

BRC Financial Summary

Available Funds Summary	
	BRC
Net Appropriations	\$ 374,849,305
Awards Adjusted by Deobligations	\$ (359,872,952)
BRC Loan Principal and Interest Payments Received to Date	\$ 3,041,812
BRC State Revenue Recapture Received to Date	\$ 15,434
Expiration of 2013/2014 budget footnote, transfer of unobligated funds to regular BRC	\$ 4,700,000
Total Available Funds	\$ 22,733,599

Allocation Plan—FY18

FY18 Q2 Allocation Plan

BRC Project Types	Priorities	% of Allocation	Q2 Allocation Available
Business Committed & Managed Data Ctr Cost Reduction	High	45%	\$ 4,553,895
Community Readiness	Medium	39%	\$ 4,404,024
Community Enhancement	Low	15%	\$ 1,610,252
Planning	Low	1%	\$ 69,850
			\$ 10,638,021

BRC Application and Program Summary

Awards are contingent on the satisfactory execution and administration of previous grants or loans by an applicant. Other contingencies, if any, are defined in the project descriptions. The office of the Attorney General conducts a review of applications that are Business Committed, that have a loan component, or any extenuating circumstances.

BRC Applications Received September 1, 2017				
Applicant	Project	Type	Request	WBC Recommendation
SEEDA	Project Enterprise	Business Committed	\$ 12,592,090	\$ 12,592,090
Upton, Town of	Railcar Maintenance & Cleaning Facility - Grant	Business Committed	\$ 3,000,000	\$ 3,000,000
	Railcar Maintenance & Cleaning Facility - Loan		\$ 3,000,000	\$ 3,000,000
Jackson Hole Airport Board	Fuel Farm Construction - Grant	Business Committed	\$ 1,500,000	\$ -
	Fuel Farm Construction - Loan		\$ 1,500,000	\$ -
Buffalo, City of	Technology Business Park	Community Readiness	\$ 2,844,410	\$ -
Lingle, Town of	Lingle Community Center	Community Enhancement	\$ 454,700	\$ 365,567
Total Requests			\$ 24,891,200	
Total WBC Recommendation				\$ 18,957,657
Balance of BRC Allocation for Q3 & Q4 if WBC recommendations are funded				\$ 2,780,945



Business Ready Community Grant and Loan Program

SHERIDAN ECONOMIC AND EDUCATIONAL DEVELOPMENT AUTHORITY (SEEDA)

\$12,592,090 BRC Business Committed Grant Request

Project Enterprise – Corporate Headquarters and Manufacturing Relocation

WBC Recommendation: Fund

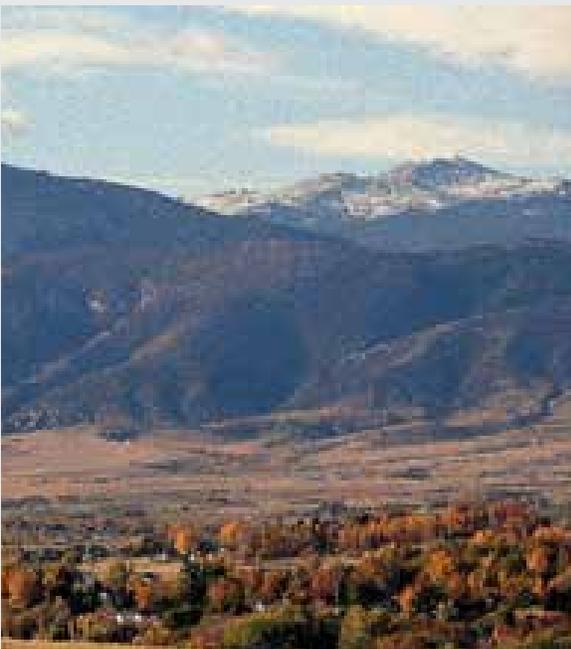


Project Description

The Sheridan Economic and Educational Development Authority Joint Powers Board (SEEDA), which is comprised of the city of Sheridan and Northern Wyoming Community College District (Sheridan College), requests \$12,592,090 in Business Ready Community (BRC) Business Committed grant funds to construct a 100,000 square-foot building in the Sheridan High-Tech Business Park to house “Project Enterprise.” Project Enterprise is an internationally recognized manufacturer and iconic brand name that has chosen to move its corporate headquarters and manufacturing to Sheridan. The company’s identity and specific industry remain confidential due the proprietary nature of its plans and to avoid a significant workforce disruption because of its relocation. The company plans to release its name in January 2018.

SEEDA owns a 13.74-acre lot and is donating it to the project. Nine acres are proposed for this project, and the remaining 4.74 acres will be retained for future expansion or other follow-on business opportunities. In 2010, the Wyoming Business Council invested \$2,589,913 BRC community readiness grant funds in the Sheridan High-Tech Business Park. WYDOT is currently working on a multimillion-dollar Interstate 90 interchange to access the park and north Sheridan. The lot that will be used is adjacent to Vacutech and in the shadow of the Big Horn Mountains.

The building includes 70,000-sq. ft. for manufacturing, 20,000-sq. ft. for offices and 10,000-sq. ft. for specialized product testing and demonstration. The building will be owned by SEEDA and leased to the company for 20 years. Project Enterprise will have the option to buy the building after the fifth year or during the remainder of the lease period.



Business Goals

The company will bring its world-renowned name, marketing, administration, manufacturing, sales, engineering, and research and development to the state of Wyoming. The company is relocating due to a high tax burden and increasingly challenging regulatory and business environment in its home state. Wyoming offers a lower cost of doing business across the board (taxes, utilities, labor, permitting) and a more welcoming economy. Additionally, Wyoming's outdoor lifestyle fits the company's unique brand.

The business estimates it will spend \$2 million in relocation costs to move to Wyoming. This includes transportation of equipment and inventory, along with the moving costs of employees. The company will also need to invest an additional \$2 million in equipment.

Project Enterprise has identified an aggressive schedule to be in full operation in Wyoming between December 2018 and February 2019. An 18-month design-to-construction close-out is recommended. Company owners plan to move office-related functions to Sheridan by June 2018. The community is working with the company to identify and secure temporary office space to address the company's transition to Sheridan.

Public Benefit – Jobs

The company estimates total employment to be 70-90 positions by year four or five. The company will relocate its C-level executives and other senior-level talent. For business continuity, it will relocate other willing employees. The estimated number of total relocated jobs is 20. The remaining jobs (approximately 50-70 positions above average area wages) will be hired locally. The business will have an annual payroll of over \$5,000,000. The business estimates the average wages to be between \$60,000 and \$74,000.

The project will increase Sheridan County's employment in manufacturing by 18-24%. Manufacturing currently represents on 3% of the total Sheridan

Position Type	Percentage of Employees	Jobs	Avg. Wage	Avg. Benefits	Annual Net Wages
Mgmt/Admin	16%	11	\$66.30	\$22,972	\$1,769,577
Tech/Professional	17%	12	\$33.01	\$16,612	\$1,023,271
Office/Clerical	20%	14	\$20.11	\$11,237	\$742,855
Sales	6%	4	\$22.12	\$10,072	\$224,328
Skilled Crafts	30%	21	\$18.66	\$11,704	\$1,060,995
Other	11%	8	\$16.31	\$12,054	\$367,903
Total		70			\$5,188,929

County employment. Sheridan College made a \$1 million physical plant investment in its Machine Tooling Technology program which contributed to the company's interest and willingness to hire local, qualified graduates that possess the skills necessary to the company.

Sheridan has benefitted from the presence of several manufacturers e.g. Vacutech, Kennon Products, L&H Industrial and Emit Technologies. Recruiting the company to Sheridan will grow the manufacturing cluster and workforce in the region. This project will increase and support the program at Sheridan College, which, in turn, will attract and retain skilled workers in the region. Representatives from Project Enterprise will work with Sheridan College to explore additional funds for workforce development and training.

The WBC estimates and additional 50 indirect jobs will be created throughout the community by other businesses over five years based on activity created by Project Enterprise. The WBC's analysis shows that the local sectors that will see the greatest impact include: fabricated metals, wholesale trade, trucking, telecommunications, finance and insurance, professional services, administrative support, health and food services.

Public Benefit—Wyoming Outdoor Recreation

Project Enterprise plans to leverage the Sheridan area’s visibility and Wyoming’s outdoor lifestyle in its marketing efforts. Based on conversations with the company about its marketing mix and future budgets, along with what Sheridan and Wyoming spend on the promotion of outdoor recreation, staff estimates the additional value to Wyoming’s brand equity to be between \$10 million-\$20 million over 20 years because of the company’s move.

The business itself will also draw tourists to the Sheridan area. Based on the company’s estimates of visitors to its new corporate facility (2,000 annually), along with local visitor expenditure data, the WBC estimates, using economic modeling, lodging tax impacts of \$198,400 over 20 years. The project and company could also pave the way for future corporate relocations to Wyoming in the outdoor recreation space.

Public Benefit—Economic Activity

The WBC evaluates projects using an economic impact model. Over a 20-year life cycle, staff estimates the project will generate:

- Over \$7.4 million in additional state and local taxes (\$374,475 annual average)
- Over \$164 million in direct and indirect supported payroll (\$8.2 million annual average)
- \$680 million in additional output (local GDP increase)
- \$124 million in household spending
- 83 in additional population and 13 more in K-12 enrollment
- An additional 127,409 square feet of supported office space

Lease and Sale

Project Enterprise will have a triple net lease for the building for a term of 20 years. Project Enterprise will be responsible for rent, personal and property taxes, insurance, repairs, utilities and other operating expenses for the term of the lease. SEEDA will waive lease rates for the first four years in consideration of the company’s relocation and new equipment costs. Lease rates are contingent on the hiring of at least 50 full-time employees or the equivalency; a basic lease rate will be implemented from the beginning but could be subject to change if employment numbers fail to perform after 36 months. Annual lease rates per year are shown in the tables below.

Basic Rent			
Year(s)	Lease Rate/Square Foot	Annual Lease Payments	Monthly Rental Amount
1-4	\$0	\$0	\$0
5-6	\$0.50	\$50,000	\$4,167
7	\$0.75	\$75,000	\$6,250
8-10	\$1.50	\$150,000	\$12,500
11-20	\$3.00	\$300,000	\$25,000
Increased Rent			
Year(s)	Lease Rate/Square Foot	Annual Lease Payments	Monthly Rental Amount
4	\$0.50	\$50,000	\$4,167
5-6	\$1.00	\$100,000	\$83,333
7	\$1.50	\$150,000	\$12,500
8-10	\$3.00	\$300,000	\$25,000
11-15	\$4.00	\$400,000	\$33,333
16-20	\$5.00	\$500,000	\$41,667

Beginning in year five and through year 20, the company will have to the option to purchase the building and the infrastructure from SEEDA at a price no greater than the BRC grant amount less the accumulated lease payments at the time the option is exercised.

Facility Size		100,000				Scenario One		Scenario Two		Scenario Three	
BRC Grant Amount		\$12,592,090				Facility sold at end of year 5		Facility sold at end of year 10		Facility sold at end of year 19	
Year	Lease Rate/sf	Annual Lease Payments	Cumulative Lease Payments (end of year)	Purchase Price (end of year)	Recaptured (100%)	Remitted to WBC (50% less SEEDA expenses)	Recaptured (100%)	Remitted to WBC (50% less SEEDA expenses)	Recaptured (100%)	Remitted to WBC (50% less SEEDA expenses)	
											1
2	\$0	\$0	\$0	NA	\$0	\$0	\$0	\$0	\$0	\$0	
3	\$0	\$0	\$0	NA	\$0	\$0	\$0	\$0	\$0	\$0	
4	\$0	\$0	\$0	NA	\$0	\$0	\$0	\$0	\$0	\$0	
5	\$0.50	\$50,000	\$50,000	\$12,542,090	\$50,000	\$25,000	\$50,000	\$25,000	\$50,000	\$25,000	
6	\$0.50	\$50,000	\$100,000	\$12,492,090	\$12,542,090	\$6,271,045	\$50,000	\$25,000	\$50,000	\$25,000	
7	\$0.75	\$75,000	\$175,000	\$12,417,090			\$75,000	\$37,500	\$75,000	\$37,500	
8	\$1.50	\$150,000	\$325,000	\$12,267,090			\$150,000	\$75,000	\$150,000	\$75,000	
9	\$1.50	\$150,000	\$475,000	\$12,117,090			\$150,000	\$75,000	\$150,000	\$75,000	
10	\$1.50	\$150,000	\$625,000	\$11,967,090			\$150,000	\$75,000	\$150,000	\$75,000	
11	\$3.00	\$300,000	\$925,000	\$11,667,090			\$11,967,090	\$5,983,545	\$300,000	\$150,000	
12	\$3.00	\$300,000	\$1,225,000	\$11,367,090					\$300,000	\$150,000	
13	\$3.00	\$300,000	\$1,525,000	\$11,067,090					\$300,000	\$150,000	
14	\$3.00	\$300,000	\$1,825,000	\$10,767,090					\$300,000	\$150,000	
15	\$3.00	\$300,000	\$2,125,000	\$10,467,090					\$300,000	\$150,000	
16	\$3.00	\$300,000	\$2,425,000	\$10,167,090					\$300,000	\$150,000	
17	\$3.00	\$300,000	\$2,725,000	\$9,867,090					\$300,000	\$150,000	
18	\$3.00	\$300,000	\$3,025,000	\$9,567,090					\$300,000	\$150,000	
19	\$3.00	\$300,000	\$3,325,000	\$9,267,090					\$300,000	\$150,000	
20	\$3.00	\$300,000	\$3,625,000	\$8,967,090					\$9,267,090	\$4,633,545	
Total					\$12,592,090	\$6,296,045	\$12,592,090	\$6,296,045	\$12,592,090	\$6,296,045	

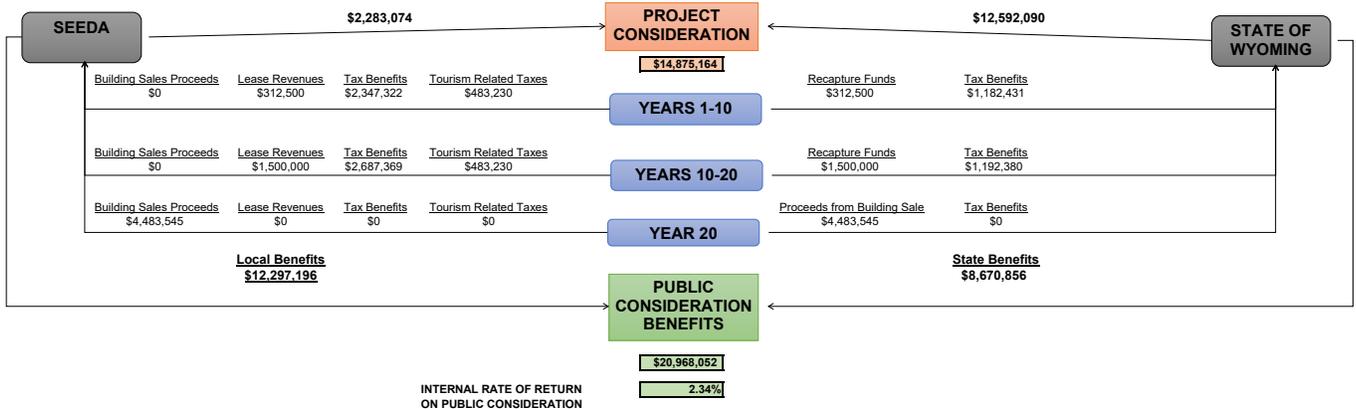
If Project Enterprise ceases manufacturing operations, the company will be required to payback SEEDA investment funds. The breakdown is illustrated in the chart below:

SEEDA Investment	
Cash	\$322,874
Land Market Value	\$1,960,200
Total	\$2,283,074

SEEDA Match funds refunded		
Company ceases operation at:		
	End of Year	Schedule
	5	\$2,283,074
	6	\$2,130,869
	7	\$1,978,664
	8	\$1,826,459
	9	\$1,674,254
	10	\$1,522,049
	11	\$1,369,844
	12	\$1,217,639
	13	\$1,065,435
	14	\$913,230
	15	\$761,025
	16	\$608,820
	17	\$456,615
	18	\$304,410
	19	\$152,205
	20	\$0

Revenue and Recapture

Over the life of the project, SEEDA will capture, through lease income and sale proceeds, the full amount of the grant. Revenue from the project will be split evenly between SEEDA and the BRC program. The total public investment (grant and match) in the project is \$14,875,164. The anticipated revenue recapture and state and local tax increases after the life of the project is estimated to be \$20,968,052. This figure does not include other economic development benefits like payroll, local GDP increases, increased economic diversification, and the leveraged value of locating a corporate headquarters in a targeted industry—all discussed earlier in this recommendation.



Funding

The total eligible project cost is \$14,875,164, of which \$12,592,090 represents BRC Business Committed grant funds. SEEDA has committed \$2,283,074 in local match funds, of which \$322,874 is cash. The other \$1,960,200 is in-kind match for Lot 1 in the Sheridan High-Tech Park.

Project Enterprise will invest an estimated \$2 million in relocation expenses and will cover all capital investment in the building and lot over the life of the project, which is expected to be well over \$2 million.

Attorney General Opinion

Pending.

WBC Deliberation

Board discussion began with Mr. Lockhart, Chairman of the Grant and Loan Committee indicating that while the name of the company is unknown to Board members, they relied on staff to vet the project.

The Board asked whether this was the largest BRC request or if there had ever been other projects of similar scope. Staff indicated Magpul was initially a larger request but did not include the corporate-level relocation. Magpul was ultimately funded at \$8.3 million in September 2014.

Sources	
BRC Grant amount	\$ 12,592,090
Cash Match	\$ 322,874
In-Kind Match	\$ 1,960,200
Total eligible project cost	\$ 14,875,164
BRC % of total eligible project costs	85%
Local % of total eligible project costs	15%
Uses	
Non-Construction Costs	
Land	\$ 1,960,200
Architectural and Engineering fees	\$ 795,940
Other fees (surveys, tests, etc.)	\$ 102,592
Construction Costs	
Site work	\$ 450,000
<i>Building Components:</i>	
Electrical Systems	\$ 1,630,476
Mechanical, plumbing, HVAC systems	\$ 2,699,496
Landscaping	\$ 150,000
Foundation and/or Structural Framing system	\$ 4,129,164
Interior Finishes	\$ 487,164
Fire Protection	\$ 452,910
Other (list)	\$ 799,937
Miscellaneous/Other	\$ 43,197
Contingencies (15%)	\$ 1,174,088
Total Uses	\$ 14,875,164

The Board discussed the company's track record and its financial health. Staff responded that the company has a solid history and is financially stable within industry standards. The Board asked if there were any special considerations with this project. The Board asked how the number of jobs to be created was determined. Staff indicated the company provides this information based on what they believe is reasonable to meet their anticipated needs. They were conservative in their estimates. Staff concurs with the projections.

Board members spoke about the multiplier effect of manufacturing, about the benefits of access to elected officials and the fact that the project intends to relocate the executive level talent is key.

Project representatives (Roger Miller, Mayor of Sheridan) spoke about previous investments and planning in the community to allow them to be able to prepare for this type of project.

A company representative stated that Wyoming has been very welcoming. Other states were considered but in the end, the BRC funding was key.

Representatives of the Northeast Wyoming (NEW) Growth Alliance (Mike Johnson, Mayor of Buffalo and Randy Dyess, JOCO 1st Board) and Cheyenne LEADS (Anja Bendel) spoke in favor of the project. They spoke about the benefits of diversification and how the project will be beneficial to the region and the state.

The amount of the request exceeds BRC grant maximums, thus requiring a waiver of the BRC program rules. The Board voted unanimously to waive the rules.

The WBC Board voted unanimously to recommend this project for funding as a BRC Business Committed grant in the amount of \$12,592,090.

Recommendation

WBC recommends funding this project in full. Staff sees this project as a win for Sheridan and the state of Wyoming not only because it will result in a complete corporate relocation of high-value jobs, but also because of the skilled manufacturing jobs, collaboration with Sheridan College, increased tax base, diversification from the natural resource sector, and tourism-related benefits. This project can also be a catalyst for other companies in the outdoor recreation space (a targeted industry for the WBC) to move to Wyoming.

Project Overview

Purpose	Sheridan Economic and Educational Development Authority (SEEDA) requests \$12,592,090 Business Ready Communities (BRC) Business Committed grant funds to construct a 100,000-sq. ft. building in the Sheridan High-Tech Business Park. "Project Enterprise" is an internationally recognized manufacturing company has chosen to move their corporate headquarters and manufacturing facility to Sheridan.				
Project Budget	Projected Grant Expenditure Schedule				
	Description	BRC	Match		Total
			Cash	In-Kind	
	Land Value			\$ 1,960,200	\$ 1,960,200
	Non-Construction Costs	\$ 575,658	\$ 322,874	\$ -	\$ 898,532
	Construction Costs	\$ 12,016,432	\$ -	\$ -	\$ 12,016,432
Total Project Cost	\$ 12,592,090	\$ 322,874	\$ 1,960,200	\$ 14,875,164	
	Percentage BRC of all cash:		85%		
Performance Measures	Measure		Quantity	Notes	
	Businesses Assisted		1	Project Enterprise	
	Return on Investment		2.34%		
	Additional Investment		\$ 4,283,074	Local cash & in-kind match, Company relocation investment	
	Revenue Recapture		\$ 12,592,090	Equal to WBC grant	
	County Median Wage		\$ 17.94	Sheridan County	
	Median Wage of Jobs Created		\$ 20.00	Average salary (all jobs): \$60,000	
	Annual Payroll Increase		\$ 5,000,000	At the end of 5 years	
	Jobs to be Created (5 Year Projection)		70-90	Total jobs	
Project Infrastructure	Acres Developed		13.64	9 acres initially with the option to expand in the future	
	New Building Construction		100,000 SF	70,000 SF Manufacturing, 20,000 SF office space and 10,000 SF product testing and demonstration	

SLIB Decision



Business Ready Community Grant and Loan Program

TOWN OF UPTON

\$3,000,000 BRC Business Committed Grant Request

\$3,000,000 BRC Business Committed Loan Request

**Upton Logistics Park –
Railcar Repair and Cleaning Facility**

WBC Recommendation: Fund

Project Description

The town of Upton requests a \$3,000,000 Business Ready Community (BRC), Business Committed grant and a \$3,000,000 BRC Business Committed loan to construct a 40,000 square-foot rail car cleaning and repair facility. The facility will be built on a lot owned by the Upton Economic Development Board (UEDB) that is adjacent to the BNSF railroad main line in the Upton Logistics Park. Tiger Transfer, LLC, owns and operates the park.

The Economic Development Administration (EDA) awarded the UEDB \$1,946,625 for rail and turnout construction. UEDB matched the grant for a total of \$3,893,250. Approximately 11,000 linear feet of rail and 14 rail switches will be constructed. The rail will be arranged in eight ladder tracks. Six of those tracks will pass through the rail car cleaning and repair facility and will be used to transport rail cars to and from the facility. The remaining two tracks will serve as additional storage for passing trains. The 14 switches will ensure efficient movement of cars for storage and service. The facility will have room to store a unit coal train, which consists of 135 railcars.

The proposed repair and cleaning facility will be an all-inclusive maintenance facility. This includes inspection, painting, cleaning, welding, part replacement, repairs of all levels and annual rail car maintenance work.

Discussions have begun between Eastern Wyoming College and the business owners and managerial level employees to develop a comprehensive workforce training program. The program would train employees for the specific certifications that will be utilized at the rail car cleaning and maintenance facility. The training course would be three months long. Rail Car Holdings (RCH) would utilize the Wyoming Department of Workforce Services (WFS) website for its main point of recruiting. WFS will ensure application details match the job details and that only qualified candidates are being interviewed.



The Business

Atlas Coal I, LLC doing business as Rail Car Holdings (RCH), will operate the facility. RCH will work in close relationship with Tiger Transfer, LLC, which currently provides switching, transloading and storage services. The new services will be offered to an existing customer base already using the track and industrial park.

RCH has the potential for a broad customer base. The region lacks rail car repair and cleaning services (the closest railcar facility is 220 miles). More than one million rail cars (including oil tankers, grain carriers, constructions materials, finished electronics and low-sulfur coal) pass by the site on the mainline annually. The business will implement a marketing strategy to inform rail car manufacturers about the services available at the Upton site. The company will also attend conferences, forums and trade shows to increase exposure and gain contacts for potential business. Other marketing initiatives will include a website and brand marketing in industry magazines and on third-party websites.

RCH will offer cleaning services at costs that range from \$1,800-\$15,000 per rail car. The company's maintenance services will be wide ranging. Inspections average \$200 per car and full repair can be as much as \$90,000 per car. RCH should be able to service nine to 12 cars per day during a single 10-hour shift based on the design capacity of the building and yard. The number of rail car completions per day will increase when two shifts come online, and the work becomes more efficient.

Project Goals and Benefits

Upton is home to a significant number of commuting coal miners and other energy workers. Many people in this region lost their jobs or were negatively affected by the recent energy downturn, and this project will provide numerous direct and ancillary jobs.

Goals of the project:

- Create 57 jobs by end of calendar year 2018 that provide approximately \$3.1 million in total wages.
- Add an additional 51 jobs by year six, increasing total wages to \$4.7 million.
- Process 2,500 rail cars in year one and increase by 500 cars in following years.

There are many benefits to locating the rail car facility in Upton and along the BNSF mainline:

1. The project will be constructed alongside an established rail business owned by Tiger Transfer, LLC, which provides access to 40,600 feet of rail, switching services and 300 acres to expand.
2. The site is adjacent to a rail junction, which will provide low-cost, convenient rail car movement.
3. The BNSF mainline has as many as 70 trains passing through Upton per day and is one of the most active shipping lines in the country.
4. The Upton Logistics Park has access to deep wells that will be utilized for waste disposal.

Loan Information

The town of Upton requests a \$3,000,000 BRC Business Committed loan to help fund the building and necessary infrastructure. The proposed terms of the loan include a 20-year note with a variable interest rate starting at zero percent, increasing by a quarter of 1 percent every four years, to finish at 1 percent by year 20. The rent payment from Rail Car Holdings, Inc. to the Upton Economic Development Board will cover the loan payment.

Lease and Revenue Recapture

The triple net lease agreement between UEDB and Rail Car Holdings (RCH) will be for a term of 20 years. RCH will be required to not only pay rent but also pay all personal and property taxes, maintain sufficient insurance, make repairs to the building and pay utilities and other operating expenses for the term of the lease. Rent will be \$200,000 annually, and the interest on the loan increases incrementally between 0 and 1% over the term of the loan. The town of Upton will recapture the difference of the lease payment less debt service, which will be between \$41,000 and \$50,000 annually.

Annual Interest Rate	0.00%	0.25%	0.50%	0.75%	1.00%
	Years 1-4	Years 5-8	Years 9-12	Years 13-16	Years 17-20
Term	20				
Payment per Year	1				
Amount	\$3,000,000				
Lease Payment	\$200,000				
Payment Number	Payment	Interest	Principal	Balance	Annual Rate
0				\$3,000,000.00	
1	\$150,000.00	\$0.00	\$150,000.00	\$2,850,000.00	0.00%
2	\$150,000.00	\$0.00	\$150,000.00	\$2,700,000.00	0.00%
3	\$150,000.00	\$0.00	\$150,000.00	\$2,550,000.00	0.00%
4	\$150,000.00	\$0.00	\$150,000.00	\$2,400,000.00	0.00%
5	\$153,207.40	\$6,000.00	\$147,207.40	\$2,252,792.60	0.25%
6	\$153,207.40	\$5,631.98	\$147,575.41	\$2,105,217.19	0.25%
7	\$153,207.40	\$5,263.04	\$147,944.35	\$1,957,272.84	0.25%
8	\$153,207.40	\$4,893.18	\$148,314.21	\$1,808,958.62	0.25%
9	\$155,690.61	\$9,044.79	\$146,645.82	\$1,662,312.80	0.50%
10	\$155,690.61	\$8,311.56	\$147,379.05	\$1,514,933.76	0.50%
11	\$155,690.61	\$7,574.67	\$148,115.94	\$1,366,817.82	0.50%
12	\$155,690.61	\$6,834.09	\$148,856.52	\$1,217,961.30	0.50%
13	\$157,428.23	\$9,134.71	\$148,293.52	\$1,069,667.78	0.75%
14	\$157,428.23	\$8,022.51	\$149,405.72	\$920,262.06	0.75%
15	\$157,428.23	\$6,901.97	\$150,526.26	\$769,735.80	0.75%
16	\$157,428.23	\$5,773.02	\$151,655.21	\$618,080.60	0.75%
17	\$158,402.37	\$6,180.81	\$152,221.57	\$465,859.03	1.00%
18	\$158,402.37	\$4,658.59	\$153,743.78	\$312,115.25	1.00%
19	\$158,402.37	\$3,121.15	\$155,281.22	\$156,834.03	1.00%
20	\$158,402.37	\$1,568.34	\$156,834.03	\$0.00	1.00%
Total	\$3,098,914.41	\$98,914.41	\$3,000,000.00		

Timeline

If funded, the construction bid will be awarded upon execution of the grant agreement. The construction of the rail (funded by EDA grant funds) will commence in March 2018. Construction of the building would follow the rail, starting in April 2018. Estimated construction completion is July 2018, with a planned business opening in September 2018.

Funding

The total project cost is \$15,889,937. There is a total of \$9,889,937 of ineligible project costs that are funded by the Economic Development Administration, a UEDB match and private investment. The remaining \$6,000,000 represent the eligible project costs, of which \$3,000,000 is the BRC Business Committed grant and \$3,000,000 is the BRC Business Committed loan. The grant funds are matched with the BRC Business Committed loan funds that will be paid back in full plus interest.

Attorney General Opinion

Pending.

WBC Deliberation

The Board remarked that the initial amount of rail cars projected to be serviced was a very small percentage of cars on the BNSF mainline. Staff concurred but stated it was prudent for the business to be conservative since this is a start-up company. The Board also inquired about the company's contribution to the project, which staff noted is nearly \$6 million in capital investment for equipment and payroll. Ms. DeVore and Chairman Covello stressed that investments should be in the company name before they are considered fully committed to the project. Staff said it would revise the project contingency wording to reflect this. Company representatives were agreeable to contingencies and deadlines outlined by staff.

Staff reported the business plan was reviewed by a third-party industry expert who found it to be reasonable and the assumptions within industry standards.

Project representatives (Travis Beck, Upton Mayor, Tony Barton, Weston County Commissioner, John Marshall, Upton Economic Development Board President and McKenna Sorensen, Rail Car Holdings) spoke about previous investments in their community that allow them to entertain such a project (the Upton Logistics Park, Upton Community Center, Park Improvements). They also spoke about the labor shed being a three-county area (Campbell, Weston and Crook), which will be ample. Additionally, the Upton Economic Development Board has been working with Eastern Wyoming Community College and Workforce Services to develop a training center in Newcastle that will support this project.

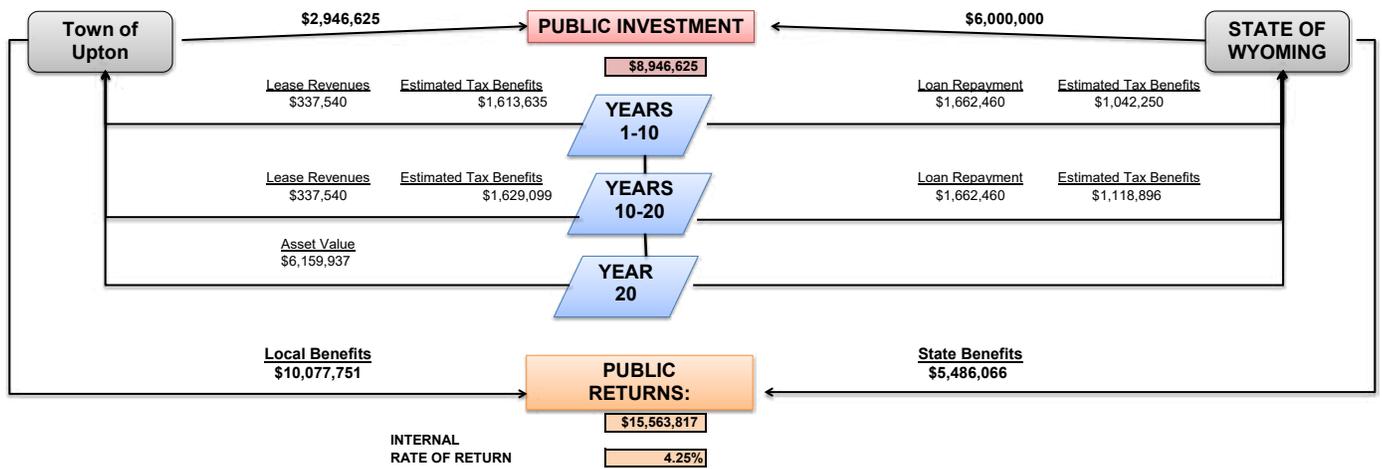
The WBC Board voted unanimously to recommend this project for funding as a BRC Business Committed grant in the amount of \$3,000,000 and the Business Committed loan in the amount of \$3,000,000 with the contingencies staff recommended (modified per Board suggestions). The project will have a major impact on the Town of Upton and northeastern Wyoming. This project does not rely on the coal mining economy and will employ numerous people in a region of the state that has been rattled with energy sector layoffs. The business owners (John Sorensen and Richard Maury) thanked the Board for their recommendation.

Sources	
BRC amount	\$ 3,000,000
Cash Match	\$ 3,000,000
Total eligible project cost	\$ 6,000,000
BRC % of total eligible project costs	50%
Local % of total eligible project costs	50%
Uses	
Non-Construction Costs	
Architectural and Engineering fees	\$ 55,721
Other fees (surveys, tests, etc.)	\$ 7,240
Project inspection fees	\$ 12,481
Construction Costs	
Site work	\$ 327,259
Building	\$ 2,940,500
<i>Building Components:</i>	
Electrical Systems	\$ 668,213
Mechanical, plumbing, HVAC systems	\$ 834,662
Landscaping	\$ 19,208
Foundation and/or Structural Framing system	\$ 617,552
Interior Finishes	\$ 50,292
Fire Protection	\$ 333,479
Contingencies (5%)	\$ 133,393
Total Uses	\$ 6,000,000

WBC Recommendation

Staff recommends funding in full contingent on the EDA and state of Wyoming share in a first lien position on the land, the rail and building to be constructed, and the understanding that investors in the proposed project may be hesitant to commit their cash contributions, all funds totaling \$5,996,687 must be evidenced by one or more of the following instruments by February 28, 2018:

- Bank Statement of Atlas Coal I dba Rail Car Holdings showing balance of account
- A signed letter from bank president stating line of credit availability balance of Atlas Coal I dba Rail Car Holdings and/or investors of the company
- An investment account statement stating availability of funds in a liquid investment account of Atlas Coal I dba Rail Car Holdings and/or investors in the company



Project Overview

Town of Upton					
Purpose	The town of Upton requests a \$3,000,000 Business Ready Community (BRC) Business Committed grant and a \$3,000,000 BRC Business Committed loan to construct a 40,000-square foot rail car cleaning and repair facility. The proposed repair and cleaning facility will be an all-inclusive maintenance facility. This includes; inspection, painting, cleaning, welding, part replacement, repairs of all levels, and annual railcar maintenance work.				
Project Budget	Projected Grant Expenditure Schedule				
	Description	BRC	Match		Total
			Cash	In-Kind	
	Non-Construction Costs	\$ 37,721	\$ 37,721	-	\$ 75,442
	Construction Costs	\$ 2,962,279	\$ 2,962,279	-	\$ 5,924,558
	Total Project Cost	\$ 3,000,000	\$ 3,000,000	-	\$ 6,000,000
	Percentage BRC of all cash:		50%		
	Measure	Quantity		Notes	
Performance Measures	Businesses Assisted	1		Rail Car Holdings, Inc	
	Return on Investment	4.25%			
	Loan Repayment	\$3,000,000		20 year note at variable interest	
	Revenue Recapture	\$750,000			
	County Median Wage	\$36,623			
	Median Wage of Jobs Created	\$54,505			
	Jobs to be Created (3 Year Projection)	81			
	Jobs to be Retained	81			
	Additional Investment	\$5,996,687		Private Investment	
	Acres Developed	25		Upton Logistics Park. Purchased from Tiger Transfer	
Project Infrastructure	New Building Construction	40,000 sq. ft.		6 rail lines completely through the building	
	Water	50 LF			
	Sewer	50 LF			
	Road	50 LF			

SLIB Decision

Business Ready Community Grant and Loan Program

JACKSON HOLE AIRPORT BOARD

\$1,500,000 BRC Business Committed Grant Request
 \$1,500,000 BRC Business Committed Loan Request

**JHA Fuel Facility
Business Committed Project**

WBC Recommendation: Do not fund

Project Description

The Jackson Hole Airport Board (the “Board”) requests a \$1,500,000 BRC Business Committed grant and a \$1,500,000 BRC loan to construct infrastructure to a new fuel farm at the Jackson Hole Airport (JHA), which will include five 30,000-gallon Jet-A fuel tanks (150,000 gallons in total), storage for ramp equipment glycol, Avgas, diesel fuel, and gasoline tanks, and room to allow an additional 90,000 gallons of Jet-A for future expansion. The fuel facility will be owned and operated by the Board.

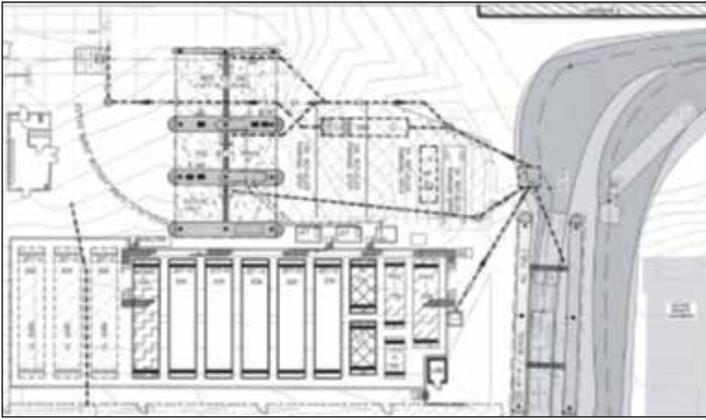
The current storage volume for Jet-A at the airport is 76,000 gallons, which is only one day’s storage based on peak weeks experienced in 2015 and 2016. One day is a severe hardship and could result in an inability to fuel aircraft. The lack of sufficient storage is exacerbated by the substantial trucking distances and potential for inclement weather. Airlines have the choice of serving many airports, and without proper infrastructure, air service would most likely decline. Fuel shortages could cause delayed or canceled flights.

Project Goals and Public Benefit

This project will provide infrastructure to facilitate the retention and expansion of airline service to Jackson and surrounding communities in northwest Wyoming. The project will enable the airport to provide adequate fuel storage not only for air service as it currently exists, but for sufficient capacity to ensure that service will be retained and grow to meet demands of tourism and the business community.

During Peak periods, JHA is served by American Airlines, Delta Airlines, Sky West Airlines, United Airlines, and Go Jet Airlines. These airlines provide direct service to Denver, Salt Lake City, Houston, Chicago, and New York City, to name a few. The JHA deplaned 279,299 passengers in 2012, and 344,539 passengers in 2016, a 23% increase in four years.





Approximately 62% of airline passengers arriving in Wyoming in 2016 did so through the JHA. According to the 2010 Environmental Impact Statement prepared by the National Park Service, between 35 and 40 percent of the total economic impact of non-local visitors and tourists in Teton County is the direct result of airline passengers arriving through the airport's passenger terminal.

Additionally, about 667 people are currently employed at the JHA during the peak season. Of these, approximately 259 work for airline

companies, 49 for the fixed-base operator (FBO), 28 in government positions including search and rescue, 113 for the Board, 130 in ground transportation, and 88 for various other employers including rental car companies, terminal restaurant, gift shop, and air traffic control. Fifty percent of employees live in Teton County, with the remaining percentage mostly living in Lincoln County and some in the town of Dubois in Fremont County.

The goal of this project is to retain air service, retain jobs that currently exist at the airport, and create three (3) new jobs paying above the county median for those types of occupations. The Board also offers full family health insurance, retirement, sick leave, vacation leave and housing allowance.

Loan Information

The Board requests a \$1,500,000 BRC Loan to help fund infrastructure for the fuel farm facility. The proposed terms of the loan include a 10-year note at 1.5% interest. There are two revenue sources to service the loan debt:

- a .05 cents per gallon flowage fee charged directly to the end user that will generate approximately \$270,000 per year; and
- an estimated .12 cents per gallon fee that will be included in the fuel price, charged to the FBO at the source, that will generate approximately \$648,000 per year.

Lease and Revenue Recapture

All revenues recaptured will pay off loan debt and be put back into improvements at the JHA.

Timeline

Design and bidding for Phases I, II and III are complete. This project will be for construction of Phase III and, if funded, completion for this phase is expected to be by August 2018.

Funding

Total project cost is \$10,450,832, of which \$1,500,000 represents the BRC grant. The grant is matched by the \$1,500,000 BRC loan, a \$2,986,907 bank loan and an in-kind match of \$2,963,926 for design and construction of Phase I and II.

Loan Terms

Total Project: \$10,450,832

Total Loan: \$1,500,000

Total Grant: \$1,500,000

Collateral: General Airport Revenues

Sources	
BRC Grant amount	\$ 1,500,000
Loan & Cash Match	\$ 5,986,907
In-Kind Match	\$ 2,963,926
Total eligible project cost	\$ 10,450,833
BRC % of total eligible project costs	14%
Local % of total eligible project costs	86%
Uses	
Non-Construction Costs	
Architectural and Engineering fees	\$ 755,000
Other fees (surveys, tests, etc.)	\$ 15,000
Project inspection fees	\$ 330,500
Construction Costs	
Site work	\$ 1,321,207
Demolition and removal	\$ 450,000
<i>Building Components:</i>	
Electrical Systems	\$ 860,137
Mechanical, plumbing, HVAC systems	\$ 14,100
Foundation and/or Structural Framing system	\$ 1,311,187
Fire Protection	\$ 894,152
Other (list)	\$ 3,141,409
Contingencies (15%)	\$ 1,358,141
Total Uses	\$ 10,450,833

Repayment: The loan will be repaid from two revenue sources:

- a .05 cents per gallon flowage fee charged directly to the end user, generating approximately \$270,000 per year;
- and in addition, an estimated .12 cents per gallon fee, generating approximately \$648,000 included in the fuel price charged to the FBO at the source.

(These figures are based on total of 5.4 million gallons of Jet Fuel sold in 2016.)

Term: 10 years

Interest Rate: 1.5%

Fees: \$1,250 loan servicing fee (\$125 per year for a term of 10 years)

Other fees: Loan documentation, filing fees, etc. are the responsibility of the JHA Board.

Attorney General Opinion

Pending.

WBC Deliberation

The Board asked staff to discuss why the project might not be “business committed.” Staff indicated that job retention is based on whether jobs will be lost absent BRC funding, which does not appear to be the case with the airport project. Additionally, new job creation was very minimal and was not at wages that are self-sufficient.

Jim Elwood, Jackson Hole Airport Manager spoke about the increase in passengers and the importance of the airport to Wyoming as a whole. He stated the Airport Board was reducing its request to a \$1 million loan.

The Board asked whether the Airport has researched the funding options recommended by staff and. It has but found the alternative funding suggestions have higher interest rates and fees defined by statute. The Board inquired if the project could be funded internally and the answer was that it would extinguish all available funds.

The Board asked if the project could be phased? Mr. Elwood stated it would be difficult and costly to phase the project given its location in a National Park and the environmental requirements when any new project is undertaken.

Finally, the Board asked for background on the recent purchase of the fixed-base operator by the Airport Board. Mr. Elwood stated the purchase was a stand-alone business deal and that there was no fuel storage available at that facility.

Mr. Blann spoke about the benefits of the airport to tourism and about the effects of the power outage last winter. He recused himself from the vote as he sits on the Airport Board.

Remaining members of the WBC Board voted unanimously to accept staff recommendation to not fund the project.

WBC Recommendation

WBC does not recommend funding for this project, as there has been significant BRC grant funding invested at the airport.

Previously funded projects include:

- 2009 JHA Terminal Improvements Community Readiness Project- \$1.5 million grant; \$1.5 million loan for Phase One expansion of the passenger terminal building. Funds were used to construct a new ticketing lobby, relocation of baggage screening devices, rental car counters and additional concession space;
- 2013 JHA Terminal Expansion Community Readiness Project (Phase Two) - \$2 million grant; \$3 million loan for expansion of baggage claim facilities, TSA support space, passenger security screening areas, and janitorial space to serve the terminal;
- 2016 JHA Wastewater Treatment Conveyance Community Readiness Project - \$1.5 million grant; \$500,000 loan to construct a pipeline and related improvements to convey wastewater from the JHA to the town of Jackson's wastewater treatment facility.

WBC suggests that the JHA Board further research alternative funding sources through the following:

- Office of State Lands – Joint Powers Act Loan Program; or
- State Loan and Investment Board - Air Services Financial Aid (Wyoming State Statue 9-12-703)

WBC does not concur with the application status of Business Committed project, as this project does not demonstrate that primary jobs will be created. Additionally, the applicant did not demonstrate that jobs will be lost absent this financial assistance, which is the standard applied to job retention projects.

Project Overview

Jackson Hole Airport Fuel Farm				
Purpose	The Jackson Hole Airport Board requests \$1,500,000 BRC Business Committed grant funds and \$1,500,000 BRC Business Committed loan funds to construct infrastructure to a new fuel farm at the Jackson Hole Airport, which will include five 30,000-gallon Jet-A fuel tanks, storage for ramp equipment glycol, Avgas, diesel fuel, and gasoline tanks as well as room to allow an additional 90,000 gallons of Jet-A for future expansion.			
Project Budget	Projected Grant Expenditure Schedule			
	Description	BRC	Match	Total
			Cash	In-Kind
	Non-Construction Costs	\$ 61,072	\$ 364,428	\$ 675,000
	Construction Costs	\$ 1,438,928	\$ 5,622,479	\$ 2,288,926
	Total Project Cost	\$ 1,500,000	\$ 5,986,907	\$ 2,963,926
	Percentage BRC of all cash:		14%	
Performance Measures	Measure	Quantity		Notes
	Businesses Assisted	10		Airport, Fixed Based Operator (FBO), Airlines, Rental Car Agencies
	Return on Investment			
	Loan Repayment	\$ 1,616,248.00		Estimated
	Revenue Recapture			
	County Median Wage	\$ 22.73		\$47,288 - Annual Wage
	Median Wage of Jobs Created	\$ 24.04		\$50,000 - Annual Wage
	Payroll Increase	\$ 247,500		Estimated
	Jobs to be Created (3 Year Projection)	3		
	Jobs to be Retained	13		
	Additional Capital Expenditures Year One	\$10,450,832		Capital expenses estimate
	Estimated Taxible Sales Year One	\$ 21,300,000		Based on current fuel prices and a 2% per year increase in volume.
	Estimated Taxible Sales Year Two	\$ 22,160,000		
	Estimated Taxible Sales Year Three	\$ 22,603,730		
	Estimated Taxible Sales Year Four	\$ 23,055,805		
	Estimated Taxible Sales Year Five	\$ 23,516,021		

SLIB Decision





Business Ready Community Grant and Loan Program

CITY OF BUFFALO

\$2,844,410 BRC Community Readiness Request

Buffalo Technology Business Park

WBC Recommendation: Do not fund

Project Description

The city of Buffalo requests a \$2,844,410 Community Readiness Grant for road and utility infrastructure to develop the Buffalo Technology Business Park. The project consists of two phases totaling approximately 104 acres. Funds will be used for Phase I development of approximately 50 acres.

The site is located near the intersection of interstates 25 and 90 in Buffalo. TW Road, which runs adjacent to the proposed site, will be re-developed through an Industrial Road Project (IRP) funding between Johnson County and the Wyoming Department of Transportation. Construction of this project has begun with completion anticipated in late 2018.

Project Goals and Public Benefit

Buffalo does not currently have this type of property to market and develop. The proposed site has access to four separate feeds from two different power companies, totaling 100-megawatts of power, water, sewer, and available redundant fiber.

Phase I of this project will create approximately 16 acres (2-3 lots) of light industrial shovel-ready lots, and 26 acres (4-5 lots) of office/technology shovel-ready lots. By developing these lots, the city and county may benefit through the creation of new jobs and businesses.

This project was the subject of a comprehensive feasibility study which focused on the development of a business park within the Buffalo area. The study focused on this city-owned land which once served as the city's wastewater treatment lagoons and have now been reclaimed.



Recent studies which identified this area for use as a business technology park include:

- Buffalo Corridor Tech Park Plan – 2015 (BRC Planning Project)
- Kaycee-Buffalo-Johnson Co ED JPB Eastern Corridor Tech Park Study – 2015 (BRC Planning Project)
- New Growth Alliance Plan – 2016
- City of Buffalo – Infrastructure and Site Readiness Assessment for the Recruitment of High Tech or Data Center Companies – 2013 (Joe Sharkey/TMGN)

Revenue Recapture

Revenue recaptured through the sale of lots will be placed in an economic development account, and will be designated and used for future economic development purposes within the city. Funds will be managed through JOCO 1st (formerly Kaycee-Buffalo-Johnson Co ED JPB). From these funds, 25% will be allocated to the WBC up to the value of the grant award.

Timeline

Completion of Phase I is anticipated by the spring of 2019.

Funding

Total project cost is \$8,307,043, of which \$2,844,410 represents the BRC grant. The grant is matched by a cash match of \$78,947 from Johnson County for the construction of a portion of the TW Road IRP funding which ties into the park, and in-kind match of \$375,000 in land value from the city of Buffalo, and \$5,008,686 from Johnson County and WYDOT for construction of TW Road.

Sources	
BRC amount	\$ 2,844,410
Cash Match	\$ 78,947
In-Kind Match (Land Value; road work)	\$ 5,383,686
Total eligible project cost	\$ 8,307,043
BRC % of total eligible project costs	34%
Local % of total eligible project costs	66%
Uses	
Land Costs	
Land - Value	\$ 375,000
Non-Construction Costs	
Architectural and Engineering fees	\$ 450,654
Other fees (Environmental Study)	\$ 45,000
Project inspection fees	\$ 363,610
Construction Costs	
Site work	\$ 6,738,219
Contingencies (4%)	\$ 334,560
Total Uses	\$ 8,307,043

WBC Deliberation

Project representatives (Mike Johnson, Buffalo Mayor, Tom Knapp, former Mayor of Kaycee, Randy Dyess, JOCO 1st Board member and Dave Simonsen, JOCO 1st Executive Director) spoke about not being able to compete for Project Enterprise, as they did not have developed land available. They completed planning with BRC-funded plans. The available funding for the road project is a benefit to the community, as it helps them with their match. Should the project not be funded, it will be some time before the community would be able to provide the required match. The project will benefit other communities such as Kaycee.

A project proponent requested that funds be made contingent on the next biennium's funding. The Board inquired about using future funding and CEO Reese indicated that was not done in the past and he did not think it could be done.

Buffalo indicated it could still make the project work at the reduced amount of \$2.1 million.

The Board asked staff if the project was not funded could it be re-submitted? Staff indicated it could. Staff

also indicated the portion of the match that is the investment in road improvements will continue to be eligible as in-kind match.

Funding remaining for Community Readiness in the allocation plan totals \$365,567. Mr. Easley moved to approve the project in the amount of \$365,567.

The Board asked if the applicant could accept that amount. They indicated they could not.

Motion died for lack of a second.

The WBC Board voted unanimously to accept staff recommendation to not fund the project.

WBC Recommendation

WBC does not recommend funding due to lack of funding in the Community Readiness category, as grant funds were utilized on higher priority projects according to the allocation plan adopted by Wyoming Business Council Board in 2016.

Project Overview

Buffalo Technology Business Park					
Purpose	The city of Buffalo requests \$2,844,410 BRC Community Readiness grant funds for road and utility infrastructure to develop the Buffalo Technology Business Park. Funds will be used for Phase I development of approximately 50 acres.				
Project Budget	Projected Grant Expenditure Schedule				
	Description	BRC	Match		Total
			Cash	In-Kind	
	Land	\$ -	\$ -	\$ 375,000	\$ 375,000
	Non-Construction Costs	\$ 614,520	\$ 17,056	\$ 227,688	\$ -
	Construction Costs	\$ 2,229,890	\$ 61,891	\$ 4,780,998	\$ -
Total Project Cost	\$ 2,844,410	\$ 78,947	\$ 5,383,686	\$ 375,000	
	Percentage BRC of all cash:		97%		
Project Infrastructure	Acres Developed		50		
	Water		3,320 lf		
	Sewer		3,506 lf		
	Road		3,600 lf		

SLIB Decision



TM

Business Ready Community Grant and Loan Program

TOWN OF LINGLE

\$454,700 BRC Community Enhancement Request

Lingle Community Center

WBC Recommendation: Partial funding



Project Description

The town of Lingle requests a \$454,700 Community Enhancement grant to demolish the Legion Post #63 building located at 229 Main St., and renovate an existing facility located at 237 Main St., adjacent to the Legion Hall, for a community multi-use facility. The town owns both locations.

The facility is used multiple times a month for different activities, and is currently used as a venue for a home-vendors showcase.

Project Goals and Public Benefit

The Legion Post #63/Community Center facility dates back to 1918 and has been used for many businesses throughout the years, providing social and economic impacts for the town of Lingle and surrounding areas in Goshen County. The current facility does not meet current safety code or ADA standards and is not salvageable.

Demolition of the building will leave a vacant space on Main Street. The loss of the building also leaves residents without access to a storm shelter or community gathering space. If the town is not able to build a new facility, residents will be forced to go outside of the community to host activities, creating hardship for the large elderly population and requiring traveling further distances for family related events and other activities.

This project will give local residents a place to:

- hold meetings
- gatherings
- elections
- wedding receptions
- graduation celebrations
- showers
- craft fairs

The new Community Center will be the main building for the Legion #63 Post and Women's Auxiliary.



Sources	
BRC amount	\$ 454,700
Cash Match	\$ 592,000
Total eligible project cost	\$ 1,046,700
BRC % of total eligible project costs	43%
Local % of total eligible project costs	57%
Uses	
Land Acquisition Costs	
Land	\$ 43,000
Non-Construction Costs	
Architectural and Engineering fees	\$ 49,000
Other fees (surveys, tests, etc.)	\$ 7,000
Project inspection fees	\$ 10,000
Construction Costs	
Site work	\$ 25,000
Demolition and removal	\$ 75,000
<i>Building Components:</i>	
Electrical Systems	\$ 40,000
Mechanical, plumbing, HVAC systems	\$ 50,000
Landscaping	\$ 8,000
Foundation and/or Structural Framing system	\$ 360,000
Interior Finishes	\$ 140,000
Fire Protection	\$ 120,000
Remediation	\$ 20,000
Other (list)	\$ -
Miscellaneous/Other (list)	\$ -
Contingencies (10%)	\$ 94,700
Total Uses	\$ 1,041,700

Funding

Total eligible project cost is \$1,041,700, of which \$424,700 represents the BRC Community Enhancement grant. Grant funds are matched with a \$40,000 Goshen County Economic Development grant, cash amount of \$45,000 from the town, a \$500,000 loan from Points West Community Bank, and a \$7,000 grant from Black Hills Energy (pending).

A structural analysis and asbestos report was provided by the town as per WBC staff's request from a site visit in July 2017.

Cost per square foot has not been determined as the town has not given a square-foot amount for the existing building renovation.

WBC Deliberation

The Board heard from community representatives (George Siglin, Lingle Mayor, Wally Wolski, Goshen County Commissioner, Michele Sussex, Lingle Clerk/Treasurer and Ashley Harpstreith, Goshen County Economic Development Director) about the importance of the project.

The staff recommendation indicated issues with the application. The Board inquired about this. Staff indicated that there were items to be ironed out, but that staff would be pleased to work with the community to address any deficiencies.

The Board discussed the importance of a central gathering place in small communities. They asked the applicant if they could make the project work with \$365,567 and Lingle indicated it could.

Members of the Board asked for clarification if the Lingle project was being moved up to the Community Readiness category (where the remaining funding was being proposed) or if the funding was moving down. Grant and Loan Committee Chair Lockhart stated the money was moving down.

The Board discussed the dangers of partial funding, that perhaps the project should be fully funded and waive the allocation plan or ask the applicant to come back later, but not to piecemeal the funding.

Chairman Covello recused himself, as Points West Bank has funding in the project.

Mr. Anderson moved to recommend the project at \$454,700. Mr. Sullivan seconded. Ms. Goetz could only support the \$365,567. Mr. Wandler indicated he was not in favor of waiving the allocation plan.

Mr. Anderson amended his motion to recommending funding in the amount of \$365,567. Mr. Sullivan concurred.

Remaining members of the WBC Board voted unanimously to fund the project at \$365,567.

Mr. Wandler stated he would not have voted in favor should the project have been for a larger community. He supported the project because it was a small town.

Prior to the Board votes, staff reminded the Board of the allocation plan guidelines and the intent of retaining funding over the biennium but with the ability to be flexible to address opportunities.

Staff also indicated to the Board there were three applications under consideration from the Dec. 1 deadline and there were others being prepared for the March deadline.

WBC Recommendation

WBC recommends partial funding in the amount of \$365,567. Staff indicated there was still work to be done on the scope of the project. The Board asked if staff could assist Lingle on refining these issues before the SLIB meeting. Staff replied that they will work with the town on this.

Project Overview

Lingle Community Center				
Purpose	The town of Lingle requests a \$454,700 Community Enhancement grant to demolish the Legion Post #63 building located at 229 Main Street, and renovate an existing facility located at 237 Main Street, adjacent to the Legion Hall, for a community multi-use facility.			
Project Budget	Projected Grant Expenditure Schedule			
	Description	BRC	Match	
			Cash	
	Land	\$ -	\$ 43,000	\$ 43,000
	Non-Construction Costs	\$ 28,671	\$ 37,329	\$ 66,000
	Construction Costs	\$ 426,029	\$ 511,671	\$ 937,700
	Total Project Cost	\$ 454,700	\$ 592,000	\$ 1,046,700
	Percentage BRC of all cash:		43%	
Performance Measures	Measure	Quantity		
	Annual Revenue from rental of facility	\$ 3,900	*Total amount for rent of the facility has not been established.	
	Annual Expenditures for Operation &	\$ 5,991		
	Number of events to be held annually	TBD	13,000 members of the community are expected to be served annually from use of this facility	
	Number of people attending events annually	TBD		
	Additional Investment	TBD	Town will be responsible for ongoing operations and maintenance, and any additional costs associated with the facility.	
Project Infrastructure	New Building Construction	2,600 square feet*	This is the size of the existing building on 229 Main Street which will be demolished. No estimated square-footage was provided for the new construction.	
	Existing Building Construction	1,519 square-feet*	This is the size of the building on 237 Main St. which is proposed to be renovated and attached to the new facility on 229 Main St. The total square-footage to be renovated was not provided.	

SLIB Decision