

# Business Ready Community Grant and Loan Program Allocation Plan

## Background

At its quarterly meeting on May 26, 2016 in Rock Springs, the Wyoming Business Council (WBC) Board of Directors unanimously adopted an allocation plan to guide disbursement of funds from the Business Ready Community (BRC) program for the next biennium. The WBC Board believes this is a prudent way to address projects and program priorities while retaining funding for future opportunities.

## Limited Available Funding

Funding for the 2017/2018 program years is limited compared to prior biennial appropriations.

<b>Business Ready Community Funding by Biennial Fiscal Years</b>	
<b>BFY 03/04</b>	<b>\$8,400,000</b>
<b>BFY 05/06</b>	<b>\$31,350</b>
<b>BFY 07/08</b>	<b>\$79,250,000</b>
<b>BFY 09/10</b>	<b>\$68,131,255</b>
<b>BFY 11/12</b>	<b>\$50,000,000</b>
<b>BFY 13/14</b>	<b>\$50,000,000</b>
<b>BFY 15/16</b>	<b>\$74,130,000</b>
<b>BFY 17/18</b>	<b>\$38,588,050</b>
*includes funding for large infrastructure projects (\$15,000,000 in BFY 13/14 and \$10,000,000 in BFY 15/16)	

## Purpose of Allocation Plan

- Ensure funds are available throughout the biennium (July 1, 2016 through June 30, 2018) for opportunities as they arise.
- Allow WBC Board to set and communicate priorities for funding specific project types.

## Considerations

- Flexibility over rigidity
  - o Staff recommends the allocation plan is used as a guideline and not a hard-and-fast rule.
  - o The allocation plan is a guide and may be revisited regularly by the WBC Board.

- Priorities
  - o The WBC Board recommends prioritizing funding.
  - o The WBC Board recommends higher priority projects may pull money from lower priority allocations, but not the other way around.
- Schedules
  - o WBC Board makes allocations quarterly and adjusts funding annually.
    - The WBC Board recommends the allocation plan is developed for quarterly funding to ensure projects recommended align priorities.
    - Budgets will change annually based on actual awards, carry-over funds, de-obligations, loan repayments and revenue recapture.

### Funding availability per the allocation plan

FY16Q1						
	Total Annual Funds Available at Beginning of Quarter	Base Quarterly Allocation	Carry Forward from Previous Quarter	Total Available	Awards	Carry Forward to Next Quarter
Business Committed	\$ 7,926,313	\$ 1,981,578	\$ -	\$ 1,981,578	\$ -	\$ 1,981,578
Community Readiness	\$ 6,869,471	\$ 1,717,368	\$ -	\$ 1,717,368	\$ -	\$ 1,717,368
Community Enhancement	\$ 2,642,104	\$ 660,526	\$ -	\$ 660,526	\$ 660,526	\$ -
Planning	\$ 176,140	\$ 44,035	\$ -	\$ 44,035	\$ 44,035	\$ -
<b>Total</b>	\$ 17,614,028	\$ 4,403,507	\$ -	\$ 4,403,507	\$ 704,561	\$ 3,698,946
FY16Q2 (BASED on WBC Recommendations)						
	Total Annual Funds Available at Beginning of Quarter	Base Quarterly Allocation	Carry Forward from Previous Quarter	Total Available	Awards	Carry Forward to Next Quarter
Business Committed	\$ 7,926,313	\$ 1,981,578	\$ 1,981,578	\$ 3,963,156	\$ 3,000,000	\$ 963,156
Community Readiness	\$ 6,869,471	\$ 1,717,368	\$ 1,717,368	\$ 3,434,736	\$ 3,000,000	\$ 434,736
Community Enhancement	\$ 1,981,578	\$ 660,526	\$ -	\$ 660,526	\$ 500,000	\$ 160,526
Planning	\$ 132,105	\$ 44,035	\$ -	\$ 44,035	\$ -	\$ 44,035
<b>Total</b>	\$ 16,909,467	\$ 4,403,507	\$ 3,698,946	\$ 8,102,453	\$ 6,500,000	\$ 1,602,453
FY16Q3						
	Total Annual Funds Available at Beginning of Quarter	Base Quarterly Allocation	Carry Forward from Previous Quarter	Total Available	WBC Recommendations	Carry Forward to Next Quarter
Business Committed	\$ 4,926,313	\$ 1,981,578	\$ 963,156	\$ 2,944,734	\$ 1,183,760	\$ 1,760,974
Community Readiness	\$ 3,869,471	\$ 1,717,368	\$ 434,736	\$ 2,152,104	\$ 2,452,104	\$ -
Community Enhancement	\$ 1,481,578	\$ 660,526	\$ 160,526	\$ 821,052	\$ 800,000	\$ 21,052
Planning	\$ 132,105	\$ 44,035	\$ 44,035	\$ 88,070	\$ 44,000	\$ 44,070
<b>Total</b>	\$ 10,409,467	\$ 4,403,507	\$ 1,602,453	\$ 6,005,960	\$ 4,227,760	\$ 1,826,096
FY16Q4						
	Total Annual Funds Available at Beginning of Quarter	Base Quarterly Allocation	Carry Forward from Previous Quarter	Total Available	Awards	Carry Forward to Next Fiscal Year
Business Committed	\$ 3,742,552	\$ 1,981,578	\$ 1,760,974	\$ 3,742,552	\$ -	
Community Readiness	\$ 1,717,367	\$ 1,717,368	\$ -	\$ 1,717,368	\$ -	
Community Enhancement	\$ 660,526	\$ 660,526	\$ 21,052	\$ 681,578	\$ -	
Planning	\$ 61,261	\$ 44,035	\$ 44,070	\$ 88,105	\$ -	
<b>Total</b>	\$ 6,181,706	\$ 4,403,507	\$ 1,826,096	\$ 6,229,603	\$ -	

## BRC Financial Summary

Available BRC Funds Summary	
	BRC
Net Appropriations	\$ 379,549,305
Awards Adjusted by Deobligations	\$ (351,719,336)
BRC Loan Principal and Interest Payments & Fees Received to Date	\$ 2,553,366
CFP Unobligated Funds Transferred to BRC	\$ 1,563
<b>Total Available Funds</b>	<b>\$ 30,384,898</b>

## BRC Application and Program Summary

Awards are contingent on satisfactory execution and administration of previous grants or loans by an applicant. Other contingencies, if any, are defined in the project descriptions.

Any remaining funds will be added to the allocation for next quarter.

FY17 3rd Quarter allocation includes funds from the 2nd quarter that were not expended.

BRC Project Types	Priorities	Q3 Allocation Available
Business Committed & Managed Data	High	\$ 2,944,734
Community Readiness	Medium	\$ 2,152,104
Community Enhancement	Low	\$ 821,052
Planning	Low	\$ 88,070
<b>Totals</b>		<b>\$ 6,005,960</b>

BRC Applications Received December 1, 2016					
Applicant	Project	Type	Request	Available BRC Funding per Adopted Allocation Plan	WBC Recommendation
1. Cody, City of	Wyoming Authentic Products Expansion	Business Committed	\$ 748,360	\$ 2,944,734	\$ 748,360
2. Powell, City of	Aircraft Manufacturing Facility	Business Committed	\$ 435,400		\$ 435,400
3. Bar Nunn, Town of	I-25 Interchange at Westwinds Road	Community Readiness	\$ 3,000,000	\$ 2,152,104	\$ -
4. Sundance, Town of	Old Stoney Restoration Phase I	Community Readiness	\$ 2,957,434		\$ 2,452,104
5. Casper-Natrona Co ED/JPB	David Street Station	Community Enhancement	\$ 500,000	\$ 821,052	\$ 500,000
6. Sheridan, City of	Renewable Energy Assessment	Planning	\$ 44,000	\$ 88,070	\$ 44,000
<b>Total Requests</b>			<b>\$ 7,685,194</b>	<b>\$ 6,005,960</b>	<b>\$ 4,179,864</b>

If projects are funded as suggested by WBC, FY17 4th Quarter will be as follows:

BRC Project Types	Base Allocation	Carry forward from Q3	Q4 Allocation Available
Business Committed & Managed Data	\$ 1,981,578	\$ 1,760,974	\$ 3,742,552
Community Readiness	\$ 1,717,368	\$ -	\$ 1,717,368
Community Enhancement	\$ 660,526	\$ 21,052	\$ 681,578
Planning	\$ 44,035	\$ 44,070	\$ 88,105
<b>Total</b>	<b>\$ 4,403,507</b>	<b>\$ 1,826,096</b>	<b>\$ 6,229,603</b>



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## CODY

**\$748,360 BRC Business Committed Grant**

**Wyoming Authentic Products facility expansion**

*WBC Recommendation:*  
**Fund**

**Business Ready  
Community Grant  
and Loan Program**

### Project Description

The city of Cody requests a \$748,360 Business Ready Community (BRC), Business Committed grant for expansion of Wyoming Authentic Products, a Cody-based company. This additional square footage will add capacity to the operation by expanding the raw meat preparation space and packaging room as well as providing additional smoker capacity. Office space will be added, as well. The addition will be 3,517 square feet. The estimated cost of the project is \$1,095,196. Wyoming Authentic Products currently leases the building from Forward Cody, which was constructed with the help of a BRC grant that was awarded in 2011 in the amount of \$1,223,178.

### The Business

Wyoming Authentic Products, founded in 2010, markets branded Wyoming beef. It specializes in all-natural primal cuts, jerky and beef sticks. Its products are sold in nearly every state, Canada and at Navy exchanges in Guam and Japan. Retailers include over 4,000 7-Eleven stores and 642 Cracker Barrel restaurants plus an additional 1,000 various outlets. Wyoming Authentic Products only uses Wyoming-raised cattle from Wyoming ranches, grown and fattened in a feedlot outside of Torrington and slaughtered in Pierce, Colorado. All beef jerky and primal cuts can be traced to the Wyoming ranch they came from on every



package sold. By doing this, Wyoming Authentic Products has created a niche within the beef industry that has never been tapped. Wyoming Authentic Products is diversifying Cody's economy by adding value to a product grown in the state and exporting the finished product out of the state and country.

Wyoming Authentic Products has been growing rapidly with the introduction to the beef stick and jerky markets. In September 2016, Wyoming Authentic Products saw their peak sales of 350 cases per week of snack sticks to accommodate current and new sales. Currently, Wyoming Authentic Products employs 14 people in all aspects of the business, from production to sale and administrative positions.

At inception, Wyoming Authentic Products was solely owned by David Fales. He invested \$500,000. Over time, as the business needs have grown, Mr. Fales has sold shares to investors. He presently owns 15% and his wife also owns 15% of the business.

## Project Goals and Benefits

Project objectives include:

- 10 new employees by January 2020. These employees will start in entry-level positions but will have the opportunity for promotion. Employees will earn approximately \$43,180 per year, which is \$10,000 above the county median.
- Wyoming Authentic Products averaged approximately 300 cases per week by the end of 2016. Wyoming Authentic Products has production goals of 500 cases per week (67% increase) by December 2017, and 788 cases per week (163% increase) by December 2018.
- Expand market reach to 10,000 U.S. outlets by the end of 2018 and expand on current international outlets by 2019. Wyoming Authentic Products currently works with many large-scale food distributors and in grocery chains in the southern United States. Wyoming Authentic Products has grown its sales locations by almost 5,000 since December 2015.

## Lease and Revenue Recapture

Forward Cody established a lease in 2012 with the first grant from the Wyoming Business Council. The amended 20-year lease for Wyoming Authentic Products is based on an increasing capitalization rate starting at 2% and increasing by 1% every year until a 5% capitalization rate has been established. Initially, the lease payment will be \$5,247.27 monthly and increases annually with the capitalization rate increase. This rate is an increase from \$4,000 per month the company currently pays. After the expiration of the lease, Wyoming Authentic Products will have the opportunity to purchase the building. Lease payments and investment in the building and expansion will be considered as possible discounts to the purchase price at the time of purchase.

The revenue recapture is based on the difference less expenses (\$1,247.27 per month or \$14,967 per year in year one) between the existing lease rate and the increased rate due to the additional square footage. Fifty percent (50%) of net revenue recaptured will go back to the Business Ready Community account on an annual basis. The other 50% will stay with Forward Cody to address funding opportunities for future projects.

## Timeline

If funded, the project will go to bid in May 2017. Construction will start in June and be complete by the end of October. Wyoming Authentic Products committed to paying the upfront architectural design as its in-kind match. The architectural code review and design will take place in March and April so construction can commence as soon as funding is available.

## Funding

The total eligible project cost is \$1,095,196, of which \$748,360 represents the Business Committed grant. The grant is matched with \$346,836, of which \$250,000 is a Wyoming Business Council Value-Added Loan participation. The other \$96,836 is the in-kind match from Wyoming Authentic Products, which will cover the architecture design fees. The cost estimates were done by Daniel Odasz, a licensed Wyoming architect. The cost per square foot for the expansion will be approximately \$207.

## WBC Deliberation

The Board heard from James Klessens, CEO of Forward Cody, on behalf of Wyoming Authentic Products. The business owner, David Fales, was unable to attend the meeting due to a family emergency.

The Board asked about the possibility of the business seeking traditional bank financing instead of the grant. Mr. Klessens explained that was explored but private financing would be difficult to acquire as it is a state-funded building managed by Forward Cody. Additionally, private financing will require Forward Cody to give up its first position on the mortgage of the building in which Wyoming Authentic Products is housed.

The Board also discussed this was the second time that Wyoming Authentic Products has applied for a BRC grant. Several members expressed concern about the business not being able to afford growth. Mr. Klessens explained that this would be the last BRC application from Wyoming Authentic Products. However, he believes this request is vital to increasing productivity to fill the large amount of orders that are flowing into the business. The increased production will result in new hires at good wages which aids in Cody and Park County's struggle to diversify their economy. The match contributed by Wyoming Authentic Products was 32% (above the required 10%) which signified that Wyoming Authentic Products was serious about the funding and wanted to do its part to ask for as little as possible from BRC funds.

Barry Cook, Cody City Manager, thanked the board for their consideration of the grant which is very important to the community for a number of reasons including diversifying Cody's economy which is largely tourism based.

Kim DeVore stated she believed the financing issues are wholly related to fast growth and did not perceive them to be negative. "When there are capital restraints and people are unlendable you have to consider why. This is growth related. That is not a negative thing. That is an okay thing. Sometimes people are unbankable just because of positive growth and I think this company has experienced it."

Sources	
BRC amount	\$ 748,360
Cash Match	\$ 250,000
In-Kind Match	\$ 96,836
<b>Total eligible project cost</b>	<b>\$1,095,196</b>
BRC % of total eligible project costs	68%
Local % of total eligible project costs	32%
Uses	
<b>Non-Construction Costs</b>	
Architectural and Engineering fees	\$ 96,836
Other fees (surveys, tests, etc.)	\$ 10,000
Project inspection fees	\$ 10,000
<b>Construction Costs</b>	
Site work	\$ 10,000
Demolition and removal	\$ 10,000
<i>Building Components:</i>	
Electrical Systems	\$ 52,725
Mechanical, plumbing, HVAC systems	\$ 77,330
Foundation and/or Structural Framing system	\$ 360,913
Interior Finishes	\$ 63,000
Other- Mobilization/Supervision/Overhead & Profit	\$ 93,696
Miscellaneous/Other (Meat Smoker Room)	\$ 250,000
Contingencies (6%)	\$ 60,696
<b>Total Uses</b>	<b>\$1,095,196</b>

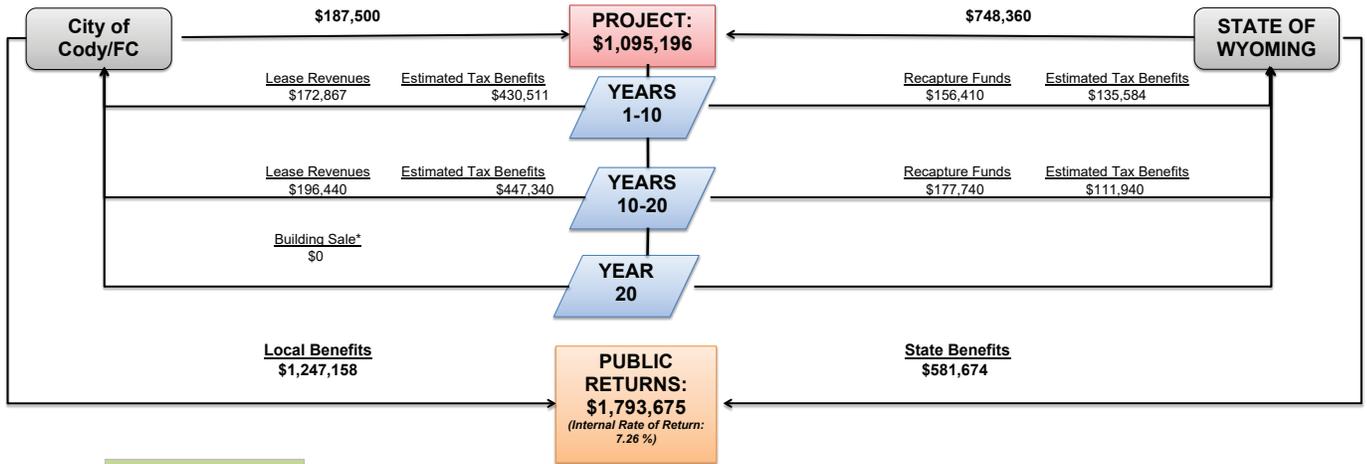
## WBC Recommendation

The WBC recommends funding with a vote of 7-6, as a Business Committed grant in the amount of \$748,360, as requested, contingent on receipt of the \$250,000 Value-Added Loan. The loan was later approved at the Wyoming Business Council Board meeting March 9th.

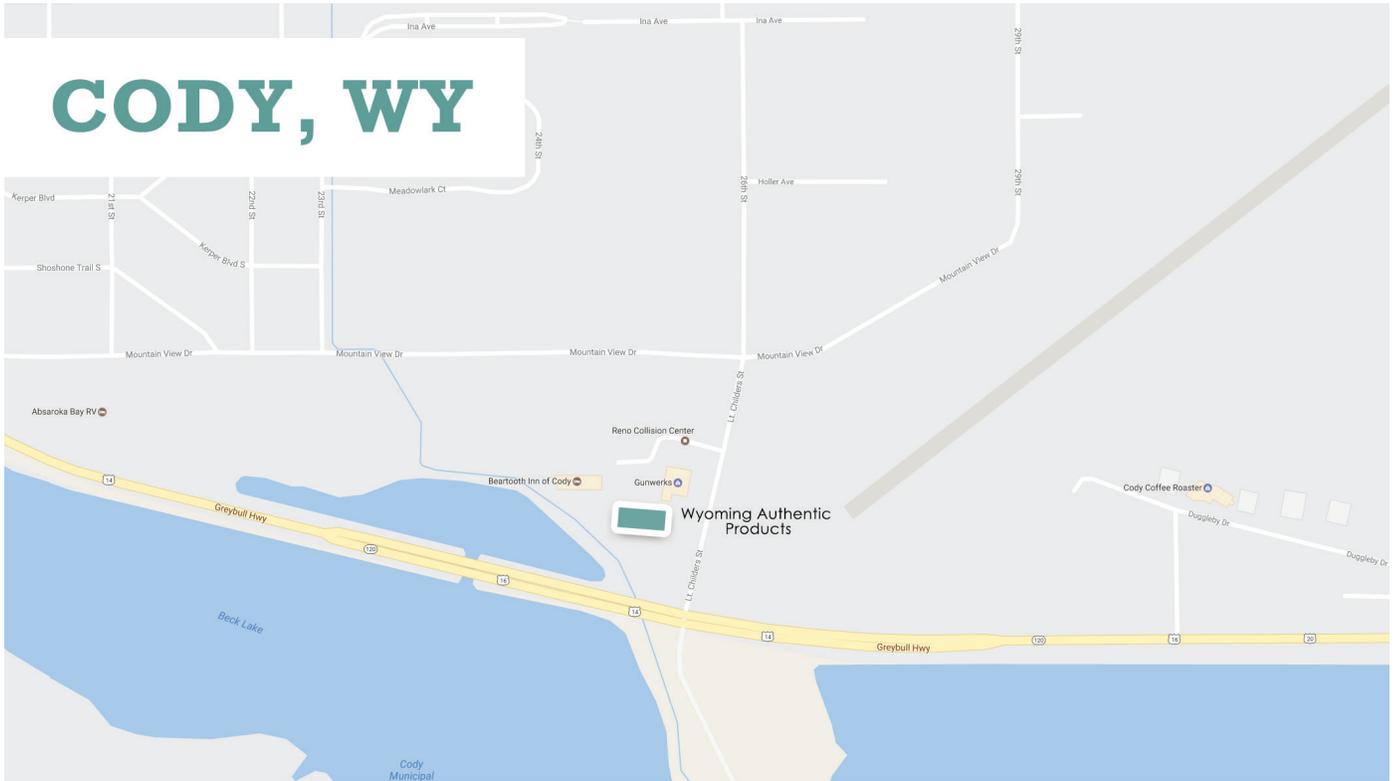
## SLIB Decision

### Project Overview

Cody - WY Authentic Products Expansion					
Purpose	Wyoming Authentic Products is the only USDA beef processing facility in Cody, WY. They are requesting \$748,360 in Business Committed Grant funds to expand their current facility. The expansion will allow the company additional space for processing and packaging their product and they will add a smoker.				
Project Budget	<b>Projected Grant Expenditure Schedule</b>				
	<b>Description</b>	<b>BRC</b>	<b>In-Kind</b>	<b>Cash Match</b>	<b>Total</b>
	Non-Construction Costs	\$ 14,991	\$ 96,836	\$ 5,009	\$ 116,836
	Construction Costs	\$ 733,369	\$ -	\$ 244,991	\$ 978,360
	Total Project Cost	\$ 748,360	\$ 96,836	\$ 250,000	\$ 1,095,196
	<b>Percentage BRC of all cash</b>		<b>75%</b>		
Performance Measures	<b>Measure</b>		<b>Quantity</b>		
	Businesses Assisted		1		
	Return on Investment		7.26%		
	Revenue Recapture		\$ 334,142	Over 20 years.	
	County Median Wage		\$ 33,331		
	Median Wage of Jobs Created		\$ 43,180	Average in year 3	
	Jobs to be Created (3 Year Projection)		10		
	Jobs to be Retained		14		
	Sales		300 cases per week	2017: 500 cases per week	
	Sales Outlets		Approx. 6,000	2018: 10,000 US outlets	
	Original Grant (2011)		\$ 1,223,178	Match: \$113,828	
	Lease Income		\$ 334,142	50% net revenue recapture	



\*Purchase price may be discounted by lease payments, private investment and job creation. It is unknown at this time. The most conservative estimate is \$0. Any amount greater than \$0 will increase the return on this project.







# POWELL

**\$435,400 Business Committed Grant**

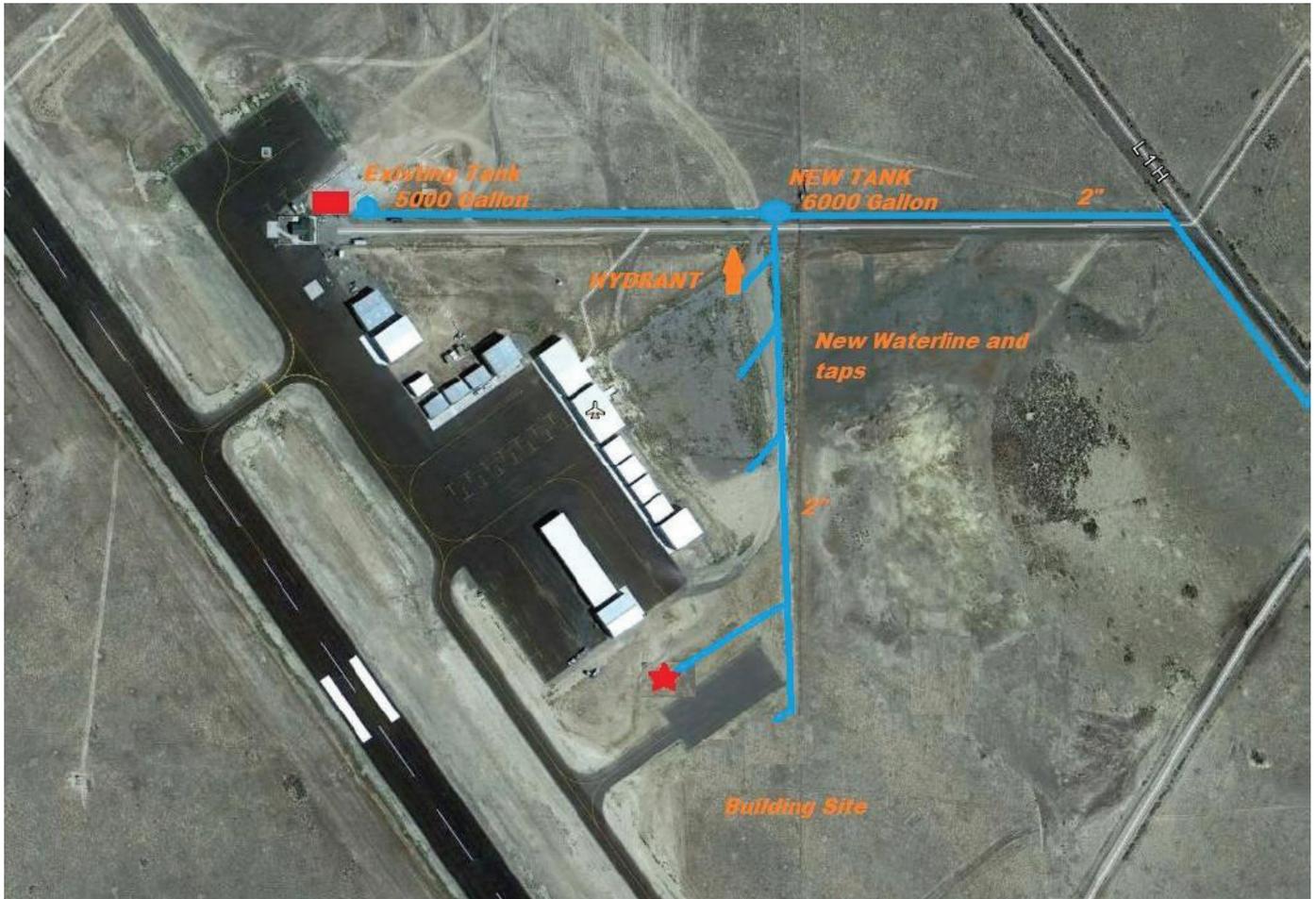
**Light Industrial Manufacturing Building**

*WBC Recommendation:*  
**Fund**

**Business Ready  
Community Grant  
and Loan Program**

## Project Description

The city of Powell requests a \$435,400 Business Ready Community (BRC) Business Committed grant to build a 3,000 square-foot light industrial manufacturing building with two offices. Funding will also include the installation of a 6,000-gallon cistern to allow for firefighting capacity and future business development, installation of a septic system, an extension of electric lines and fiber optic communication line to site for this project and for future development at the Powell Municipal Airport.



## The Business

GT Aeronautics (GTA) will occupy the manufacturing building that will be constructed at the Powell airport. Formally based in California, GTA specializes in fixed wing Unmanned Aerial Vehicles (UAV) with aircraft wing spans of 10 to 17 feet. Tom Rullman, CEO and owner of GTA, relocated to Wyoming after an extensive search for a place to continue promoting his UAV business. He is a commercial pilot with 30 years' experience in the aviation industry. GTA will be a start-up operation at the Powell Municipal Airport.

GTA historically has been in the research and development (R&D) stage, earning revenue primarily from Department of Defense (DoD) contracts. GTA intends to apply its experience and product knowledge from the defense environment to commercial aviation markets. The company will continue to seek R&D contracts.

Precision agriculture, engineering and public safety have all shown interest in this new business and technology being available in Powell. The company is engaged with Northwest Community College (NWCC) offering UAV orientation classes. GTA and NWCC plan to expand credit hour opportunities in flight training for UAVs. This curriculum is also taught at California Polytechnic Institute and the University of Oregon. The University of Wyoming Agricultural Experiment Station has expressed interest in partnering for impending work (see addendum).

GTA applied to the FAA for a certificate of waiver to operate its UAVs within the Powell airport's "aerobatics box". The aerobatics box is a unique aeronautics feature in the western United States; it is a two-mile by three-mile "box" from altitudes of 5,000 to 10,000 feet. GTA has a positive relationship with the FAA and is also working on an air worthiness certification to allow UAVs to fly outside of the aerobatics box and to prepare a curriculum for a flight training school at Powell Municipal Airport. If approved, which could be as soon as six to nine months, Powell will be the first airport in the United States with approval to allow concurrent flight of manned and unmanned aircraft.

## Project Benefits and Goals

The primary goal of this project is to create support for an emerging industry and target the UAV industry. To achieve this goal, Powell wants to build a facility and expand existing infrastructure capacity to accommodate GTA and to attract other manufacturing and commercial aeronautical industries. With the assistance of NWCC and Forward Cody, Powell Economic Partnership hosted a public drone forum. GTA had their UAVs on display and discussed many aspects of operating one of these vehicles. Other industries were involved discussing the commercial and agricultural use of UAVs. The outcome was positive, as many from the community attended.

With BRC funding, Powell can position itself as a leader in this emerging technology and advanced industry. According to the Association for Unmanned Vehicle Systems International, the UAV industry is expected to be a multi-billion-dollar industry in the coming years. The Association of Unmanned Aircraft Systems Integration estimates the industry's economic impact by 2025 will be \$82 billion and more than 34,000 manufacturing jobs nationwide. This industry is not just government-based; it plays a role in agriculture, engineering and public safety.

Project objectives include:

- Leverage nearly 20% match by the city for its investment in the facility and infrastructure.
- Infrastructure in place to support GTA and other light industrial development and an increased on-site workforce capacity.

- Signed lease by a company that is in the aeronautical manufacturing industry, specifically the targeted UAV industry.
- Creation of at least three manufacturing and technology jobs over the course of three years that are of livable wage.
- Increased targeted industry collaboration and support among existing businesses and new businesses.
- Certification of waiver authorization approval by the FAA.
- Generate interest from at least a six UAV companies and operators to access the airport for commercial purposes.
- Continued development of courses at NWCC and possibly UW.
- Continued research and development.

## Lease and Revenue Recapture

The city of Powell has drafted a lease for the light manufacturing building at the Powell Airport. The lease is structured at \$4.00 per square foot, \$1,000 per month plus utilities for five years. The lease rate increases by \$0.50 per square foot on an annual basis through year 5. GTA has the option to purchase the building at market value and the city of Powell would also find city-ownership acceptable.

Due to signed grant assurances required by airports to receive funds from the Federal Aviation Administration for Airport Improvement Projects, the Powell Municipal Airport is required to use all revenues generated by the airport, and any local taxes on aviation fuel must stay at the airport for operating costs, local facilities and noise mitigation purposes. The state of Wyoming will not receive any revenue recapture from this project, but the revenue recaptured will be reinvested at the Powell Municipal Airport.

## Timeline

If funded, it is estimated a bid would be awarded in June 2017 and construction would commence in July. The construction would be complete by December 2017 and the facility would be ready for occupancy.

## Funding

Total eligible project cost is \$530,000, of which \$435,400 represents the Community Readiness grant. The grant is matched with \$75,000 from the city of Powell water funds and \$10,000 from the city of Powell electric funds. There is an in-kind match from Powell of \$9,600, which includes employee time and equipment usage.

Sources	
BRC amount	\$ 435,400
Cash Match	\$ 85,000
In-Kind Match	\$ 9,600
<b>Total eligible project cost</b>	<b>\$ 530,000</b>
BRC % of total eligible project costs	82%
Local % of total eligible project costs	18%
Uses	
<b>Land Acquisition Costs</b>	
Land	\$ 150,000
<b>Non-Construction Costs</b>	
Architectural and Engineering fees	\$ 60,000
<b>Construction Costs</b>	
Site work	\$ 122,500
<i>Building Components:</i>	
Electrical Systems (30% interior finishing)	\$ 18,000
Mechanical, plumbing, HVAC systems	\$ 18,000
Landscaping	\$ 10,000
Foundation and/or Structural Framing system	\$ 40,000
Interior Finishes (insulation + 40% interior finishing)	\$ 36,500
Fire Protection	\$ 7,500
Other (Mobilization)	\$ 7,500
Contingencies (19%)	\$ 60,000
<b>Total Uses</b>	<b>\$ 530,000</b>

## **WBC Deliberation**

The Board heard from Christine Bekes, Executive Director of Powell Economic Partnership, and Tom Rullman, Owner and CEO of GT Aeronautics. The Board inquired why this company was a start-up despite having Department of Defense contracts in the past. Ms. Bekes clarified that this company would be a start-up in the commercial aspect of the business. The industry in general is “start-up” as there are no federal regulations regarding flight or licensure and many potential uses of unmanned aerial vehicles (UAV) are only now being explored.

The Board was interested in Mr. Rullman’s contribution to GT Aeronautics. Mr. Rullman explained that since its inception in 2002, he has contributed approximately 1.6 million dollars to GT Aeronautics. The commercial market is just now starting to emerge and GT Aeronautics will be on the leading edge of UAV development in Wyoming.

The Board was also interested if there were any products to be manufactured or supplies that could be sourced from Wyoming. Mr. Rullman explained that he is not presently using suppliers or manufacturers from the state, but he would consider that for the future. He stated he is a firm believer in domestic products from American workers and does not use foreign-made products in his UAVs. The board also discussed SF170, recently passed by the Wyoming Legislature which authorizes the Wyoming Aeronautics Commission to promulgate rules related to unmanned aircraft. Wyoming will be one of the first states to potentially capitalize on this new technology. The Powell airport is quite rural and having the aerobatics box make it ideal for Powell to pursue the UAV industry as a unique niche. The city of Powell will benefit as the recipient of lease payments and additional infrastructure at the airport.

## **WBC Recommendation**

The WBC unanimously recommends funding for this project, contingent upon a five-year versus the seven-year (recommended by staff) guaranteed lease agreement with GT Aeronautics and an additional personal guarantee from Tom Rullman, the owner/CEO of GT Aeronautics. The Board believes if Powell is comfortable with five years then it should be sufficient.

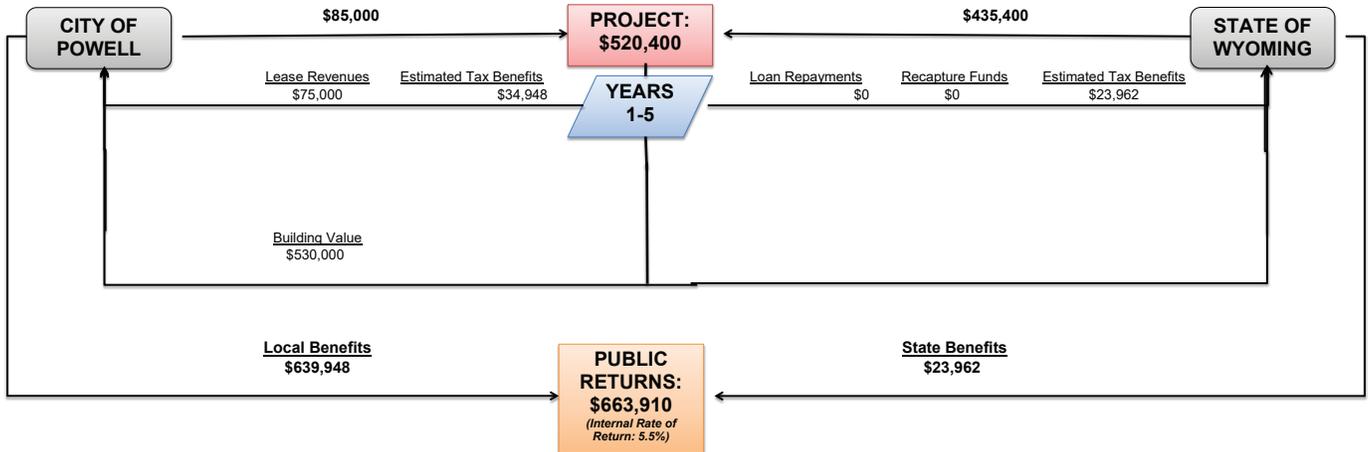
## **SLIB Decision**

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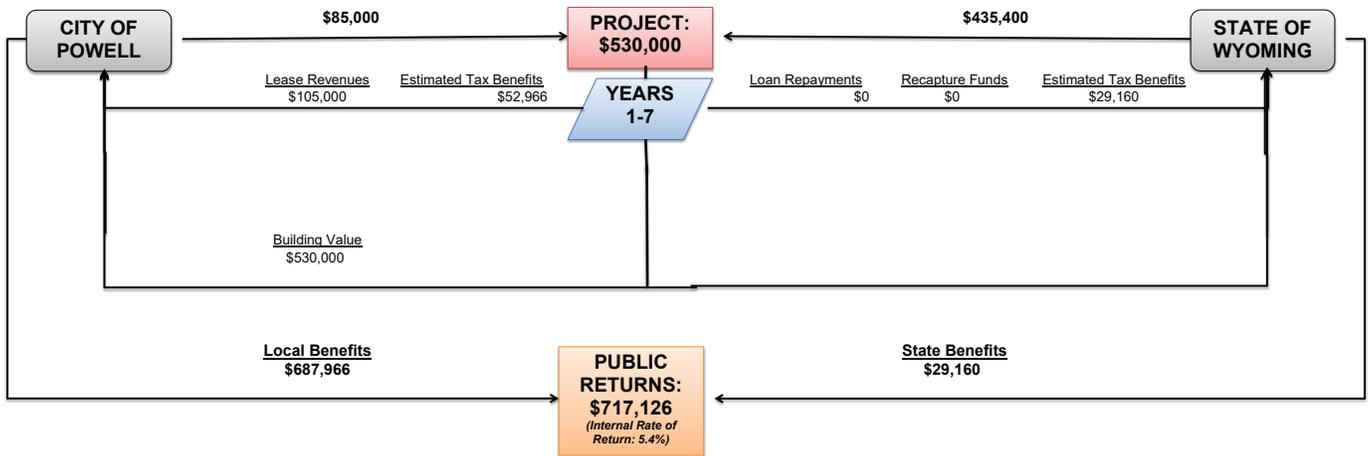
## Project Overview

Powell - Airport Manufacturing Facility					
<b>Purpose</b>	The City of Powell requests \$435,400 to construct a 3,000 square foot building with two offices and a manufacturing area at the Powell Airport. Extension of the electric lines and fiber optic communication to the site for future development will be installed as well as a 6,000 gallon cistern will also be installed for fire-fighting capacity as well as the installation of a septic system. The building will be used as a business incubator for GT Aeronautics, a Unmanned Aerial Vehicle company that has moved to Wyoming from California.				
<b>Project Budget</b>	<b>Projected Grant Expenditure Schedule</b>				
	<b>Description</b>	<b>BRC</b>	<b>Match</b>		<b>Total</b>
			Cash	In-Kind	
	Land	\$ 125,500	\$ 24,500	\$ -	\$ 150,000
	Non-Construction Costs	\$ 50,200	\$ 9,800	\$ -	\$ 60,000
	Construction Costs	\$ 259,701	\$ 50,699	\$ 9,600	\$ 320,000
Total Project Cost	\$ 435,400	\$ 85,000	\$ 9,600	\$ 530,000	
	<b>Percentage BRC of all cash</b>		<b>84%</b>		
<b>Performance Measures</b>	<b>Measure</b>	<b>Quantity</b>		<b>Notes</b>	
	Businesses Assisted	1		GTA	
	County Median Wage	\$ 37,000			
	Median Wage of Jobs Created	\$ 38,000			
	Jobs to be Created (5 Year Projection)	3			
	Acres Developed	<1 acre		The project directly develops <1 acre; however, the added infrastructure allows for future development	
	New Building Construction	3,000 square feet		This is a manufacturing facility with 2 office spaces	
	Water	6,000 gallon cistern		This expands the water availability to 11,000 gallons	
<b>Project Infrastructure</b>	Sewer	1,500 gallon		A 1,500 gallon septic system will be installed with a compatible field size	
	Road	400 ft		A 12 foot wide access road needs to be established	

## Proposed 5 year lease



## Staff recommended 7 year lease



# POWELL, WY





## TOWN OF BAR NUNN

**\$3,000,000 Community Readiness Grant**

**I-25 Interchange at Westwinds Road**

*WBC Recommendation:*

**Do Not Fund**

**Business Ready  
Community Grant  
and Loan Program**

### Project Description

The town of Bar Nunn requests a \$3,000,000 Business Ready Community (BRC), Community Readiness grant to construct two on-ramps and two off-ramps located at an existing underpass at the intersection of Interstate 25 (I-25) and Westwinds Road in Bar Nunn. The new construction will include realignment of a portion of Salt Creek Highway to allow for the southbound ramp onto I-25 and extending Westwinds Road to the east to allow for proper access to new northbound off- and on-ramps.

An additional interchange north of Casper has been discussed for 10 years. The town of Bar Nunn has worked closely with Wyoming Department of Transportation (WYDOT) since 2012 to get this project on the agency's construction calendar. The Casper Metropolitan Planning Organization (MPO) and the town of Bar Nunn completed a feasibility study in 2014. The MPO identified the project as a priority through a public process for use of Urban Systems Funds administered by WYDOT. At the end of 2014, Bar Nunn and WYDOT entered into a cooperative agreement to begin project design. The project is in the Surface Transportation Improvement Program (STIP) scheduled for construction in 2018, and project plans are almost complete.



The original estimated cost to construct the interchange was \$6.5 million in 2014. These costs included preliminary engineering and construction costs. Construction costs have increased steadily since 2014 and now total \$9.5M and include utility relocations, right-of-way acquisitions and construction administration costs. All required state and federal studies are completed:

- National Environmental Policy Act (NEPA) – Federal Requirements for Construction – Clean Air Act Transportation Conformity Requirements
- Interchange Jurisdiction Study (WYDOT)
- Endangered Species Study
- Wetlands Study

Bar Nunn is a growing suburban community north of the city of Casper. According to the U.S. Census, the town grew 136% between 2000 and 2010, and grew by an additional 19% between 2010 and 2014. With such rapid growth, access to Bar Nunn has become a critical issue. The only entrance to the town is via Salt Creek Highway. According to the WYDOT 2015 Traffic Report: Annual average weekday traffic was 6,354 in 2015 at 1-25 north of Casper; annual average weekend traffic was 5,908 vehicles. During critical events such as the wildfire in 2014 and one in 2015 that threatened the southern edge of the community, lack of direct access to the town creates a dangerous situation for emergency responders having to contend with high amounts of traffic on Salt Creek Highway, which has only single lanes (no emergency lanes). Emergency response time for ambulance service is 10 minutes one way to Bar Nunn (6.4 miles one way from hospital to town), which is higher than the preferred under-10-minutes response time. If Salt Creek Highway is blocked, or non-passible, the only alternate access for emergency responders would be further north at Ormsby Road via frontage roads, which adds an additional 18 miles and 22 minutes in response time. The new Westwinds Interchange will allow emergency vehicles the most direct access to Bar Nunn, greatly reduce response times and create a direct access for residents.

## Project Goals and Benefits

The Westwinds interchange will be an economic and transportation benefit to the town of Bar Nunn and Natrona County. Additional access from I-25 provides potential for commercial and industrial development that will add both jobs and amenities to Bar Nunn. A truck stop/travel plaza business is interested in locating at the proposed interchange, but those plans will not proceed without firm construction plans. Additionally, the city of Casper is analyzing the potential annexation of a master-planned community to the region east of the proposed interchange.

Local government entities plan to extend Westwinds Road to the west of Bar Nunn in conjunction with the new interchange. The proposed extension will become the Casper's northern outer-belt connection to the Casper Logistics Hub (CLH) and Casper/Natrona County International Airport. The CLH (formerly the Bishop Industrial Ranch) is a 700-acre industrial site adjacent to Casper/Natrona County International Airport. Natrona County received a \$1.5 million Community Readiness grant in 2008 for the construction of an 8,500-foot rail spur with two switches off the Burlington Northern Santa Fe main line. The interchange will also allow direct access to the Bar Nunn Industrial Park located off Westwinds Road. The Bar Nunn Industrial Park was constructed in part with a \$2,989,688 Business Committed grant in 2012 for the construction of roads, water, and sewer to develop a 150-acre site and assist in the construction of a new facility for the former Concrete Products of Wyoming (CPW), now Cretex. This project also assisted in the relocation of Magnum Diversified Services, Inc. (MDS). Both companies added a total of 19 new jobs in 2015. Additionally, the Casper-Natrona County Economic Development JPB received a \$999,953 Community Readiness grant, and in partnership with the Casper Area Economic Development Alliance (CAEDA), constructed a 30,000 square-foot spec building located in the Bar Nunn Industrial Park.

The I-25 interchange at Westwinds Road is a critical first step to linking the Casper Logistics Hub (CLH), Casper/Natrona County International Airport and I-25. The CLH is adjacent to Casper/Natrona County International Airport's Foreign Trade Zone (FTZ), the only FTZ in Wyoming. The FTZ was established by a Federal Permit in 1989 and allows the manufacturing and distribution of imported and exported merchandise conducted in a duty-free environment. The advantage accrues to each company by providing a method to equalize certain tariff inconsistencies and gives U.S. firms equal treatment under import policies. Foreign Trade Zones allow products to be imported duty-free from other countries to an area at a port of entry, such as Casper. Once in the FTZ at Casper, materials, parts or products can be remanufactured, or used to make a different product, and the ultimate duty may be reduced, delayed, or avoided. If the duty on raw materials is 6% and the duty on the finished product is 2%, there is a definite advantage for the manufacturer to complete the manufacturing in the FTZ and sell final product with a 4% duty reduction. Products for resale can also be brought into the FTZ. A major facet of the FTZ is the potential for statewide Foreign Trade Zone subzones. The airport FTZ functions as the general zone, utilized by a broad range of businesses for warehouse and remanufacturing uses. This means that the FTZ subzone expand to the Bar Nunn Industrial Park with ready access to I-25.

In an area where air, rail, and truck freight modes converge, improved access to the CLH means increased savings not only to the private sector suppliers but to global consumers. Currently, freight trucks travel 9.5 miles from the CLH to reach the intersection of I-25 and the U.S. Highway 20-26 Bypass commonly referred to as the Shoshoni interchange. If completed, the Westwinds interchange will decrease travel from the CLH by 8.5 miles, or approximately 280,000 vehicle-miles annually, thus decreasing the cost of shipping.

## Timeline

This project is on the STIP priority list and the 2018 WYDOT list for construction projects.

If funded, the project is scheduled to go out for bid in the spring of 2017. Construction is expected to start by the spring of 2018 and be complete by the fall of 2018. If not funded, the project will be delayed. Any increased costs will be difficult and likely impossible for the community to bear. Thus, the interchange will likely not be built. The land will remain undeveloped and any future growth for the town will be hindered. Without the ability to connect directly to I-25, the proposed extension of Westwinds Road towards the Casper/Natrona County International Airport and the Casper Logistics Hub will not be useful.

## Funding

The total eligible project cost is \$9,550,000, of which \$3 million represents the Community Readiness grant. The grant is matched by \$5,240,000 in Casper Metropolitan Planning Organization (MPO) funds, \$655,000 in funds from Natrona County, and \$655,000 in funds from the town of Bar Nunn. A total of \$2,450,000 in ineligible costs for utility relocation, project design and acquisition of rights-of-way are being paid for by the MPO, Natrona County, and Bar Nunn for a total overall project cost of \$12,000,000.

Sources	
BRC amount	\$ 3,000,000
Cash Match	\$ 6,550,000
<b>Total eligible project cost</b>	<b>\$ 9,550,000</b>
BRC % of total eligible project costs	31%
Local % of total eligible project costs	69%
Uses	
<b>Non-Construction Costs</b>	
Other fees (surveys, tests, etc.)	\$ 155,000
Project inspection fees	\$ 750,000
<b>Construction Costs</b>	
Site work	\$ 6,133,000
Demolition and removal	\$ 153,000
<i>Building Components:</i>	
Lighting/Road Closure System	\$ 363,000
Moving water main-line	\$ 375,000
Foundation and/or Structural Framing system	\$ 228,000
Mobilization	\$ 593,000
Contingencies (9%)	\$ 800,000
<b>Total Uses</b>	<b>\$ 9,550,000</b>

## **WBC Deliberation**

The board heard from Lowell Fleenor, WYDOT District 2 Engineer. Mr. Fleenor discussed the project and the planning process taken by WYDOT, the Metropolitan Planning Office, and the town in order to put this onto the 2018 WYDOT Construction Plan. The board discussed why WYDOT wasn't using its funds for construction of the interchange. Mr. Fleenor explained the traffic congestion did not rise to the level of "failing" on WYDOT's scale. Additionally, projects are not prioritized for the purpose of economic development. WYDOT has different criteria. The board also asked if it was anticipated that there would be future funding at the federal level that could be used, and if WBC were to recommend any funding, could this project be phased? Mr. Fleenor indicated this project cannot be phased and although they would hope to see more funds made available at the federal level for highway construction, this project would still not be considered as a "primary need," according to WYDOT criteria.

Mayor Ford described the outer belt that would be completed after the interchange. It is a \$25 million project. A large federal grant (FAST Act - Fixing America's Surface Transportation/ FASTLANE - Fostering Advancements in Shipping and Transportation For The Long-Term Achievement of National Efficiencies Grants) from the U.S. Department of Transportation - Federal Highway Administration was applied for but was not awarded because the interchange was not yet complete.

The Board asked about job creation potential. WBC staff did not analyze specific job creation as there was no business committed to the project with wages sufficient to comply with BRC stipulations. A travel plaza is committed to building at the interchange once completed. The project is dependent on other factors as well. Given limited funding and the fact that WYDOT has not prioritized this project, the board was not compelled to recommend funding.

## **WBC Recommendation**

The WBC board did not recommend funding with a vote of 10 to 2.

## **SLIB Decision**

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## Project Overview

Bar Nunn - I-25 Interchange				
Purpose	The Town of Bar Nunn requests \$3,000,000 in Community Readiness grant funds to construct 2 on-ramps and 2-off ramps at the I-25 interchange at Westwinds Road, located in Bar Nunn. The interchange will bring much needed businesses to Bar Nunn and create fast, safe access to the town for emergency services and residents of the town. This project will also open up undeveloped property for future industrial, commercial and residential development.			
Project Budget	<b>Projected Grant Expenditure Schedule</b>			
	<b>Description</b>	<b>BRC</b>	<b>Match</b>	<b>Total</b>
			Cash	
	Non-Construction Costs	\$ 284,293	\$ 620,707	\$ 905,000
	Construction Costs	\$ 2,715,707	\$ 5,929,293	\$ 8,645,000
	Total Project Cost	\$ 3,000,000	\$ 6,550,000	\$ 9,550,000
	<b>Percentage BRC of all cash</b>		<b>31%</b>	
Performance Measures	Median Wage of Jobs Created	\$ -	The construction project will create temporary jobs	
	Jobs to be Created (3 Year Projection)	?	Potential creation if proposed truck stop/travel plaza does commit to construct new facility at interchange. Numbers will be higher with other related development projects that will take place if project is constructed.	
	Additional Investment	\$ 2,450,000	\$1,760,000 - MPO, \$345,000 - Natrona County, \$345,000 - Bar Nunn for ineligible costs for utility relocation, right-of-way acquisition and project design.	
	Increased Industrial/Commercial Development		Potential annexation of a master-planned community to region east of interchange which could become the northern gateway to Casper area with commercial and residential developments; increased development at CLH and greater use of foreign trade zone; expansion/attraction/relocation of businesses to the Bar Nunn Industrial Park.	
Project Infrastructure	Potential Acres to be Developed	64	New interchange will utilize 64 acres	
	Road		2 on-ramps & 2 off-ramps	

# BAR NUNN, WY





## TOWN OF SUNDANCE

**\$2,957,434 Community Readiness Grant**

**Old Stoney Restoration Phase 1**

*WBC Recommendation:*  
**Fund**

**Business Ready  
Community Grant  
and Loan Program**

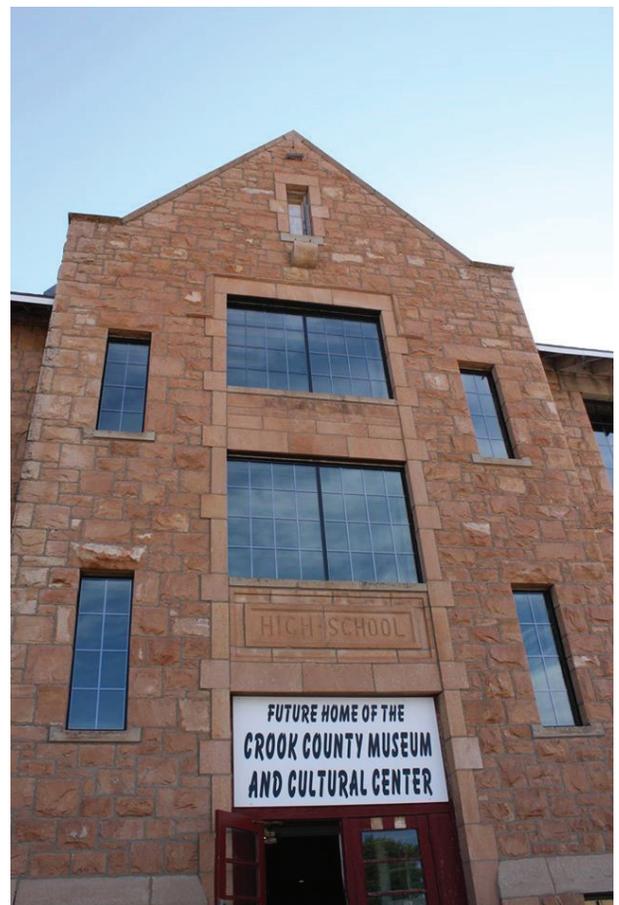
### Project Description

The town of Sundance requests a \$2,957,434 Business Ready Community (BRC), Community Readiness grant to renovate the first and second floors of Old Stoney, Sundance's iconic school building near downtown and along Main Street. Old Stoney was built in 1923 and served as Sundance High School for many years. In 1985, it was added to the National Register of Historic places. Sundance is a Wyoming Main Street community, and Old Stoney will be the focal point of its Main Street program. Next to Old Stoney to the south is the condemned Crook County School District Administration Building, which will be demolished with funds from the Legislature and reclaimed to green space to provide a welcoming space and entry way to Old Stoney and the Main Street of Sundance.

Sundance is located along Interstate 90 (I-90) in northeast Wyoming. It is the gateway to Wyoming that travelers use when coming from South Dakota. Crook County's attractions and history include Devils Tower and the "Sundance Kid" spending time in the jail that shares the grounds with Old Stoney. The vision for downtown Sundance will be a tourist attraction for those traveling along I-90 and many others who visit the area.

The Crook County Commissioners approved the Crook County Museum District Board's purchase of Old Stoney from the county in 2009. Work began immediately to raise revenue to reverse the dilapidation and deterioration through the following efforts:

- \$230,000 Brownfields (EPA) Grant
- \$30,000 State Loan and Investments Grant
- \$90,000 Cultural Trust Fund Grant
- Bake Sales
- Annual Art Auction
- Other fund raising efforts and donations



The city of Sundance has raised over \$650,000 in six years to pay for the completion of new roofing, windows, asbestos and lead paint abatement and point and tuck on the stonework. Of the \$650,000 total, \$190,000 is in a trust fund to provide a matching fund base for grant applications.

The renovated building will provide a more suitable location for the Crook County Museum and Cultural Center. The museum boasts exhibits and artifacts from Crook County, including the Vore Buffalo Jump site, Native American culture, Old West life and the Sundance Kid trial court room with an armory display.

The renovation will also include:

- 2,400 square feet of rental space for local businesses and events.
- A research area will also be formed here, which will give access to the thousands of historical records that the museum offers the public.
- Broadband capabilities in the building.

The entrepreneurial space will be rented out for \$1.25 per square foot with utilities included. There will be three units of business space within Old Stoney, each of various sizes. The rental space revenue is estimated at \$22,035 for year 2019. The events center will also be available for rent at \$400 per event; therefore, the estimated 2019 revenue from events space is \$6,400. The Crook County Museum will also charge a \$5 entry fee. A previous three-year visitation average showed over 5,000 people per year. It is estimated 5,500 people will visit the museum annually by 2019, bringing an estimated \$27,500 in revenue. These revenue options, as well as an annual art auction, will generate enough money to pay operational and utility expenses.

The basement of Old Stoney will be a museum archival storage and restoration area for artifacts that will be housed for preservation purposes. An ADA-accessible elevator will be installed in Old Stoney for moving art, as well as disabled visitors.

## **Project Benefits and Goals**

Sundance has the potential to be a premier destination for meetings, conferences and conventions when Old Stoney is renovated. Broadband capabilities will allow for state, regional and local conference opportunities. Old Stoney plans include a marketing plan to capitalize on meeting opportunities, including planning services to arrange meals, lodging, transportation and entertainment for multiple-sized conferences.

Project goals include:

- Renovate the first and second floors of Old Stoney.
- Offer three premium entrepreneurial retail spaces.
- Offer event/conference rooms.
- Increase visitation, retail sales and sales tax.
- Create six part-time jobs and retain two museum full-time positions.

Revenue streams include:

- Old Stoney Event Center room rentals.
- Entrepreneurial rental space.
- Admissions to Crook County Museum.
- Old Stoney Annual Art Auction.

## Timeline

If funded, the Old Stoney renovation is expected to award the construction bid by January 2018. Construction will commence as soon as the construction bid is awarded. The construction is expected to be complete by December 2018.

## Funding

The overall project cost is \$3,607,434. There is a total of \$449,000 in ineligible costs that are funded with a Brownfields (EPA) grant, as well as local fundraising, a cultural trust and Crook County Museum Foundation dollars. The total eligible project cost is \$3,158,434, of which \$2,957,434 is BRC Community Readiness grant funds. The grant is matched by \$192,000 in Landers Trust funding specific to the rehabilitation of Old Stoney, as well as a \$9,000 Waugh/Schelldorf Families cash donation, which is specific to doors and windows for the Old Stoney renovation.

## WBC Deliberation

The Board heard from Kathy Lenz, the Clerk/Treasurer for the city of Sundance, and Pam Thompson, Chairman of the Crook County Museum District Board of Trustees. Ms. Lenz described the community development plan that Sundance was able to commission with a planning grant. It is their roadmap for future development and she stressed that it was critical to engaging the community. The Board discussed the elements that make this a readiness project versus an enhancement. Staff noted that Old Stoney would have entrepreneurial space and events space to market to conventions or meetings. Downtown Sundance available space is largely occupied and this will add additional square footage for business space in the heart of Sundance.

The Board also discussed this project providing a venue for events in Sundance. Ms. Lenz informed the Board that it already is. Farm Bureau has had their events in Old Stoney even though there is no plumbing. Other organizations have done so as well but it is not ideal. Sundance regularly turns away events such as the state banking meeting due to lack of event space in the community.

Sources	
BRC amount	\$2,957,434
Cash Match	\$ 201,000
<b>Total eligible project cost</b>	<b>\$3,158,434</b>
BRC % of total eligible project costs	94%
Local % of total eligible project costs	6%
Uses	
<b>Land Acquisition Costs</b>	
Land	\$ 20,000
<b>Non-Construction Costs</b>	
Architectural and Engineering fees	\$ 275,500
Project inspection fees	\$ 18,805
<b>Construction Costs</b>	
Site work	\$ 138,344
Demolition and removal	\$ 157,302
<i>Building Components:</i>	
Electrical Systems	\$ 242,000
Mechanical, plumbing, HVAC systems	\$ 390,000
Landscaping	\$ 11,955
Foundation and/or Structural Framing system	\$ 223,370
Interior Finishes	\$ 729,209
Fire Protection	\$ 90,300
Other (Freight/ADA elevator)	\$ 200,000
Contingencies (21%)	\$ 661,649
<b>Total Uses</b>	<b>\$3,158,434</b>

The Board also asked what could be done with less funding or perhaps a phasing of the project. Ms. Lenz noted that the old Crook County School District building next to Old Stoney would be demolished with state funding approved through the Legislature. She expressed that infrastructure construction would be the most crucial step and that could be considered as phase one of the project. She said the town would be grateful for any consideration.

## WBC Recommendation

The WBC unanimously recommends funding of this project in the amount of \$2,452,104. The amount of funding recommended reflects available balances within the confines of the allocation plan.

## SLIB Decision

### Project Overview

Sundance - Old Stoney Restoration Phase 1				
Purpose	The City of Sundance requests \$2,957,434 in Community Readiness grant funds for the renovation of Old Stoney, Sundance's iconic old school building. Old Stoney will be home to the Crook County Museum and Cultural Center. In addition to the museum, there will also be a gathering/conference room with kitchen capabilities as well as an entrepreneurial space.			
Project Budget	<b>Projected Grant Expenditure Schedule</b>			
	<b>Description</b>	<b>BRC</b>	<b>Match</b>	<b>Total</b>
			Cash	
	Land	\$ 18,727	\$ 1,273	\$ 20,000
	Non-Construction Costs	\$ 275,576	\$ 18,729	\$ 294,305
	Construction Costs	\$2,663,131	\$ 180,998	\$ 2,844,129
	Total Project Cost	\$2,957,434	\$ 201,000	\$ 3,158,434
	<b>Percentage BRC of all cash</b>		<b>94%</b>	
Performance Measures	<b>Measure</b>		<b>Quantity</b>	<b>Notes</b>
	Businesses Assisted		4	Museum, 3 additional
	Return on Investment		3%	
	Revenue Recapture		\$ 10,000	3rd year 2021
	County Median Wage		\$ 58,795	
	Median Wage of Jobs Created		\$ 24,960	
	Jobs to be Created (3 Year Projection)		7	
	Jobs to be Retained		2	
	Additional Investment		\$ 650,000	Donations and Grants
	Acres Developed		.32 acres	
Project Infrastructure	Existing Building Construction		15,000 s.f.	Refurbish
	Water		600 l.f.	Updated existing
	Sewer		300 l.f.	

# SUNDANCE, WY







# CASPER-NATRONA COUNTY ECONOMIC DEVELOPMENT JOINT POWERS BOARD

**\$500,000 Community Enhancement grant for  
Phase IV of the David Street Station  
(Casper Downtown Public Plaza) Project**

**Business Ready  
Community Grant  
and Loan Program**

*WBC Recommendation:*  
**Do Not Fund**

## Project Description

The Casper-Natrona County Economic Development Joint Powers Board (EDJPB), in cooperation with the Casper Downtown Development Authority (DDA), requests a \$500,000 Business Ready Community (BRC), Community Enhancement grant for completion of Phase IV of the David Street Station project (formerly the Casper Downtown Public Plaza). Funds will be used for the construction of a 4,068 square-foot building on the eastern half of the David Street Station site, which will include a maintenance area, small storage area, restrooms, mechanical/equipment room and guest services kiosk that will serve as the operations and systems facility for the full project site.

The city of Casper is continually seeking for ways to enhance the downtown area. In 2012 the city engaged in the public process for the Downtown Strategic Plan, and the completion of the business survey conducted by the Casper Downtown Development Authority (DDA), identified the first goal in providing public restrooms as an economic development project. In October 2013, the city of Casper was awarded a \$185,580 Community Enhancement grant for the construction of a 673 square-foot restroom facility on the west side of the downtown parking structure located at 237 South Center St. Other goals identified were to accommodate shoppers and visitors, enhance quality of life and downtown's walk-ability, and increase physical count of public access and public offered facilities. In January 2014, Casper was awarded \$1,000,000 in BRC funds for improvements to the Old Yellowstone District. In October 2015, the Casper DDA, through the Economic Development Joint Powers Board (EDJPB), was awarded a \$500,000 Community Enhancement grant for Phase I development of the David Street Station. Those funds were used for property acquisition, demolition and site preparation of the 47,000 square-foot space.



## Project Goals and Public Benefit

David Street Station’s construction consists of four phases. Phase I, which has been completed, included property acquisition, demolition and site preparation. Phase II, which began in the fall of 2016, includes a band shell, walkways and lighting for the western half of the project. Phase III will include site improvements on the eastern half the site including gateways, flatwork and landscaping. Phase IV, which is estimated to be complete by fall of 2017 or early spring 2018, consists of construction of the proposed building on the eastern half of the project site.

Completion of Phase IV will increase the community’s ability to attract and retain businesses. The David Street Station will provide a year-round public gathering space that bridges Casper’s downtown core with the Old Yellowstone District, which itself is undergoing refurbishment. Plans include hosting more than 200 events per year on the plaza, which can hold up to 6,000 people. Most events will be free or low cost to the public.

Since the announcement of David Street Station, a renewed interest in downtown Casper and the Old Yellowstone District has spurred private investment nearing \$30 million including extensive renovations to: Racca’s Pizzeria, The Lyric, T.C. Building, Petroleum Building, Iris Theater, Mobil Building, Botticelli Ristorante Italiano, Sanford’s, the Wonder Bar, Yellowstone Garage, Roaring 22 and Wolfords, among others.

Once the plaza is complete, it will employ up to 20 part-time staff for event help and guest services.

## Timeline

If funded, Phase IV will go to bid in June 2017. Construction is expected to be complete between November 2017 and Spring 2018.

## Funding

Total project cost is \$1,065,000, of which \$500,000 represents the BRC Community Enhancement grant, \$500,000 in cash match from the city of Casper and \$65,000 cash match from private donors.

Cost estimates are provided by Caspar Building Systems, Inc.

The Casper DDA will be responsible for operations and maintenance of the David Street Station. Revenue generated from corporate sponsorships will be put back into operations and maintenance of the plaza. Operations and maintenance of the plaza will also be supplemented by a \$1,000,000 endowment, private events, sponsorships and donations.

Sources	
BRC amount	\$ 500,000
Cash Match	\$ 565,000
<b>Total eligible project cost</b>	<b>\$ 1,065,000</b>
BRC % of total eligible project costs	47%
Local % of total eligible project costs	53%
Uses	
Surveying fees (surveys, tests, etc.)	\$ 5,000
<b>Construction Costs</b>	
Site work	\$ 77,500
<i>Building Components:</i>	
Electrical Systems	\$ 71,597
Mechanical, plumbing, HVAC systems	\$ 53,698
Foundation and/or Structural Framing system	\$ 688,636
Interior Finishes	\$ 168,569
<b>Total Uses</b>	<b>\$ 1,065,000</b>

## WBC Deliberation

The board heard from Brandon Daigle, Chairman of the Casper DDA. The board asked about private funds and public funds invested to date. Mr. Daigle explained that approximately \$30 million has been invested by private individuals in the area contributing to Casper’s efforts to revitalize their downtown and Old Yellowstone districts. Additionally, \$750,000 of the \$1.2 million in private funds scheduled for this project will sunset in September 2017 if the \$500,000 in Community Enhancement grant is not recommended. Members of the community were present to support the project and its current impact on additional business investment and workforce recruitment.

## WBC Recommendation

The WBC unanimously recommended funding in the amount of \$500,000.

## SLIB Decision

## Project Overview

<b>Economic Development JPB - Casper David Street Station</b>				
<b>Purpose</b>	The Casper-Natrona County Economic Development Joint Powers Board (EDJPB), in cooperation with the Casper Downtown Development Authority (Casper DDA), requests a \$500,000 Community Enhancement grant for completion of Phase IV of the David Street Station Project (Casper Downtown Public Plaza).			
<b>Project Budget</b>	<b>Projected Grant Expenditure Schedule</b>			
	<b>Description</b>	<b>BRC</b>	<b>Match</b>	<b>Total</b>
			Cash	
	Non-Construction Costs	\$ 2,347	\$ 2,653	\$ 5,000
	Construction Costs	\$ 497,653	\$ 562,347	\$ 1,060,000
Total Project Cost	\$ 500,000	\$ 565,000	\$ 1,065,000	
	<b>Percentage BRC of all cash</b>		<b>47%</b>	
<b>Performance Measures</b>	<b>Measure</b>		<b>Quantity</b>	<b>Notes</b>
	Businesses Assisted		100	Estimated
	Number of events/visitors served		200 + events per year	Number of no to little cost events held per year/ Number of visitors attending these events
	Additional Investment		\$ 20,000,000	expected through year 5
<b>Project Infrastructure</b>	Acres Developed		5	
	New Building Construction		4,068 square-feet	proposed facility

# CASPER, WY



Casper-Natrona County ED JPB  
David Street Station



## CITY OF SHERIDAN

### **\$44,000 BRC Economic Development Planning Grant Request**

### **Sheridan Renewable Energy Assessment for Related Business**

### **Business Ready Community Grant and Loan Program**

### *WBC Recommendation:* **Fund**

## Project Description

The city of Sheridan requests a \$44,000 Business Ready Community (BRC) Planning grant to conduct a study that identifies opportunities to increase renewable energy—particularly solar, for the purpose of high tech business recruitment and expansion. Development of a community-wide strategy for renewable energy will help the city attract data centers and other high-tech businesses with renewable portfolio goals. The plan will address local options for on-site solar generation, rooftop solar, private and public solar projects, and municipal-owned solar projects (for instance on vacant city-owned land adjacent to city landfill).

Objectives of the planning process will be to:

- Analyze physical, financial, market, regulatory and political barriers that inhibit the development of solar energy in Sheridan;
- Outline ways the city can resolve barriers to solar power development and incentivize private investments in solar power;
- Research, identify and conduct preliminary evaluation of the potential for solar installation at strategic sites throughout the community including, but not limited to, the Sheridan Hi-Tech Park (Hi-Tech Park), landfill and other properties owned by the city;
- Analysis of rooftop solar in residential and commercial settings;
- Assess potential funding opportunities and funding mechanisms to realize solar power implementation;
- Coordinate planning efforts with business owners, economic development entities, and other governmental agencies to identify the opportunities that solar power can provide in terms of both green power deployment and community branding for business recruitment.

## Project Goals and Benefits

A Public Works Commission survey released in June 2016 on corporate energy procurement showed that 72 percent of respondents stated they were actively pursuing renewable energy. The 2008 Sheridan County Comprehensive Plan noted the need to ensure the energy needs of future residents and businesses are met through a range of energy options including renewables such as solar.

Sheridan's utilities (electric and gas) are provided by Montana-Dakota Utilities (MDU). The Sheridan area has limited potential for wind energy development because average wind speed is below what is considered suitable for wind development. Renewable energy investors are overlooking solar development in the community because local policies suggest these activities are not encouraged. This planning process will help Sheridan review and possibly amend its policies. MDU supports this application.

The Wadley-Donovan targeted market study paid for by the Wyoming Business Council (2005-06) concluded that Sheridan is well positioned to attract knowledge-based industries such as data processing and information-retrieval services. Several studies, including the Sheridan High-Tech Park Conceptual Study, the Sheridan Economic and Educational Development Authority Target Industry Profiles and Career and Technical Education and Training Strategy indicate industries often desire access to renewable energy and Sheridan is not sufficiently prepared to capitalize on the movement toward renewable energy like solar. This has significantly disadvantaged Sheridan from business recruitment that targets companies and industries with renewable energy purchasing requirements.

The Sheridan High-Tech Park Conceptual Study in 2010, outlined three main goals, one of which is to attract new high-tech businesses to Sheridan. The plan highlighted the need for redundant electrical systems as one of the goals.

Sheridan has begun this pursuit of a broad renewable energy strategy in business attraction. One of the first steps in this process was the recent installation of a small, city-owned hydro-micro turbine (completion anticipated in spring 2017) that will generate renewable energy. Results of the renewable energy produced by this hydro-micro turbine will be better realized in 2018.

## Timeline

The city of Sheridan commits to completing the Sheridan Renewable Energy Assessment for Business Recruitment within 155 days from the date the grant is executed.

## Funding

Total project cost is \$60,530, of which \$44,000 represents the BRC Planning grant. The grant is matched by \$16,530 from the city of Sheridan. This project has been scaled back from the original intended request of \$50,000.

Sources	
BRC amount	\$ 44,000
Cash Match	\$ 16,530
<b>Total eligible project cost</b>	<b>\$ 60,530</b>
BRC % of total eligible project costs	73%
Local % of total eligible project costs	27%
Uses	
<b>Planning &amp; Consultant Costs</b>	
Planning and Consultant fees	\$ 60,530
<b>Total Uses</b>	<b>\$ 60,530</b>

## WBC Deliberation

Roger Miller, Mayor of Sheridan, and Robert Briggs, Sheridan Planner, spoke on behalf of the project. The board was complimentary of Sheridan's efforts to be innovative in addressing their energy needs as well as economic development efforts.

## WBC Recommendation

WBC unanimously recommends funding in the amount of \$44,000 as requested.

## SLIB Decision



