

3.0 Past, Present, and Reasonably Foreseeable Development

project-specific information is not available. As a result, the potential development of new chemical feed stock plants is not considered further in this analysis.

Local economic development organizations, including CCEDC and CANDO are continually engaged in efforts to recruit or assist new business formation in the PRB study area. For example, CANDO is pursuing development of an ammonium nitrate plant (using methane as a feedstock) in the Bill, Wyoming, area, as well as location of an aluminum mill in the same general location. These and similar prospects are long-term potential whose outcomes are uncertain and for which little information and detail are available. As a result, they have been eliminated from analysis in this study.

3.11.3 Data Sources

Information relative to potential major industrial development was obtained from state and local business and economic development organizations.

3.11.4 Assumptions

There are no assumptions relative to other industrial manufacturing.

3.12 Other Development

3.12.1 Past and Present Development

In addition to the specific projects and developments described above, the PRB hosts a vast network of additional public and private physical infrastructure, private businesses, and public activities that has developed over time. Examples of infrastructure include the highway and road networks, airports, government offices, hospitals, public schools, municipal water systems, and extensive residential and commercial real estate development. Private enterprises include local retail and service establishments, newspaper publishing, and transportation and distribution firms.

The construction, maintenance, and continuing operations associated with this network of development represent an extensive series of public and private investments, as well as changes in land use, surface disturbances, water consumption, and the factors that characterize local air quality. Those investments and changes have occurred over a period of time and in response to many different influences.

3.12.2 Reasonably Foreseeable Development

There are numerous current and anticipated plans for future investment in public and private infrastructure in the PRB. Such investments would include state and local investment in transportation, administrative, and educational facilities. A number of planned investments are summarized below. Given the timing, scale, year-to-year variability, relatively short construction timetables associated with such public investments, the existence of a relatively large and diversified construction industry in the region and nearby areas, and the limited potential for these projects to alter long-term conditions in the PRB, they are not included in the RFD database.

3.0 Past, Present, and Reasonably Foreseeable Development

However, one or more of these and similar projects could warrant consideration in a cumulative analysis for a site-specific project due to proximity or coincidental project schedules and timetables.

Highways and Airports

Public highways and airports are important components of the public infrastructure in the PRB. The Wyoming Department of Transportation (WYDOT) prepares an annual State Transportation Improvement Program (STIP) based on an ongoing process of needs assessment, priority rating, fiscal analysis, and manpower analysis. The 2004 STIP includes planned construction for the 2004 fiscal year and preliminary engineering estimates for projects with anticipated construction dates through 2009. In general, Wyoming transportation projects scheduled over the next 5 years include maintenance, reconstruction, and improvement projects. Airport improvement plans consist primarily of pavement rehabilitation and overlays, with some minor expansion of taxiways, aprons, and parking. No construction of new highways is scheduled, and no new airports are proposed.

The estimated 2005 through 2009 anticipated construction costs for highway and airport maintenance, reconstruction, and improvement projects in the study area total approximately \$215.4 million. The level of construction and location of the projects included in these estimates would vary from year to year.

Other Public Facilities

Campbell County

A \$10.7 million expansion and renovation of the Campbell County courthouse is scheduled for completion in 2005 (Gillette News-Record 2004b). In addition, a capital facilities tax ballot question in Campbell County in the 2004 election asked voters to approve the imposition of a \$0.01 sales and use tax dedicated to the following capital facilities.

- A \$14.4 million Gillette Campus of the Northern Wyoming Community College to house updated and expanded diesel mechanic and welding programs.
- Two community development projects in Wright.

Voters also were asked to approve an increase in the lodging tax from 2 percent to 3 percent to help fund operation of a visitor center. Both tax measures were defeated. Renewed attempts to gain voter approval to proceed with one or more of these projects could be anticipated during the RFD scenario. However, the timing and outcomes of such attempts are unknown.

A special election seeking approval of a \$19.5 million expansion of the CAM-Plex conference and multi-event center facility in Gillette was held in May 2005; the expansion was approved.

City of Gillette

The Fiscal Year 2004 – 2005 City of Gillette budget contains over \$14 million for capital projects including \$5.3 million for pavement management and street improvement projects, \$900,000 for drainage projects, \$250,000 for parks projects, \$2.8 million of water projects, and \$4.05 million for sewer projects. In addition, the city plans to spend \$2.3 million for waste water treatment plant

3.0 Past, Present, and Reasonably Foreseeable Development

renovation and expansion, a multi-year project anticipated to cost \$10.9 million in total (City of Gillette 2004a).

School Districts

The Wyoming School Facilities Commission (WSFC) oversees all aspects of construction and maintenance of school facilities and physical plant. School districts must submit a 5-year plan for facilities spending under the categories of minor capital construction, capital construction, and major maintenance. The currently approved master plans include a total of \$72.3 million in new capital construction for the 7 school districts that are completely or partially in the Wyoming PRB study area. (WSFC 2005). Of the 5-year total, approximately \$60 million is projected to occur by 2008. Minor capital construction and major maintenance estimates have been excluded, because they represent ongoing facility costs.

General Industrial and Commercial Development

Additional private sector development may occur within the context of normal community and economic development. For example, the CCEDC concluded a business retention survey of 98 major employers, representing 47 percent of the total employment in Gillette. Of the 98 entities, 57 had current job openings totaling 351 positions, most in the skilled trades and crafts. Additionally, these companies anticipate 2 to 3 percent employment growth in the next several years and anticipate a combined capital investment in excess of \$30 million through 2006 (Bigelow 2004). While these economic stimuli are collectively noteworthy in the context of local economic development, there is no single employer or event warranting inclusion in the RFD.

Commercial development potentials include an announcement by Home Depot to construct a 102,000 square-foot store in Gillette and unconfirmed reports that Wal-Mart will expand its existing Gillette store into a Super Wal-Mart on the same site.

While these economic stimuli are collectively noteworthy in the context of local economic development, there is no single employer or event warranting inclusion in the RFD.

3.12.3 Data Sources

Information regarding public sector infrastructure plans was compiled from published state and local documents and discussions with local officials.

3.12.4 Assumptions

- Portions of U.S. Highway 14/16 and SR 59 may have to be relocated to accommodate coal mining activities. Under both the upper and lower coal production scenarios, the Eagle Butte Mine is expected to begin mining coal from their currently proposed LBA tract in 2015, which would affect approximately 1.5 miles of U.S. Highway 14/16. Under the upper production scenario, the Belle Ayr Mine is expected to forgo mining of currently leased reserves under SR 59 to pursue reserves to the north. However, if an LBA is not submitted for these reserves, or if the mine is unsuccessful in obtaining the new reserves, it is likely that approximately 1.5 miles of SR 59 would be affected by mining between 2015 and 2020.

3.0 Past, Present, and Reasonably Foreseeable Development

- Any new surface disturbance associated with highway and airport maintenance projects (e.g., resurfacing) would be minimal or would involve lands that previously were disturbed, but which have since been revegetated.
- New surface disturbance associated with future public infrastructure and private commercial and industrial development would be limited and occur primarily within or adjacent to the presently urbanized areas.

3.13 Relationship Among Projects

Many of the energy-related and industrial projects in the PRB study area are interdependent. In addition, many of the RFD activities in the PRB are interrelated or dependent upon other types of industries to provide the necessary infrastructure to support their development and operation. For example, coal mines are dependent on rail lines with sufficient capacity to transport coal to power plants outside of the PRB, or on the presence of mine-mouth coal-fired power plants. Power plants in turn are dependent on the availability of sufficient transmission line capacity for the transport of electricity to markets. The oil and gas industry is dependent upon the availability of sufficient transportation pipeline capacity for the transport of product to markets outside of the basin. Alternately, some of the identified projects are related from the standpoint of resource impacts, such as the potential cumulative effects of groundwater drawdown associated with the coal mine and CBNG industries. As a result, the PRB Coal Review has included the array of projects identified above to define the development limitations that exist as a result of their interdependency (a factor in determining the likelihood for development of the RFDs) and to fully analyze the potential impacts in the study area.