAT OF ALL OF LOTS 16 THROUGH 20 AND 33, AND A PORTION OF LOTS 14, 15 AND 34 THROUGH 39, BLOCK 10, MEADOWBROOKE PARK, CHEYENNE, WYOMING (LOCATED SOUTH OF AND ADJACENT TO BLUEGRASS CIRCLE, EAST OF RUE TERRE ." Mr. Beeman moved to adopt with staff recommendations, seconded by Mr. Bonds. Following clarification of recommendations and information provided by Lisa Pafford, Development office, it was agreed by Mr. Beeman as maker of the motion and Mr. Bonds as the second that staff recommendation #1 would not be included in the motion. Discussion followed on recommendations which were withdrawn at the request of staff, i.e. payment of community facility fees (replatting) and pedestrian pathway. City Attorney Mike Basom and Ms. Pafford reported it had been determined by staff to not include the recommendation concerning community facility fees (replatting) due to discussions in late November with the developer initiated prior to effectiveness of a new fee schedule, and further based upon staff's recommendation that the developer replat the property into one lot to clean up fractional lot lines. Ms. Pafford noted that pursuant to discussions with the developer and Parks and Recreation staff on the latter's recommendation for the pedestrian pathway, staff has also withdrawn that recommendation. Motion carried (without staff recommendations). Voting "yes" - all members of the governing body present. (#4690).

"A RESOLUTION ADOPTING THE CITY OF CHEYENNE HAZARD MITIGATION PLAN BY THE GOVERNING BODY OF THE CITY OF CHEYENNE FOR THE PURPOSE OF REDUCING COMMUNITY VULNERABILITY TO NATURAL AND TECHNOLOGICAL HAZARDS." Mr. Pierson moved to adopt, seconded by Mr. Collins. Mr. Beeman moved to postpone for two weeks (until April 11, 2005), seconded by Mr. Wiederspahn. Purpose for postponement is to provide time to receive and review plan documentation. It was noted a copy of the extensive plan has been provided to members and it would be beneficial to move forward with resolution adoption to provide the City with opportunities to apply for federal grants. Motion to postpone failed. Voting "yes" - Ms. Case, Mr. Laybourn, Mr. Pierson and Mr. Wiederspahn. Voting "no" - Mr. Beeman, Mr. Bonds, Mr. Collins, Mr. Valdez and Mayor Spiker. Motion to adopt carried. Voting "yes" - all members of the governing body present. (#4691)

"A RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS WITH THE FEDERAL TRANSIT ADMINISTRATION, AN OPERATING ADMINISTRATION OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION, FOR FEDERAL TRANSPORTATION ASSISTANCE AUTHORIZED BY TITLE 49, UNITED STATES CODE, SECTION 5307 ." Reporting for Finance Committee, Mr. Bonds moved to adopt, seconded by Mr. Valdez. Motion carried. Voting "yes" - all members of the governing body present. (#4692)

"A RESOLUTION SUPPORTING THE CITY OF CHEYENNE'S EFFORTS TO PARTNER WITH THE COMMUNITY IN TAKING ADVANTAGE OF A FUNDING OPPORTUNITY THROUGH KABOOM UNIVERSITY OF PLAY (KABOOM), A NON-PROFIT ORGANIZATION, IN OBTAINING FUNDING FOR PLAYGROUND EQUIPMENT FOR OPTIMIST PARK IN THE CITY OF CHEYENNE, WYOMING ." Mr. Bonds moved to adopt, seconded by Mr. Valdez. It was noted that the partnership will involve a grant program to better utilize existing funds already dedicated to playground equipment. Motion carried. Voting "yes" - all members of the governing body present. (#4693)

(CA) "A RESOLUTION AUTHORIZING THE MAYOR AND THE CITY CLERK TO SIGN A COUNTY FINAL PLAT FOR CARDINAL RIDGE, A PORTION OF THE NW $\frac{1}{4}$ SW $\frac{1}{4}$ OF SECTION 22 AND IN A PORTION OF THE SE $\frac{1}{4}$ OF SECTION 21, T.14N., R.65W. OF THE 6THP.M., LARAMIE COUNTY, WYOMING (LOCATED NORTHWEST OF AND ADJACENT TO RAILROAD ROAD, EAST OF WESTEDT ROAD)" - referred to Public Services Committee (sponsor - Mr. Segrave).

"A RESOLUTION INCREASING THE LEVEL OF FUNDING PLACED INTO THE SOLID WASTE MANAGEMENT FUND FOR THE SPECIFIC PURPOSE OF FUNDING A NEW SOLID WASTE DISPOSAL FACILITY, PROVIDING A DEDICATED FUNDING SOURCE FOR PAYMENT OF LOANS NECESSARY TO ACQUIRE A NEW SOLID WASTE DISPOSAL FACILITY, AND PAYING FOR THE LEASE PURCHASE OF SOLID WASTE EQUIPMENT" - referred to Committee of the Whole (sponsor - Mr. Bonds.)

(CA) "A RESOLUTION DESIGNATING THE EXPENDITURE OF EXCESS FUNDS FROM THE 2003-2006 OPTIONAL ONE PERCENT SALES TAX FUND FOR ENGINEERING DESIGN AND PREPARATION OF BID DOCUMENTS FOR THE CROW CREEK PRE-DISASTER MITIGATION (PDM) FLOOD CONTROL IMPROVEMENT PROJECT" - referred to Finance Committee (sponsor - Mr. Beeman).

LEASES/CONTRACTS/LEGAL:

(CA) Contract between the City of Cheyenne and Patrick Swafford, Tennis Professional, for tennis instruction services at City tennis facilities for the City of Cheyenne Recreation Division. Motion (per consent agenda) carried. Voting "yes" - all members of the governing body present. (#4744)

(CA) Lease Agreement between the City of Cheyenne and the American Legion Post 6 Baseball Club, Inc., for lease of Powers Field. Motion (per consent agenda) carried. Voting "yes" - all members of the governing body present. (#4745)

(CA) Business Ready Community Grant and Loan Program Grant Agreement between the City of Cheyenne and the Wyoming Business Council for the Amphitheater and Spray Park projects - referred to Finance Committee.

CHANGE ORDERS/CONTRACT MODIFICATIONS:

(CA) Contract Modification No. 1 to Contract No. 4673 between the City of Cheyenne and Mountain View Nursery, Inc., for additional irrigation materials and labor for the Pointe Park Irrigation Project. Motion (per consent agenda) carried (\$4,837.13). Voting "yes" - all members of the governing body present. (#4673)

Contract Modification No. 3 to Contract No. 4385 between the City of Cheyenne and AVI, P.C. for construction engineering and management for the Windmill Road North Section Reconstruction Project (2003-2006 1% Sales Tax). Mr. Bonds moved to approve, seconded by Mr. Valdez. Mr. Bonds moved to amend by substitute contract, seconded by Mr. Collins. Nathan Beauheim, Traffic Engineer, stated the substitute reduces the original modification amount due to city staff providing construction management services, which will save the city approximately \$40,000. Upon inquiry, Mr. Beauheim advised that pursuant to further staff discussions with AVI following the Finance Committee meeting, it was determined that staff services could be incorporated into the modification to provide savings. Comments were made on efforts for timely communication by staff to members of the governing body regarding the proposed substitute. Motion to amend carried. Voting "yes" - all members of the governing body present. Main motion as amended carried. Voting "yes" - all members of the governing body present (#4385)

Following a 5 minute recess, Mayor Spiker reconvened the meeting at 8:27 p.m.

(CA) Contract Modification No. 1 to Contract No. 4560 between the City of Cheyenne and A.V.I., P.C. for Construction Engineering and Management for the Evans & 8th Avenue Reconstruction-Central to Pershing Project (2003-2006 1% Sales Tax) - referred to Finance Committee.

(CA) Contract Modification No. 2 to Contract No. 4585 between the City of Cheyenne and Aztec Construction for the Powers Field project, right field repair - referred to Finance Committee.

(CA) Contract Modification No. 1 to Contract No. 4602 between the City of Cheyenne and Cheyenne Fence for the Powers Field project, to install 8-foot walk gates - referred to Finance Committee.

(CA) Contract Modification No. 1 to Contract No. 4658 between the City of Cheyenne and Monument Builders for the Powers Field project, to install push pull plates and steel handrails - referred to Finance Committee.

(CA) Contract Modification No. 1 to Contract No. 4659 between the City of Cheyenne and S&S Builders for the Powers Field project, for additional concrete work - referred to Finance Committee.

(CA) Contract Modification No. 1 to Contract No. 4661 between the City of Cheyenne and Johnson Masonry for the Powers Field project, to reduce amount of contract for donated materials - referred to Finance Committee.

(CA) Contract Modification No. 2 to Contract No. 4661 between the City of Cheyenne and Johnson Masonry for the Powers Field project, for additional work on precast wall caps - referred to Finance Committee.

(CA) Contract Modification No. 1 to Contract No. 4663 between the City of Cheyenne and Otto Painting for the Powers Field project, for revised painting jobs - referred to Finance Committee.

(CA) Contract Modification No. 1 to Contract No. 4675 between the City of Cheyenne and Trinity Steel for Powers Field project, to install handicapped ramps and handrails - referred to Finance Committee.

CONSIDERATION OF BIDS:

Consideration of Bid No. R-22-05 for furnishing traffic signal/luminaire supports. (1999-2002, 2003-2006 1% Sales Tax). Mr. Bonds moved to approve, seconded by Mr. Valdez. It was clarified that approval of the bid would involve galvanized, not black, poles. Comments were expressed that, if desired to coincide with any recommendation forthcoming from the PlanCheyenne process, the poles could be acid washed or painted black in the future. Discussion followed on location of these poles not involving community gateways or downtown areas and cost of acid washing/painting black. Upon inquiry, Tom Mason, MPO Director, stated the PlanCheyenne document has not been adopted yet but community input has included suggestions that poles be black, not galvanized, in some areas in conjunction with other aesthetic recommendations, i.e. buried power cables, major corridor appearances, etc. Mr. Bonds moved to amend to require the poles be black, which would, in essence reject the bid. Motion died for lack of a second. Motion to approve carried. Voting "yes" - all members of the governing body present with the exception of Mr. Bonds voting "no".

Consideration of Bid No. M-15-05 for a contract between the City of Cheyenne and Simon Contractors for the "Windmill Road North Section Reconstruction Project (2003-2006 1% Tax.) Mr. Bonds moved to approve, seconded by Mr. Valdez. Discussion followed

on the proposed contractor's quality of asphalt on recent projects, other material options and additional review of information. Mr. Collins moved to postpone for two weeks (to April 11, 2005), seconded by Mr. Laybourn. Discussion continued on quality of materials for city projects such as this one. Upon inquiry, Doug Vetter, Assistant City Engineer, provided information on staff review, use of consultants to assist with product evaluations, material options, and quality testing and staff observations. Comments that further discussion, material review and research of past projects, involving communication with and information from the City Engineer and staff, may be warranted were expressed by some members of the governing body. Mr. Vetter was requested to provide comprehensive information available on projects, recommendations and product material composition utilized by the contractor. Motion to postpone carried. Voting "yes" - all members of the governing body present. The item was referred to Committee of the Whole (previously assigned to Finance Committee).

Consideration of Bid No. M-17-05 for a contract between the City of Cheyenne and Cook McCann Concrete for a contract for the FY 2005 Intersection Repair project (2003-2006 1% Sales Tax). Mr. Bonds moved to approve, seconded by Mr. Wiederspahn. It was noted that, pursuant to a request made by Finance Committee members, Dave Sports, Construction Division, had provided a list of all of the intersections to be repaired under the contract. Upon inquiry, Mr. Sports provided information on the properties of concrete generally, and geographic situations and elements which may affect cracking, spalling, shifting, compaction and deterioration. Discussion followed on quality of concrete for past City projects where, in some instances, it appears maintenance is required on concrete that is not very old. Mr. Sports reported on Construction staff inspections; types of monitoring and testing conducted throughout concrete projects; a recent change in specification requirements with regard to joints (saw cut) and reasons for switching to a saw cut requirement, and stated there is no guarantee that concrete cracking will not occur. Staff evaluation and contractor responsibilities pursuant to recent concrete street work done on O'Neil Ave. was discussed. Motion carried. Voting "yes" - all members of the governing body present with the exception of Mr. Laybourn voting "no". (#4746)

(CA) Consideration of Bid No. M-24-05 between the City of Cheyenne and Star Aggregates for an annual contract for hot mix, tack oil and cold mix (2003-2006 1% Sales Tax). Motion (per consent agenda) carried (\$259,160.00). Voting "yes" - all members of the governing body present. (#4747)

(CA) Consideration of Bid No. M-25-05 between the City of Cheyenne and Simon Contractors for annual contract for aggregates (2003-2006 1% Sales Tax). Motion (per consent agenda) carried (\$19,440.00). Voting "yes" - all members of the governing body present. (#4748)

(CA) Consideration of Bid No. R-23-05 for furnishing new police vehicle equipment for the City of Cheyenne Police Department (2003-2006 1% Sales Tax). Motion (per consent agenda) carried (\$53,347.00). Voting "yes" - all members of the governing body present.

(CA) Consideration of Bid No. M-16-05 for a contract between the City of Cheyenne and S&S Builders, LLC, for "Evans and 8th Avenue Reconstruction Project" to include

Alternate No. 1 (2003-2006 1% Sales Tax) - referred to Finance Committee.

(CA) Consideration of Bid No. M-26-05 for the sale of surplus property described as Lot 13, Block 3, Rayer Addition, Section 32, T.14N., R.66W (1900 East 18th Street) - referred to Finance Committee.

(CA) Consideration of Bid No. R-21-05 for one new trailer mounted mastic machine for the Construction Department - referred to Finance Committee.

(CA) Consideration of Bid No. R-24-05 for furnishing one new 2005-2006 truck and chassis with oil distributor for the City of Cheyenne Street and Alley Department (2003-2006 1% Sales Tax) - referred to Finance Committee.

(CA) Consideration of Bid No. R-25-05 for furnishing one new truck and chassis with street flusher for the City of Cheyenne Street & Alley Department (2003-2006 1% Sales Tax) - referred to Finance Committee.

(CA) Consideration of Bid No. R-28-05 for one new band shell for the City of Cheyenne Parks and Recreation Department - referred to Finance Committee.

APPLICATIONS/LICENSES/PERMITS:

Restaurant liquor license application filed with the City Clerk's Office for Healing Kids, Inc., d/b/a Lexie's Mesa Grille, 216 E. 17th Street, Cheyenne, WY. Mr. Bonds moved to approve, seconded by Mr. Valdez. Motion carried. Voting "yes" - all members of the governing body present.

APPOINTMENTS:

Reappointments of Mal Burnside, Al Cassidy, and Dan Edeen, to the Contractor Licensing Board. Mr. Collins moved to approve, seconded by Mr. Beeman. Motion carried. Voting "yes" - all members of the governing body present.

ANNOUNCEMENTS/REPORTS/MOTIONS:

Consideration of Acquisition of sculpture titled "Red Sea" by David Stromeyer ~~for Sun Valley Park~~. Matt West, Vice-Chair, Art in Public Places Committee (AIPPC), advised the RFP (Request for Proposals) for artwork resulted in approximately 83 responses, and spoke in favor of the sculpture's acquisition. Georgia Broyles, Chair, Sun Valley Park Committee, expressed appreciation for support of the Park and reviewed Park Committee members' concerns with the proposed sculpture being placed at that location based upon the Committee's theme (natural appearance and involving colors of green and brown) for the park. As the sculpture is red, she advised Committee members did not think it fits the park's theme. She recommended the sculpture not be purchased and that the AIPPC be directed to meet with the Park Committee to provide opportunity for input to coordinate artwork fitting the natural theme desired. A compromise, offered by Ms. Broyles, was a suggestion that the artwork be approved but placed at another location within the City with the AIPPC's next project geared toward a piece

more applicable to the Sun Valley Park area. Ms. Broyles questioned safety of the sculpture relative to children who may be tempted to climb upon the piece, and provided polling information on Park Committee members available indicating the majority did not like the proposed artwork. Upon inquiry, Ms. Broyles verified that polling of other neighborhood residents was not accomplished due to time constraints. Discussion followed on the role of the AIPPC in reviewing and providing recommendations to the governing body for community artwork. Mr. Bonds advised there was no recommendation from Finance Committee. Mr. Bonds moved to approve, seconded by Mr. Collins. Information on the sculpture's title ("Red Sea") and what it is intended to represent (large wave) was provided by Mr. West. Discussion followed on other sculpture proposals that were received and value of diversity for community artwork. Mr. Collins moved to amend to remove the location of Sun Valley Park for the sculpture, and to direct the Parks and Recreation Director and AIPPC to determine another applicable site for sculpture placement, seconded by Mr. Bonds. Terry Kreuzer, local artist, expressed her opinions relative to the function and credibility of the AIPPC; governing body's past action (Rhone Park) involving approval of a sculpture but changing the proposed site, and importance of involving neighborhood residents when selecting artwork for their area. It was confirmed by Mr. West that the AIPPC did not recommend the Sun Valley Park as the next sculpture site; the location was a request by the Council's liaison to the AIPPC to assist with enhancement of the new park area. Dennis Griess, Director of Parks and Recreation, stated he was unaware of the Park Committee's natural theme; was not cognizant of the fact that Park Committee members wished to be included in the review and selection process, and provided information confirming the sculpture's composition is safe for interaction by children. Further discussion followed on an unknown time frame for another art piece being recommended for the Sun Valley Park; involvement of neighborhoods where artwork is to be placed; difficulty in dealing with the various personal interpretations that art affords, and AIPPC budget funding process. Mr. West advised he could not predict when another art piece may be forthcoming from the AIPPC's process, or answer for other AIPPC members, but, depending upon funding availability, he would support efforts to acquire artwork for the Sun Valley Park. Motion to amend to remove Sun Valley Park as the location for the sculpture carried. Voting "yes" - Mr. Beeman, Mr. Bonds, Mr. Collins, Mr. Wiederspahn and Mayor Spiker. Voting "no" - Ms. Case, Mr. Laybourn, Mr. Pierson and Mr. Valdez. Main motion, as amended, to approve acquisition of the sculpture carried. Voting "yes" - Mr. Beeman, Mr. Bonds, Mr. Collins, Mr. Wiederspahn, Mr. Valdez and Mayor Spiker. Voting "no" - Ms. Case, Mr. Laybourn and Mr. Pierson.

Request for approval for City liquor licensee Klein Enterprises, Inc., d/b/a Grand Avenue Restaurant, 112 West 17th St., Cheyenne, WY to submit application for a temporary alcohol catering permit with the City of Laramie, WY. Mr. Bonds moved to approve, seconded by Mr. Valdez. Motion carried. Upon inquiry, City Clerk Carol Intlekofer explained provisions of Wyoming Statute provide for certain types (retail or resort) of liquor licensees to apply to other licensing jurisdictions for a catering permit if written approval is provided by the licensing authority where the license is held. She advised that although Mr. Klein holds a City of Laramie restaurant liquor license, he can not apply for a catering permit in Laramie as it is not the right type of license. The retail liquor license Mr. Klein (corporation) holds through the City of Cheyenne is the correct type. Voting "yes" - all members of the governing body present.

(CA) City Preliminary Plat for a portion of Section 26, T.14N., R.66W., 6th P.M., Cheyenne, Wyoming, to be known as Dakota Crossing (located north of Charles Street, east of Hayes Avenue and south of U.S. Highway 30) - referred to Public Services Committee.

Announcement of Appointments of John M. Jolley, Ronald D. Olson, John E. Parks, Lane M. O. Pilbin and David A. Pulley to the International Fire Code Board of Appeals; and Michelle Brutsman to the Mayor's Council for People With Disabilities, to be confirmed April 11, 2005.

Announcement of Public Hearing to be held April 11, 2005 at 6:30 p.m. in City Council Chambers to determine whether compliance of conditions required by Wyo. Stat §15-1-402 exist for the property described as a parcel of land being situated in Section 1, T.13N., R.66W., Section 36, T.14N., R.66W., Section 31, T.14N., R.65W., and Section 6, T.13N., R.65W., 6th P.M., Laramie County, Wyoming (located in the southwest quadrant of the Campstool/I-80 Interchange).

Announcement of Public Hearing to be held April 11, 2005 at 6:30 p.m. in City Council Chambers for a transfer of ownership for a retail liquor license application filed with the City Clerk's Office for Original City, Inc. d/b/a Scooters Scoreboard Bar, 507 E. 16th St., Cheyenne, WY. (License currently held by Community Investment, Inc. d/b/a Scooters Scoreboard Bar, 507 E. 16th St., Cheyenne, WY).

Announcement of a public meeting to be held April 4, 2005 at 12:15 p.m. at the Council's Finance Committee meeting in Council Chambers, 2101 O'Neil Ave., Cheyenne, Wyoming to discuss the use of funds in an amount not to exceed \$95,000 from the 2003 - 2006 Optional One Percent Sales Tax Overage Funds for the purpose of engineering design and preparation of bid documents for the Crow Creek Pre-Disaster Mitigation (PDM) Flood Control Improvement Project.

There being no further business to come before the governing body, Mr. Bonds moved to adjourn, seconded by Mr. Beeman. Voting "yes" - all members of the governing body present. Meeting was officially adjourned at 9:40 p.m.

Submitted by,

Carol A. Intlekofer, CMC
City Clerk

This notice is available in alternative, accessible formats upon request.

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For further information regarding these minutes or past minutes please [contact us here](#).