

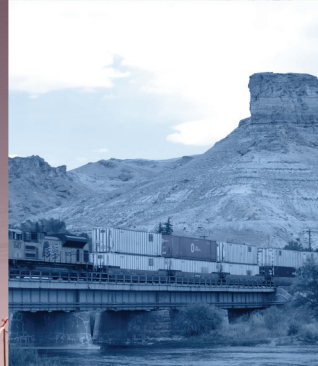
STATEWIDE



RAIL PLAN

Wyoming

Final March 2015



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Chapter S. Executive Summary

S.1 Introduction

The Wyoming Department of Transportation (Wyoming DOT) has developed this State Rail Plan (SRP) to guide the state's rail freight and passenger transportation planning activities and project development plans over the next 20 years.

This plan describes the state's existing rail network and rail-related economic and socioeconomic impacts. It also describes the SRP process, Wyoming's rail vision and associated service objectives, proposed publicly sponsored short- and long-range capital improvements, studies, and recommended next steps to address the issues identified.

This SRP is intended to meet the requirements established by the federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) in order to qualify for future federal rail project funding and to be compliant with the final State Rail Plan Guidance issued by the Federal Railroad Administration (FRA) in September 2013.

S.2 Wyoming's Rail System

Wyoming's rail system plays an essential role in linking the state's shippers with markets throughout North America. Chief among high-volume rail shippers in the state is the coal industry. Historically, Wyoming has hosted a large volume of transcontinental rail traffic between the Pacific Coast and the Midwest and East Coast, and it has recently become the largest originator of coal in the United States. There have been no passenger-rail services in Wyoming since Amtrak discontinued its passenger trains across the state in 1997.

A brief description of Wyoming's rail network is provided below.

S.2.1 Freight-Rail System

The Wyoming freight-rail system is operated by three large Class I railroads and two Class III (or short-line) railroads. The system consists of 1,868 route-miles, excluding trackage rights. Several small industrial railroads own track at mines and industrial sites in Wyoming, but, due to their classification, the mileage of privately owned industrial track over which they operate is not included in the calculations for the state's rail network.

Nearly all rail in the state is owned by two Class I carriers: BNSF Railway (BNSF) and the Union Pacific Railroad (UP). These railroads own a total of 1,844 route-miles. The third Class I railroad, Canadian Pacific Railway (CP), owns an additional 7 route-miles. The two short-line railroads operating in the state own the remaining 17 route-miles in Wyoming.

In 2011, Wyoming's freight railroads carried over 559 million tons of freight, or almost 5.8 million rail cars of various commodities, which originated or terminated within the state or traveled through the state. The leading commodity originating in Wyoming is coal, which makes up about 96 percent of rail-borne tons.

Total rail-freight flows in Wyoming are forecasted to increase through 2040 at a compound annual growth rate of 0.7 percent.

S.2.2 Passenger-Rail Service

Wyoming does not currently have long-distance, intercity, or commuter service provided by Amtrak or any other passenger-rail operator. No plans have been identified to implement passenger-rail services in the near or long terms. One small tourist rail line, which is not connected to the national rail network, exists near Cheyenne and is operated by the Terry Bison Ranch.

S.3 Rail Impacts

Rail service is critical to Wyoming's economy. Mining industries are the largest nongovernmental employers, and these industries depend on rail to move goods into and out of the state as efficiently as possible. In 2011, mining industries accounted for nearly one-third of the state's gross domestic product and paid more than \$3 billion in direct wages to workers. These wages are then at least partially spent in the local economy, thereby indirectly supporting other industries and further advancing the success of Wyoming's economy. Freight railroads continue to be a major employer in Wyoming.

In addition to the direct employment benefits, the availability of rail transport provides cost and logistical advantages to Wyoming firms that enable businesses in the state to compete effectively in the global marketplace. The presence of freight-rail service is especially important in rural areas where mining, agriculture, and local industries rely on freight shipping.

Railroads are about four times more fuel efficient than trucks on the basis of ton-miles transported. Since greenhouse gas emissions are directly related to fuel consumption, every ton-mile of freight moved by rail instead of by truck reduces greenhouse gases by up to 75 percent. The diversion of freight traffic to rail also increases the safety of Wyoming's highway system and reduces wear on highway infrastructure.

S.4 Rail Plan Development Process

This SRP was developed under the authority and guidance of the Systems Planning and Railroads section of Wyoming DOT. The Systems Planning and Railroads section is responsible for rail planning in the state and also assists with various rail-related functions including highway-rail at-grade crossing improvements and grade separations and the development of this SRP.

To provide a medium for public review, the draft SRP was posted to the Wyoming DOT website (www.dot.state.wy.us) prior to finalization of the SRP. The SRP effort was part of the larger Wyoming Long-Range Transportation Plan and was integrated into that plan.

All railroads operating in Wyoming were contacted to solicit information about their operations, projects, or other needs and their opinions about what the public sector could do to assist or improve the efficiency and expansion of rail service in the state. Similar interviews were conducted with shippers who use the Class I and short-line railroad networks in the state.

One public outreach meeting was held in Casper on October 8, 2013, to educate stakeholders and the general public regarding the SRP process, obtain input for developing a Rail Vision, and provide a forum for discussing specific rail issues in the state. A total of 15 people attended the public meeting. Participants included rail shippers, representatives of a state or local agency, and private citizens.

The draft SRP was also provided to the state rail planning contacts of neighboring state departments of transportation to ensure coordination with neighboring States with respect to rail facilities, services, and future plans that affect multiple states.

S.5 Key Stakeholder Input on Rail Issues, Challenges, and Opportunities

Various themes were identified from the comments voiced by attendees at the public outreach meeting and submitted on the surveys and comment cards that were received during the stakeholder comment phase. Among these are:

- Interest in intercity rail service to connect cities in Wyoming with those in adjacent states
- Interest in freight-rail projects, particularly those that promote effective access to the state's rail network
- Interest in public-private partnerships as another means of helping to finance projects
- Attention to the impacts of rail improvements on communities
- Interest in the State taking a role to help foster improved communications between Class I railroads and Wyoming's short-line railroads, shippers, local government agencies, and the public in order to address problems and mediate other disputes

Class I railroads related their investment plans for 2013, which totaled \$8.8 billion nationwide. Some of this capital investment was made in Wyoming. These investments will be paid for through internally generated funds. Class III railroads (short lines) did not quantify their investment plans for 2013.

Passenger-rail stakeholders reported an interest in establishing intercity services to connect cities in Wyoming and to provide an alternate means of transportation to neighboring states and metropolitan areas.

Overall, stakeholders and the general public expressed understanding and appreciation of the value and potential of the state's freight-rail operations and the potential for passenger-rail services.

S.6 Wyoming's Rail Vision and Service Objectives

Based on the comments obtained through the outreach effort, Wyoming DOT has developed the following vision statement for rail transportation in the state:

The future Wyoming rail system will provide safe, efficient, and reliable mobility for people and goods. In addition, it will contribute to a more balanced transportation system, economic growth, a better environment, and energy conservation. The state's rail infrastructure and levels of service will expand to provide increased transportation efficiency, cost effectiveness, accessibility, capacity, and intermodal connectivity to meet freight and passenger market demands through an investment plan which includes public-private partnerships. To further this vision, the state will support the business council and economic development associations in planning rail service improvements.

Rail service objectives aligned with the Rail Vision were developed based on the rail-related benefits, issues, and obstacles that had been identified. These objectives are described below.

S.6.1 Freight-Rail Objectives

- Support as applicable the interchange of Class I rail traffic in the state.
- Minimize accidents, injuries, and fatalities at highway-rail grade crossings in Wyoming through crossing closures, safety improvements, and grade separations.
- Encourage economic development in Wyoming through investments in the rail system; for example, improved access to the national rail network via new industrial leads and spurs and intermodal facilities that promote interconnectivity with truck transportation.
- Leverage public-private partnerships for funding rail improvements.

S.6.2 Passenger-Rail Objectives

- Continue outreach to stakeholders.
- Encourage multimodal integration.
- Support the identification of funding strategies for passenger-rail initiatives, as applicable.

S.7 Proposed Capital Investment Programs and Future Studies

Wyoming's role in identifying and prioritizing passenger- and freight-rail service and infrastructure projects and the benefits of each is limited for the following reasons: (1) Wyoming DOT does not currently have a state Rail Program and does not anticipate implementing one in the short term; (2) the State of Wyoming may not obligate any state aid or debt in the construction of any rail system, as per the Wyoming state constitution; (3) the state's Class I freight railroads are under no obligation to report potential improvements and capital project priorities for their networks or divulge the schedule and capital costs associated with such projects; and (4) no passenger-rail services exist or are anticipated for short-term implementation in Wyoming.

Therefore, during future state rail planning and study efforts, Wyoming DOT will explore a Rail Service and Investment Program (RSIP), prioritizing rail service and infrastructure projects for short-term (4 years) and long-term implementation (20 years) in Wyoming and identifying the potential capital cost of each project. In the interim, a Wyoming Rail Project Inventory has been assembled by Wyoming DOT with inputs from the SRP stakeholder outreach process and through coordination with the Wyoming Business Council and other economic development groups to identify projects for potential implementation in the near term that are in concert with the State's rail vision. This project inventory is presented in Chapter 4, Proposed Freight-Rail Improvements and Investments, of the SRP.

S.8 State Rail Plan Recommendations and Next Steps

Based on the input received from stakeholders and the public during the preparation of the Wyoming SRP, Wyoming DOT will work toward the following initiatives:

- Establish a Rail Program, with the primary mission of helping the state's railroads, and particularly short-line railroads, secure federal funding for improvements.
- Continue to promote and enhance rail safety at crossings through public awareness, coordination with railroads, and infrastructure improvements.
- Provide advocacy for rail shippers, helping to mediate disputes between shippers and their serving railroads.
- Continue to work with neighboring States on freight- and passenger-rail initiatives that benefit the region.
- Support the study of new intercity rail initiatives that enhance mobility options for Wyoming.

S.9 Summary

The State of Wyoming has undertaken a comprehensive study of its freight-rail network and has identified key issues and opportunities through a wide-ranging rail stakeholder and public outreach process. This SRP serves to document this information and set a direction for rail planning and project development into the future while meeting the federal requirements to qualify the State for any future federal rail funding.

The development of this SRP would not have been possible without the participation of rail stakeholders and others concerned about a safe and efficient rail transportation network in the state that promotes economic vitality. Wyoming DOT wishes to express its appreciation to those individuals and parties who participated in this effort.

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Chapter 1. The Role of Rail in Wyoming's Statewide Transportation System

1.1 Introduction

Railroads have been a major force in the establishment of the United States and have provided for perpetual economic success. Wyoming in particular has witnessed the positive economic impacts resulting from the presence of freight-rail service throughout its history. Many cities and towns in the state owe their very existence to railroads. Construction of Union Pacific Railroad (UP), as part of the first transcontinental railroad between Omaha and northern California, brought this versatile mode of transportation to the virtually uninhabited and unexplored Wyoming Territory in 1867—a generation before statehood in 1890.

The predecessors of the Chicago, Burlington, and Quincy Railroad and the Chicago & North Western Transportation Company charged across the Great Plains and arrived in 1886 to tap the isolated central and northern reaches of the territory. This early railroad-building in Wyoming often preceded settlement, played an integral role in the development of the vast territory, and provided a necessary link to neighboring states and commercial centers. In the ensuing century, branchline feeders were constructed statewide to reach coal and mineral deposits, timberlands, and emerging regions of agricultural production. The state had 1,931 miles of rail by 1920 and peaked at 2,065 miles in 1995. Exploitation and forwarding of Wyoming's vast inland natural resources would not have been efficient or economically feasible without rail transportation.

Unlike the rail systems in most other states, the 146-year-old Wyoming rail system has not experienced considerable rationalization or consolidation. In fact, it has seen considerable growth during the last 50 years. In 2010, more freight originated in, terminated in, or moved through Wyoming (566.5 million tons) than in any other U.S. state, according to the Association of American Railroads (AAR). Wyoming ranks 33rd nationally in total rail-miles and is served by three Class I railroads (large, national carriers), two Class III (short-line) railroads, and numerous industrial railroads. Wyoming hosts a substantial railroad workforce whose wages ranked 27th in the industry nationally during 2010.

Freight-rail systems and services are profiled and described in detail in Chapter 2, Wyoming's Existing Rail System. There are currently no long-distance, intercity, or commuter passenger-rail operations in the state.

In addition to the rail system's historic role in moving goods to domestic and international markets and fueling nationwide power generation through coal movements for over a generation, the rail freight system is expected to play a leading role in making Wyoming a leader in emerging energy resource sectors.

1.2 Wyoming's Goals for the Statewide Multimodal Transportation System and the State Rail Plan

1.2.1 Goals for the Multimodal Transportation System

This Wyoming State Rail Plan (SRP) is part of the Wyoming Department of Transportation's (Wyoming DOT) ongoing efforts to perpetuate its statewide transportation planning efforts and to fulfill its departmental goals as facilitated by the Systems Planning and Railroads section, as follows:

- **Improve the existing transportation system.** Work with the Wyoming business council and other economic development groups to support the investment strategies that provide opportunities for improvement in private transportation facilities and services in Wyoming.
- **Enhance safety on the transportation system.** Wyoming DOT monitors the condition and infrastructure of public at-grade railroad crossings statewide and provides funding for improvements to various locations on a risk-priority basis. The Department also facilitates applications and approvals for public grade crossings and establishes standards for crossing protection. State and federal sources provide funding for installing gates or other warning devices. Another important Wyoming DOT goal is to provide an effective safety education and information program in order to bolster public awareness of grade crossing safety and minimize the risk of collisions between motor vehicles and trains.
- **Preserve the existing transportation system.** Monitor and investigate possible railroad abandonment applications and identify alternatives for preserving rail service, infrastructure, and modal competition when it is economically viable to do so.¹
- **Fairly and equitably fulfill our regulatory and revenue-generating responsibilities.** Fulfill regulatory statutes² by ensuring that grade crossings and associated protective infrastructure are maintained properly. Publish and enforce regulations involving fencing along railroad corridors, right-of-way fireguards, weed control, injury to livestock, proper railroad communication, and the transportation of hazardous materials through Wyoming. The Systems Planning and Railroads section also ensures that communications, planning, and safety policies employed by the railroads serving Wyoming are current and applicable to the needs of the public and the state's business interests.

As described in the following chapters, the Wyoming SRP will validate and support each of these goals.

¹ Wyoming Statutes 37-9-1001 and 37-9-1002

² Wyoming Statutes 37-9-301 through 37-9-312 and 37-9-505

1.2.2 State Rail Plan Purpose

The 2014 Wyoming SRP was developed with extensive participation from public and private stakeholders not only to meet the federal mandate for rail capital funding eligibility but also to establish the rail system's role in Wyoming. Other goals of this effort are to create a long-range vision for rail transportation in the state and to set a direction to ensure that rail not only continues to perform its current role but is capable of providing more efficient, cost-effective, and safe movement of people and goods. Furthermore, it will be used as an instrument to fuel future transportation and economic initiatives in the state.

1.2.3 Federal Mandate for State Rail Plans

Included in the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 was a reauthorization of Amtrak and appropriation of funds for Amtrak and individual States to improve passenger-rail service, operations, and facilities. The Act required that each State develop an approved SRP consistent with new requirements before applying for capital grants authorized in PRIIA and the High-Speed Intercity Passenger Rail (HSIPR) Program. The requirements set forth in Section 303 of PRIIA have been scoped further by subsequent procedural guidance and presentation of a standardized format by the Federal Railroad Administration (FRA) in August 2012 and September 2013.

A Wyoming SRP was developed by Wyoming DOT in 2004 following previous federal requirements, primarily for the purpose of identifying and analyzing passenger- and freight-rail services in the state and to demonstrate the role of rail services in Wyoming's diverse transportation network.

The SRP requirements set forth by PRIIA must minimally address the following components in order to be deemed compliant and in order to be subject to approval by FRA:

- Inventory of rail system, services, and facilities in the multimodal environment
- Evaluation of rail lines, including high-speed rail corridors and abandonments
- Review of intermodal connections
- Review of existing publicly funded rail projects
- General transportation, economic, and environmental impacts of rail service
- Passenger-rail service objectives
- Rail infrastructure needs assessment based on stakeholder input
- Performance evaluation of existing passenger services
- High-speed rail corridor development plan
- Long-range service and project goals and investment program
- Determination of public and private benefits and the methodologies used to measure them
- Financing alternatives for rail projects and services in the state

This document, which was developed by Wyoming DOT, meets the requirements set forth in legislation and public laws and is intended to serve as Wyoming's SRP. The SRP represents a compendium of recent passenger- and freight-rail studies supplemented by additional analysis and investigation necessary to meet federal requirements.

In addition to meeting the federal requirements listed above, the intent of the SRP is to establish a state vision that describes policies and strategies for enhancing rail service for public benefit in the future and to identify methods to achieve that vision.

This SRP updates the previous version and takes into account lessons learned and the methodology, approaches, and best practices used by other States in the creation of PRIIA-compliant rail plans. In order to be compliant with the guidance set forth by FRA, this SRP includes an explanation and analysis of the public benefits of passenger- and freight-rail service and how that fits into the context of an overall transportation system. This SRP also identifies a long-range investment program for present and future infrastructure requirements to sustain the demand for a safe, efficient, and cost-effective rail service in the state.

1.2.4 Integration with the National Rail Plan

FRA was directed by the PRIIA legislation to develop a Preliminary National Rail Plan to address the rail needs of the United States. This plan was published in October 2009 and was supported by additional FRA guidance in September 2013. A final National Rail Plan will account for state rail planning practices and will reflect the issues and priorities addressed in the SRPs. The PRIIA legislation also charged FRA with providing assistance to States in developing their rail plans in order to ensure that the federal long-range National Rail Plan is consistent with approved SRPs. The Preliminary National Rail Plan provided objectives for rail as a means of improving the performance of the national transportation system. These objectives are:

- Increasing passenger- and freight-rail performance
- Integrating all transportation modes to form a more complementary transportation system
- Identifying projects of national significance
- Providing for increased public awareness

These objectives are consistent with the views of Wyoming DOT and its rail stakeholders as evidenced by the State's ongoing focus on improving rail transportation in the state, integrating rail-planning efforts with those of other transportation modes, and coordinating with other States to identify regional freight and passenger corridor needs. The State of Wyoming will work closely with FRA and other States to develop a Final National Rail Plan that it is consistent with the Wyoming SRP and related rail policies.

1.2.5 State Rail Planning Background

In discussing the best state rail planning practices as background for Wyoming's SRP, it is appropriate to provide perspective on the history of state rail planning in the United States.

State rail planning has been in existence since the 1970s. The focus of initial state rail planning efforts was to support rail freight service on lines subject to abandonment via the Local Rail Service Assistance (LRSA) program. FRA provided planning grants to States to develop their initial SRPs and updates to those plans, and it also provided some funding for rehabilitating light-density rail lines that might have been subject to abandonment without certain infrastructure improvements. In the 1980s and early 1990s, this program continued with the same light-density-line focus but was referred to as the Local Rail Freight Assistance (LRFA) program.

From the mid-1990s through 2008, the focus of state rail planning efforts changed. States began to identify both passenger- and freight-rail investments in their rail plan updates as part of multimodal planning efforts. These efforts were called for in multi-year pieces of federal surface transportation funding authorization bills: the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), the 1998 Transportation Efficiency Act for the 21st Century (TEA-21), and the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

In 2008, PRIIA was passed by the U.S. Congress with the intent of improving passenger-rail service in the United States. This legislation authorized increased federal funding for intercity passenger-rail service and high-speed rail development. It also mandated the creation of SRPs, or updates to existing plans, as a requirement for States to be eligible for future federal rail project funding.

The American Recovery and Reinvestment Act of 2009 (ARRA) created the Transportation Investment Generating Economic Recovery (TIGER) program, which funded \$1.5 billion in infrastructure projects around the country. Freight- and passenger-rail projects were eligible, along with highways, bridges, ports, and public transit projects. The 2009 ARRA also provided \$8 billion for capital projects related to intercity and high-speed rail corridors. These funds could be used for acquiring, constructing, or improving track, rolling stock, and other rail facilities.

A congressional appropriation in 2010 of \$50 million for rail planning grants was aimed at helping to establish a pipeline of future high-speed and intercity passenger-rail projects and corridor-development programs by advancing planning activities for corridors that were at an early stage of advancement. The grants are to be used for completing SRPs. These funds require a 50 percent state match and are the impetus for numerous state rail planning initiatives.

1.2.6 Rail Planning Activity Best Practices

The following best practices are key elements of state rail planning activities as described in the American Association of State Highway and Transportation Officials' (AASHTO) State Rail Planning Best Practices, which were completed in November 2009. These best practices have been incorporated as key components of the processing of assembling the Wyoming SRP.

Rail Advisory Body

A key element of every state rail planning effort is the organization and maintenance of an "external" rail advisory body. These bodies have different memberships in different states, but the crucial members are the state's operating railroads, the owners of the rail assets, and a well-diversified group of other key stakeholders. Balancing the focus between freight and passenger rail is beneficial, since the sizes of these organizations vary greatly.

Outreach Activities

The PRIIA requires that States "provide adequate and reasonable notice and opportunity for comment and other input to the public, rail carriers, commuter and transit authorities operating in, or affected by, rail operators within the state, units of local government, and other interested parties in the preparation and review of its state rail plan."

Much of this interaction would take place within the rail advisory body, but States also benefit from additional interaction with the public and rail stakeholders. Interviews, surveys, and public meetings are the most common and effective method of outreach. Recent technological advances allow electronic and social media to be used as a supplement to traditional outreach strategies and provide effective, efficient, and timely communication with a broader array of stakeholders.

Public meetings are still the most common way to provide the public and other stakeholders with direct interactions with the state's department of transportation (or equivalent agency) and freight- and passenger-rail operators as well as a broad cross-section of other rail stakeholders to provide input to Wyoming DOT regarding the SRP.

The methodology for and results from the stakeholder outreach process are discussed in greater detail in Chapter 6, Coordination and Review.

Rail Vision

A State's Rail Vision is crucial to helping the state's primary rail organization (normally the department of transportation) determine priorities for integrating freight and passenger rail for the benefit of all stakeholders and the most appropriate paths to achieve this goal.

Rail Visions accomplish the following:

- Describe the future role of passenger- and freight-rail transportation in the state
- Recognize not only the opportunities, but also the challenges
- Suggest a picture of rail's future in the state
- Communicate the wishes of rail stakeholders and the public
- Allow the setting of more-specific goals and objectives related to rail activities

Rail System Inventory

In order to be PRIIA-compliant, a SRP must include the following components, if applicable:

- **System Description:** The system description is a physical inventory of the assets that make up the state rail network.
- **Rail Operations and Rail Capacity:** This component includes volume, operations, flow, and tonnage of rail traffic placed in the context of the network.
- **Rail Carrier Profile:** This profile provides a current description of a rail carrier's infrastructure and traffic, employment, and other economic factors that benefit the state and local communities in which the railroads operate.
- **Commodity Flows:** The Surface Transportation Board's (STB) Carload Waybill Sample and other data can be used to depict the various commodities that have an economic impact on the state based on the origination or termination of that commodity within the state.
- **Passenger-Rail Data:** Ridership data on passenger-rail services within the state are quantified by the various passenger station locations and are graphically plotted to identify trends in the demand for various passenger services.

The ability of States to use geographic information systems (GIS) technology to include and interpret more-complicated data sets on maps has proven beneficial in recent rail plans generated by other States.

A full inventory of Wyoming's rail network is provided in Chapter 2, Wyoming's Existing Rail System.

1.2.7 Wyoming State Rail Plan Content

The Wyoming SRP includes six chapters and two supplementary appendices. The document is organized as follows:

- **Chapter 1** – The Role of Rail in Wyoming's Statewide Transportation System
- **Chapter 2** – Wyoming's Existing Rail System
- **Chapter 3** – Proposed Passenger-Rail Improvements and Investments
- **Chapter 4** – Proposed Freight-Rail Improvements and Investments
- **Chapter 5** – Wyoming Rail Service and Investment Program
- **Chapter 6** – Coordination and Review

1.2.8 Wyoming's Involvement in Multi-state Rail Planning

The rail network and the flow of passengers and freight do not stop at state boundaries. In Wyoming's case in particular, the state is a major pipeline for sustaining interstate commerce from across the nation. Therefore, it is essential that rail planning authorities and entities in Wyoming coordinate their planning efforts with the state governments of the adjacent states of Colorado, Nebraska, South Dakota, Montana, Idaho, and Utah when applicable to identify synergies and opportunities to coordinate mutually beneficial transportation initiatives. Wyoming DOT is committed to maintaining this spirit of multi-state collaboration with other DOTs and local planning agencies, and, for this reason, Wyoming DOT will share its SRP with neighboring States for input.

1.3 Rail Transportation's Role in the State Transportation System

The freight-rail network plays an integral role in the Wyoming multimodal transportation system by providing a safe and efficient transportation option connected to a total network spanning North America, heightened economic competition, improved access for communities, and community support and integration. Passenger-rail service does not presently exist in Wyoming, but developing such a network in the future could strengthen and integrate the intermodal transportation system, create new options and connections for users, and spawn economic development.

Freight- and passenger-rail networks across the United States often face competitive shortcomings compared to truck, air, and automobile transportation. This is at least partially attributable to the tendency for rail transportation to be less connected and convenient compared to other travel modes. Continued reliance on and further demand for trucks to transport freight, as well as air and auto travel to accommodate passenger trips, can lead to negative impacts and a decline in livability due to increased congestion, depletion of natural resources, and additional safety and environmental concerns.

1.4 Institutional Structure of Wyoming's State Rail Program

Wyoming DOT's Systems Planning and Railroads section has regulatory oversight and conducts rail planning in the state as a component of Wyoming DOT's overall transportation-planning process. This practice is guided by Wyoming DOT's mission and philosophy statement and by its transportation goals and outcome measurements.

Wyoming DOT Mission Statement

"To enhance the economic well being and quality of life in Wyoming by working with public and private partners to produce a safe and efficient transportation system."

Wyoming DOT Goals

1. Improve the existing transportation system.
2. Enhance safety on the transportation system.
3. Preserve the existing transportation system.
4. Fairly and equitably fulfill our regulatory and revenue-generating responsibilities.

As explained earlier in this chapter, oversight of Wyoming DOT's departmental goals is facilitated by the Systems Planning and Railroads section.

Wyoming DOT has created a detailed planning process that includes regular updates to the Statewide Long-Range Plan in order to achieve its mission and goals. Transportation planning is conducted in a manner consistent with the total goals of Wyoming DOT and the specific mobility and economic objectives of relevant political jurisdictions. The planning process accounts for the resources available to the State and other stakeholders. Current and forecasted economic bases for transportation modes and projects under consideration will dictate the scope of technical options that might be considered to address specific mobility challenges.

Rail mode planning is unique in that rail infrastructure is privately held and does not receive direct investments from the state government. The Wyoming state constitution prohibits state funds from being spent on rail construction and improvements. Therefore, the creation of this SRP reflects a public-private collaboration involving input from the state's railroads, rail freight shippers, public-sector agencies such as metropolitan planning organizations, and myriad state, county, city, and tribal agencies.

1.4.1 Wyoming DOT's Rail Organization and Roles

As provided for by legislative act, the Wyoming Transportation Commission (WTC) governs the activities of the Wyoming DOT.³ The WTC consists of seven member commissioners appointed by the governor and approved by the state senate. Each commissioner serves a 6-year term and represents one of seven districts, an arrangement that provides balanced input from stakeholders statewide. Meetings are typically held on a monthly basis to review transportation policies and projects.

Freight and rail planning and policy, oversight of rail funding, and technical assistance are provided by Wyoming DOT, which is headquartered in Cheyenne. The Systems Planning and Railroads section is a component of the Planning Department under the charge of the Assistant Chief Engineer of Engineering and Planning. The Transit staff is involved in policy and funding initiatives for public transportation services and programs statewide and is in the same department as the Local Government section. Figure 1-1 below illustrates Wyoming DOT's organizational structure.

1.4.2 Wyoming Legislative Rail Authority

The primary responsibility for the oversight of rail planning and policy and project development in the state rests with Wyoming DOT. The Department has authority to open and close public grade crossings and review, challenge, and mitigate rail abandonments, as described below. The state's funding framework and eligibility for rail project funding, which are outside of the legislative authority granted to Wyoming DOT for regulatory cases, are discussed later in this chapter.

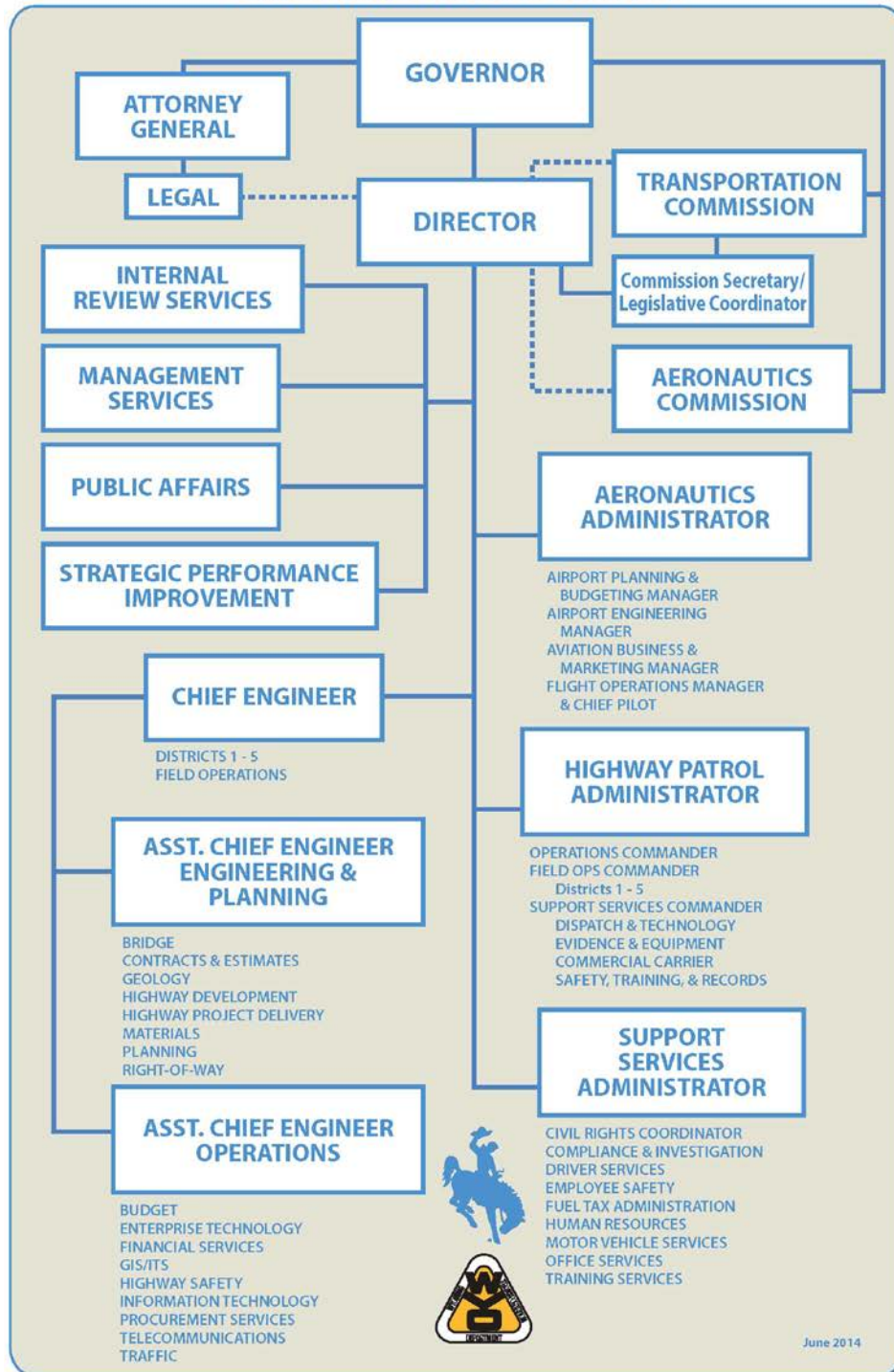
1.4.2.1 Rail Crossings

The State of Wyoming has a statutory obligation in matters concerning grade crossings. Wyoming DOT Rules and Regulations are based on Wyoming statute authority. These rules and regulations are posted on the Wyoming DOT website and include Chapter 1, Rail-Highway Crossings, and Chapter 2, Rail-Highway Grade Separations. Chapter 1 includes procedures for establishing or closing at-grade crossings, standards for new at-grade crossings, cost allocation, and other relevant information. Chapter 2 includes procedures for establishing or closing grade-separation crossings. Further discussion about Wyoming DOT's role in grade crossings is provided in the next section.

³ Wyoming Statute 24-2-101

Figure 1-1: Wyoming DOT Organization Chart

WYOMING DEPARTMENT OF TRANSPORTATION ORGANIZATION CHART



Source: Wyoming DOT

Quiet Zones

Wyoming DOT's role in opening and closing public crossings is described in Chapters 1 and 2 of the Wyoming DOT Rules and Regulations mentioned above.

In 2009, Wyoming DOT sponsored a Quiet Zone Study involving 84 grade crossings at 38 communities throughout the state. Wyoming DOT administers a one-time state appropriation to fund quiet zone implementation at grade crossings in certain communities statewide. As part of this project, wayside horns were installed in Newcastle (Weston County) and Torrington (Goshen County) in order to reduce locomotive horn noise. These devices will also be installed in Worland (Washakie County) in 2014. Non-traversable medians have also been installed as a quiet zone measure in Lusk (Niobrara County) and Moorcroft (Crook County). Additional non-traversable median projects are planned for Cheyenne (Laramie County) and Gillette (Campbell County). Legislative funds for quiet zones in Wyoming expire in July 2016.

Rail Crossing Improvement Planning

Owing mostly to coal shipments out of the Powder River Basin and a resulting increase in rail traffic passing through the state generally, train activity on Wyoming's rail system has surged markedly during the last 40 years. The increase in train volumes and the length of trains (most are a mile in length or longer) has had the unintended consequence of increasing the interface between vehicles and trains and also physically blocking activities and dividing many communities for longer periods.

Wyoming DOT has a long record of involvement in grade crossing safety and policy. In these instances, it seeks solutions and works to locate funding for grade-crossing separations via appropriations and to build consensus with stakeholders for potential remedies. In all cases, the solutions are complicated and can involve tradeoffs and challenging decisions for the community. Some scenarios that Wyoming DOT and the affected communities have faced include:

- Improved grade-crossing protection could enable higher train speeds, which would keep crossings clear of train movements for longer periods of time; however, this could increase noise and vibration from the change in train operations.
- Grade separation would eliminate the conflicts associated with a highway-to-rail grade crossing; however, such a project is costly and could harm a community's appearance.
- Routing of highway traffic around the community to a new grade-separated crossing would minimize safety issues; however, the vigor and economy of a community's central business district would be seriously reduced.

A rail-highway crossing safety assessment for Wyoming is presented in Chapter 2, Wyoming's Existing Rail System.

1.4.2.2 Rail Line Abandonment Reviews

Historically, rail abandonment cases in Wyoming have been few in number and have involved a marginal or low-density branchline operation where demand for rail service declined sharply. About 25 miles of rail have been abandoned in the state during the last decade. Recent cases of rail abandonment in Wyoming are addressed in greater detail in Chapter 2, Wyoming's Existing Rail System.

Wyoming DOT has been charged with preserving the existing rail network in the state. By the terms set forth in Wyoming statutes, the Department monitors and investigates possible rail abandonment applications before STB and identifies alternatives for preserving rail service and modal competition when it is economically feasible to do so.

Wyoming DOT has the power to take action in the following manner:

- Protest abandonment applications
- Challenge or intervene legally in rail carrier actions leading to potential abandonments
- Investigate evidence provided by a rail carrier regarding a subsidy amount, minimum sale, or salvage price of rail lines to be abandoned and legally challenge unjustified amounts
- Provide technical assistance to prospective rail carriers or Cities and Counties seeking to purchase or operate lines that other rail carriers are seeking to abandon⁴

Wyoming DOT is authorized to take the actions listed above in cases in which potential abandonments could harm community and rural development, in cases that are necessary to protect the public interest, or in instances when the governor, county commissioners, or the governing body of any municipality requests action.⁵

1.4.2.3 Rail Line Acquisition Programs

The State of Wyoming does not own or operate any rail lines in the state; however, Wyoming statutes offer a provision for city and county authorities to:

- Independently or jointly purchase, own, improve, rehabilitate, repair, and maintain rail lines
- Receive grants and loans to guarantee such action
- Lease out rail lines to operators that will provide freight service⁶

Cities and Counties may not operate a railroad or provide railroad services independently or purchase a rail line from the abandoning carrier at a price exceeding the net salvage or fair market value established by the proper regulatory authority.⁷

No Cities or Counties in Wyoming currently own railroads, but some municipalities own industrial track in business parks.

⁴ Wyoming Statute 37-9-1001 and 37-9-1002

⁵ Wyoming Statute 37-9-1002

⁶ Wyoming Statute 37-9-901

⁷ Wyoming Statute 37-9-902

1.4.3 Additional Public Sector Rail Planning in Wyoming

Other state and local agencies have a vested interest in the vitality, efficiency, and safety of Wyoming's multimodal transportation network and are involved in the numerous organizational aspects of rail planning in coordination with Wyoming DOT.

1.4.3.1 Wyoming Business Council

The Wyoming Business Council (WBC) was created as a state government entity and lead economic development agency in 1998 following the passage of the Wyoming Economic Development Act. It is based in Cheyenne. Members of its board of directors represent a broad array of business and community interests statewide and are appointed by the governor and confirmed by the state senate. One of WBC's primary goals is to facilitate economic growth in Wyoming by helping to retain existing business and industry in the state and by attracting new companies that will support and add value to Wyoming's major industries, including agriculture and minerals and energy sectors—both of which depend on rail transportation. The *Wyoming Business Council Business Plan 2011* did not mention the possible role of railroads specifically, but it did identify the importance of partnering to “increase availability of a diverse and logistically favorable transportation infrastructure” and to “assist local, regional, and statewide community development efforts.”

WBC's Business Ready Community Program provides funding for publicly owned infrastructure that serves business and encourages economic development; rail-served industrial sites are included. Cities, Towns, Counties, joint powers boards, and tribes are all eligible to apply for grants and loans. WBC contributes a percentage of the total cost with the balance paid for by matching contributions from local sources and additional private investment. Further, WBC's Crop and Forage Promotion Program seeks to expand markets and uses for Wyoming crops, and this program could encourage increased freight rail use for state-grown products.

1.4.3.2 Wyoming Department of Agriculture

In addition to its primary role as a regulator, the Wyoming Department of Agriculture also promotes agriculture and the markets for Wyoming products. According to National Agricultural Statistics Service data from 2011, Wyoming's top agricultural commodities in terms of production are beef and sheep in the livestock category and hay, corn, barley, beans, wheat, and sugar beets in the crop category. Many of these products can be shipped to destinations nationwide via the state's rail network. The Department of Agriculture works with Wyoming DOT regarding long-range plans for all transportation modes.

1.4.3.3 Metropolitan Planning Organizations

Metropolitan planning organizations (MPOs) are federally mandated and funded organizations that are responsible for planning, programming, and coordinating federal highway and transit investments in urban areas, according to the U.S. Department of Transportation (USDOT). MPOs have identified rail service as a means of promoting economic vitality by fostering global competitiveness and productivity. The planning activities of MPOs have surpassed their original passenger-rail-oriented scope and now also address cost-effective, energy-efficient, and environmentally responsible means of moving freight by rail; promoting rail

connectivity to other transportation modes; and pursuing greater accessibility to rail for shippers. MPOs are required for maintaining long-range transportation plans and work in partnership with Wyoming DOT to identify best transportation practices and policies that benefit the state, preserve existing transportation systems, and broaden public awareness and outreach in transportation-related matters.

Wyoming's two MPOs have jurisdiction over the state's largest metropolitan areas. Both areas are connected to the state's rail network.

Casper Area Metropolitan Planning Organization

The planning area for the Casper Area MPO includes the city of Casper; the towns of Evansville, Mills, and Bar Nunn; and Natrona County. The MPO members are the City of Casper; the Towns of Evansville, Mills, and Bar Nunn; Natrona County; and Wyoming DOT. The planning area is served by the BNSF Railway (BNSF) and the Bighorn Divide & Wyoming Railroad (BDW).

Cheyenne Metropolitan Planning Organization

The planning area for the Cheyenne MPO includes the city of Cheyenne and parts of surrounding Laramie County. The MPO members are the City of Cheyenne, Laramie County, and Wyoming DOT. The planning area is served by BNSF, UP, and the Swan Ranch Railroad (SRRR).

As one example of this ongoing cooperation, Wyoming DOT provided planning assistance to the Cheyenne MPO as it undertook a study for a possible relocation of the BNSF rail yard on the west side of Cheyenne.

1.4.3.4 Local Economic Development Agencies

Wyoming has a number of entities statewide that aim to bolster local economic growth opportunities through various means including retaining and recruiting businesses and industries based on location, skills of the labor force, room for expansion, and transportation assets and access.

The *Wyoming State Economic Development Directory of 2013* lists several such entities statewide, including economic development alliances, councils, and corporations; chambers of commerce; and professional associations. Some of these entities encourage and incentivize economic development via tax credits and exemptions and various other forms of relocation assistance to attract business.

These agencies do not often work with freight railroads, but they do have a vested interest in rail services and infrastructure as they pertain to their incentives and the needs of prospective businesses. Wyoming DOT has coordinated with these agencies regarding the transportation needed to sustain local economic development.

1.5 State Authority for Grant, Loan, and Other Financing

A State is eligible to receive federal grant assistance for rail-related projects when it complies with the regulations that the U.S. Secretary of Transportation prescribes under 49 United States Code § 22102. The State of Wyoming meets these criteria and is therefore eligible to receive federal funding. The regulations require that:

1. The State has an adequate plan for rail transportation and a suitable process for updating, revising, and modifying the plan;
2. The State Plan is administered or coordinated by a designated state authority and provides for a fair distribution of resources;
3. The state authority –
 - Is authorized to develop, promote, supervise, and support safe, adequate, and efficient rail transportation;
 - Employs or will employ sufficient qualified and trained personnel;
 - Maintains or will maintain adequate programs of investigation, research, promotion, and development with opportunity for public participation; and,
 - Is designated and directed to take all practicable steps (by itself or with other State authorities) to improve rail transportation safety and reduce energy use and pollution related to transportation, and
4. The State has ensured that it maintains or will maintain adequate procedures for financial control, accounting, and performance evaluation for the proper use of assistance provided by the U.S. government.

The State of Wyoming may not obligate any state aid or debt in the construction of any rail system, as per the Wyoming state constitution. Wyoming DOT's legal authority to finance rail-related projects is therefore limited to one major component.

In an effort to promote public safety and pay for part of the cost of installing and upgrading grade-crossing signals, Wyoming DOT has legislative authority to maintain a highway crossing protection account within the highway fund.⁸ The total cost for such projects is apportioned, with contributions made by the State; the City, Town, County, or other political entity; and the railroad.

Section 2.1.5, Public Financing for Rail Projects, of the SRP includes a discussion of federal programs and options that provide funding for rail projects in Wyoming and other states.

⁸ Wyoming Statutes 37-10-101 through 37-10-105

1.6 Summary of Rail Services and Studies

1.6.1 Freight-Rail Services

The Wyoming rail network consists of 1,868 route-miles, which are owned and operated by five freight railroads. Three of these railroads are classified as Class I's, which own 99 percent of the total rail mileage in Wyoming. Short-line railroads own and operate the remaining route-miles in the state. Chapter 2, Wyoming's Existing Rail System, includes a map of the Wyoming rail network and a detailed discussion of the freight railroads and the individual lines, rail yards, and facilities operated by each railroad.

In 2011, these freight railroads carried over 559 million tons (or about 5.8 million rail cars) of various commodities that originated or terminated in Wyoming or passed through the state. Coal that originated in or passed through Wyoming was the dominant commodity and accounted for 86 percent of the total tonnage. Chapter 2 includes a discussion of the origins and destinations of freight rail traffic and includes descriptions and tonnages of major commodities shipped by rail.

1.6.2 Passenger-Rail Services

There is currently no long-distance, intercity corridor, commuter-rail, or light-rail-transit passenger-rail service in Wyoming. As of February 2014, a single tourist railroad provides the only passenger-rail service in Wyoming. Chapter 2, Wyoming's Existing Rail System, includes a brief history of passenger-rail operations in Wyoming as well as future long-distance, intercity, and commuter-rail options explored since the elimination of Amtrak service to the state in 1997.

1.6.3 Wyoming Rail Studies Summary

Wyoming has a legacy of participating in or supporting studies that address passenger- and freight-rail operations and that determine the needs and benefits related to public investment in the state's rail network. This section includes summaries and studies completed during the 10 years preceding completion of the 2014 Wyoming SRP and a discussion of Wyoming's role in multi-state rail planning. Plans undertaken by freight railroads in the private sector are not known.

1.6.3.1 Freight-Rail Studies

The State of Wyoming Rail Plan, 2004. This study included discussions of the state's freight-rail lines, facilities, operations and service options, traffic flows, and issues facing the industry; public planning relative to Wyoming's railroads; security and grade-crossing safety; and the role of railroads in transporting the state's primary commodities.

Wyoming Quiet Zone Study, 2009. This two-phase study involved a field assessment of 84 Wyoming grade crossings to determine what improvements would be appropriate for quiet zone qualification on a crossing-by-crossing basis and to estimate the costs of both the improvements and installing the required equipment.

Wyoming Connects: Long Range Transportation Plan, 2010. To advance the mission and goals of Wyoming DOT, the Department undertook a four-part planning process called Wyoming Connects, from which a long-

range transportation plan emerged. This plan updates Wyoming's vision for the state transportation system to 2035 as a means of maintaining a transportation system that is efficient and responsive to the needs of residents, visitors, the economy, and Wyoming's place in interstate commerce. Key to this plan is the identification of 16 state significant corridors and the role of each in a multimodal transportation system, which includes freight railroads. The plan also examines long-term needs and strategies for funding and implementation necessary to achieve transportation goals.

Wyoming State Freight Plan, 2014. Wyoming DOT is currently developing a State Freight Plan (SFP) that conforms to the freight planning requirements listed in the current federal transportation authorization law, Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 directs USDOT to develop a national freight policy and creates incentives for states to prepare their own freight plans. Wyoming DOT is anticipating completion of the SFP in late 2014.

1.6.3.2 Passenger-Rail Studies

Commuter Rail Study, 2008. This study, which was produced for the Wyoming Joint Transportation, Highways, and Military Affairs Interim Committee, examined the feasibility of establishing commuter-rail service along the Front Range over an existing freight rail corridor between Fort Collins, Colorado, and Casper, with an emphasis on an initial service phase between Fort Collins and Cheyenne. The study investigated rail infrastructure upgrades, station facility availability, projected passenger-train layover locations, and possible equipment types. This overview study did not identify funding sources to implement, operate, and maintain the proposed service. Further study of commuter route options was terminated in 2009 due mostly to the inability to make full use of existing rail corridors, challenging topography, and high preliminary cost estimates for such service.

Pioneer Route Passenger Rail Study, 2009. This study, which as mandated by PRIIA Section 224 and prepared by Amtrak, explored the restoration of the long-distance Pioneer service between Chicago, Omaha, Denver, Boise, Portland, and Seattle via either southern Wyoming or Salt Lake City. The Pioneer service through southern Wyoming was discontinued in 1997. Four service route alternatives were identified (two of which traverse the UP network across southern Wyoming between Cheyenne and Evanston) along with full route and station descriptions; ridership and revenue figures; conceptual schedules; presentation of capital, implementation, and operations and maintenance costs; and a description of equipment. In conjunction with the Amtrak effort, UP provided a preliminary capacity evaluation for each of the four route options which identified proposed infrastructure enhancements necessary to support the passenger service and minimize possible conflicts with UP freight train operations.

Rocky Mountain Rail Authority High Speed Rail Feasibility Study, 2010. This feasibility study was conducted by the Rocky Mountain Rail Authority in cooperation with the Colorado Department of Transportation to determine whether service and route options exist along the Interstate 25 and 70 corridors in Colorado that could meet FRA's technical, financial, and economic requirements for high-speed rail service. The Interstate 25 route along Colorado's Front Range from Trinidad to Pueblo, Colorado Springs, Denver, and Fort Collins, Colorado, included an extension north to Cheyenne. The study determined that operation at 110 miles per hour would be feasible between Denver and Fort Collins and north to Cheyenne and described next steps in the process to advance the concept, including completing environmental assessments, completing preliminary engineering, and investigating financing options.

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Chapter 2. Wyoming's Existing Rail System

2.1 Summary of Existing Freight-Rail Systems in Wyoming

Wyoming is served by a rail network comprising a total of 1,868 route-miles of trackage. The Class I railroad network includes three companies and forms a 1,745-mile trunk which provides long-haul service for both inbound and outbound products. The state has two Class III railroads (short-line railroads) which operate an additional 17 miles of track. A lone tourist railroad operating over 2 miles of track, which is not a component of the national rail network, is not included in the state's route-mile calculation. Industrial railroads provide transportation service to several coal mines and other industrial installations in Wyoming, but, due to their classification, the mileage of privately owned industrial track over which they operate is not included in calculations of the state's rail network. Similarly, the industrial track of Class I and Class III rail carriers is also not included in the route-mile calculations.

Table 2-1 below shows the number of route-miles owned by carrier and the percentage it represents in terms of the state's total network as of December 31, 2012.

Table 2-1: Wyoming Rail Carriers and Miles Owned

Railroad	Carrier Class	Route-Miles Owned	Percentage of State Total
BNSF Railway	I	965*	51.66
Union Pacific Railroad	I	879*	47.06
Bighorn Divide and Wyoming Railroad	III	14	0.75
Canadian Pacific Railway	I	7	0.37
Swan Ranch Railroad	III	3	0.16
Total		1,762*	100.00

Source: Surface Transportation Board Class I Railroad Annual Report R-1 for 2012 and 2013 data acquired by HDR

* Includes 106 miles of jointly owned and operated track in the Southern Powder River Basin coal production area; 106 miles are accounted for in the BNSF and UP figures above but are counted once for the total.

Figure 2-1 below is a map of the Wyoming rail network that shows all active lines as they existed in 2013.

Most of the Class I rail traffic in Wyoming follows one of two distinct patterns: (1) transcontinental traffic that passes through the state without stopping except for train crew changes, refueling, or inspections or (2) trains that carry coal, soda ash, or other minerals extracted or processed in Wyoming that originate in solid trainloads and depart the state for customers elsewhere.

The rail industry continues to be a major employer in Wyoming. In 2010, the state's four railroads employed a total of 2,599 people, and average wage and benefits per employee was \$106,860, according to the Association of American Railroads (AAR).

2.1.1 Existing Rail Line Network

A primary purpose of this chapter is to provide an inventory and description of the assets of the state rail network, which includes an explanation of each class of railroad, identification and history of each railroad, and a description of the physical and service characteristics of each rail line segment in Wyoming. These data are used to understand freight capacity, service velocity, and versatility and to determine what types of business and levels of service can be accommodated over each line segment. Furthermore, this inventory will be used as a tool to later identify and prioritize rail infrastructure improvements that eliminate bottlenecks and operating conflicts, expand capacity, promote connectivity with other transportation modes, and encourage growth in the rail transportation sector that is consistent with the needs of Wyoming's people, businesses, and industry.

This inventory identifies the following key physical and service characteristics for each active Wyoming rail line segment or railroad subdivision:

- Owner of the line
- Operator of the line
- Use of the line
- Maximum train speeds (passenger and freight trains)
- Track configuration (number of mainline tracks; presence of sidings for train meet-pass events)
- Track condition (Federal Railroad Administration [FRA] class of track on mainline)
- Signal systems (wayside signals used to convey operating authority and/or show occupation of mainline track)
- Operational authority (method or system by which mainline train movements are controlled)
- Trackage rights (authority for one railroad [a tenant] to operate over the line of another [a host])
- Haulage rights (an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad)
- Maximum gross weight (loaded railcar weight limitations, as dictated by the condition of mainline bridges and track)
- Clearances (maximum railcar width and height above top of mainline rail that can be handled in regular service without an operating restriction)
- Double-stack capable (route clearance can accommodate intermodal trains carrying shipping containers stacked two high)
- Industrial leads (designated spurs that are used to access rail customers off the mainline)

Railroad employee timetables were used to determine maximum authorized freight train speeds for each segment, which are established at the discretion of the railroad based on operating practices and preferences. There are no regularly scheduled passenger-rail services in Wyoming at present; however, passenger train speeds are listed to show what the maximum speed could be if such an operation were introduced over the lines as they currently exist. In both cases, these values are often lower than the maximum authorized speed allowed by FRA's class of track regulations.

This inventory presents an overview of rail traffic on each line segment. More-detailed discussion of traffic flows, primary commodities transported by rail, and tonnage figures for the state's rail network are presented later in the chapter.

2.1.1.1 Class I Rail Network in Wyoming

The Surface Transportation Board (STB) designates any railroad with more than \$398.7 million in annual carrier operating revenue as a Class I carrier. Wyoming is served by three Class I railroads: BNSF Railway (BNSF), Union Pacific Railroad (UP), and Canadian Pacific Railway. Table 2-2 below illustrates the rail mileage owned and operated (via lease or trackage rights) for each of these railroads as of December 31, 2012.

Table 2-2: Wyoming Class I Rail Miles Owned and Operated

Class I Carrier	Mainline Owned	Lines Leased to Class III	Miles Operated	Trackage Rights
BNSF Railway	965*	0	970*	5
Union Pacific Railroad	879*	0	879*	0
Canadian Pacific Railway	7	0	7	0
Class I Total	1,745*	0	1,750	5

Source: Surface Transportation Board Class I Railroad Annual Report R-1 for 2012

* Includes 106 miles of jointly owned and operated track in the Southern Powder River Basin coal production area; 106 miles are accounted for in the BNSF and UP figures above but are counted once for the total.

BNSF Railway

The BNSF Railway is one of the most extensive Class I railroads in North America in terms of track-miles and market share. BNSF is headquartered in Fort Worth, Texas. In 2012, BNSF operated about 32,500 miles of track in 28 states and two Canadian provinces. About 23,191 route-miles are owned by BNSF, with the remainder operated by the railroad pursuant to trackage rights or leases. About 9,266 route-miles of BNSF's system consist of trackage rights that permit the carrier to operate its trains with its crews over other railroads' tracks. BNSF handled 9.5 million carloads in 2012, and operating revenue was \$20.8 billion. BNSF's traffic base included the following commodities in 2012: consumer products (33 percent), coal (25 percent), industrial products (24 percent), and agricultural products (18 percent).

BNSF has transfer facilities for rail-to-rail movements as well as intermodal transfer of containers, trailers, and other freight traffic. The transfer facilities include 31 major intermodal hubs located across the system. BNSF

owns 22 automotive distribution facilities and serves eight terminal facilities in North America where automobiles are loaded on or unloaded from multilevel rail cars. The railroad has access to more than 40 ports in North America. Table 2-3 below lists railroad statistics for BNSF from national and Wyoming standpoints.

Table 2-3: BNSF Railway Statistics

Location	Employees	Locomotives	Freight Cars	Passenger Cars
United States	40,000	6,869	78,408	91
Location	Miles Operated	Miles Owned	Miles Leased	Miles Leased to Class IIIs
Wyoming	970	965	—	—
United States	32,514	23,191	—	—

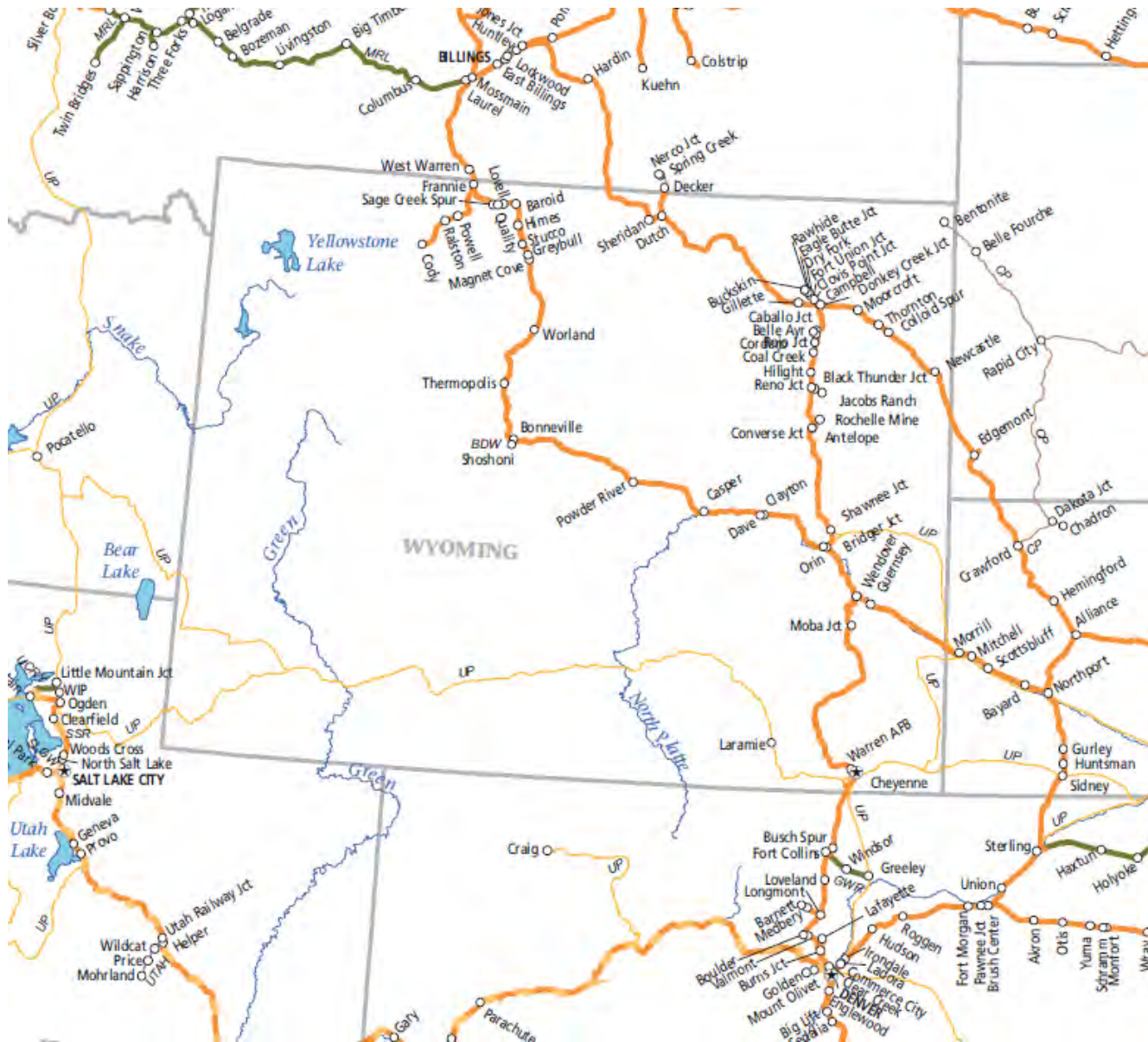
Sources: BNSF Railway Class I Railroad Annual Report R-1 to the Surface Transportation Board for the Year Ending December 31, 2012, and 2012 BNSF Railway Fact Sheet

Historically, all of the BNSF routes in Wyoming were part of the Chicago, Burlington & Quincy Railroad (CB&Q), except for the Wendover, Wyoming-Denver, Colorado line controlled by the Colorado & Southern Railway (C&S), which was owned by CB&Q but was operated as a separate entity until 1981. CB&Q and C&S—as well as their predecessors—developed an extensive network that connected remote areas with population centers in Wyoming during the 1886–1915 period and penetrated all but the southwestern quarter of the state. The result of this development was an enormous collection of lines in Wyoming that bridged emerging transcontinental routes and provided a viable transportation option for exploitation of coal, mineral, and timber resources in the central and northern sections of the state.

In 1970, CB&Q merged with the Great Northern, Northern Pacific, and Spokane, Portland & Seattle railways to form a vast Class I network— Burlington Northern Railroad (BN)—stretching from the Midwest to the Pacific Northwest and from Canada to the Gulf Coast. During the 1970s, BN built a new rail line into the Southern Powder River Basin to tap the massive deposits of low-sulfur coal in eastern Wyoming, coal that would ultimately become the single largest source of rail traffic in the state.

The Burlington Northern Santa Fe Railway (now the BNSF Railway) was created on September 22, 1995, from the merger of the Burlington Northern Railroad (BN) and the Santa Fe Pacific Corporation (parent company of the Atchison, Topeka & Santa Fe Railway [AT&SF]), further expanding the reach of Wyoming rail shippers to a greater array of origins and destinations in the larger combined network. Since 2010, BNSF has been a subsidiary of Omaha, Nebraska-based Berkshire Hathaway. Figure 2-2 below shows BNSF routes in Wyoming and their connections to the BNSF system in adjoining states.

Figure 2-2: BNSF Routes in Wyoming



Source: BNSF Railway

BNSF operates numerous facilities and equipment systemwide to support its network functions, including infrastructure, locomotives, and freight cars. It also owns or leases other equipment to support rail operations, including intermodal containers and vehicles. Support facilities for rail operations include yard and terminals throughout its rail network (including at Cheyenne, Casper, Gillette, and Guernsey, Wyoming); system locomotive shops to perform locomotive servicing and maintenance; a centralized network operations center for train dispatching and network operations monitoring and management in Fort Worth, Texas; regional dispatching centers, computers, telecommunications equipment, and signal systems; and other support systems.

BNSF owned 965 route-miles in Wyoming in 2013, or just over half of the state's total rail-miles. Figure 2-3 below shows a map of BNSF operating subdivisions in the state and the continuation of each subdivision to neighboring states and terminals. A general description of the traffic and the physical and operating characteristics for each of BNSF's 10 subdivisions in Wyoming follows the figure.

Figure 2-3: BNSF Subdivisions in Wyoming



Source: BNSF Railway

Front Range Subdivision

The Front Range Subdivision travels in a north-south direction from Wendover, Wyoming, to Denver, Colorado, via Cheyenne. It is a primary route for intermodal, automotive, and general manifest traffic between Denver; Laurel (near Billings), Montana; and the Pacific Northwest. The line hosts four to six trains per day on average. Table 2-4 below lists the physical and operating characteristics of the line.

Table 2-4: BNSF Front Range Subdivision Characteristics

Characteristics	Front Range Subdivision (240.8 Miles; 133.9 Miles in Wyoming)
Owner	BNSF Railway
Operator	BNSF Railway
Use	Freight only
Maximum Train Speeds	49-mph passenger / 49-mph freight
Track Configuration	One-track mainline with sidings: Wendover, Wyoming – Wyoming–Colorado state line – Denver, Colorado
Track Condition	FRA Track Class 4
Signal Systems	None
Operational Authority	Track Warrant Control (TWC)
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	Downtown Lead (Cheyenne, Wyoming)

Casper Subdivision

The Casper Subdivision is a long, L-shaped route from Bridger Junction (near Orin), Wyoming, northwest to Laurel (near Billings), Montana, via Douglas, Casper, Thermopolis, Worland, Greybull, and Lovell, Wyoming. The line is used principally to route intermodal, automotive, and general manifest traffic between Denver, Laurel, and the Pacific Northwest around the Southern Powder River Basin coal production area. Carload interchange is conducted with short-line Bighorn Divide & Wyoming Railroad (BDW) at Shobon (near Bonneville) and Bishop (near Casper), Wyoming. BDW has trackage rights over the BNSF network between Lysite and Shobon. The line hosts five to seven BNSF trains per day on average. Table 2-5 below lists the physical and operating characteristics of the line.

Table 2-5: BNSF Casper Subdivision Characteristics

Characteristics	Casper Subdivision (382.3 Miles; 327.89 Miles in Wyoming)
Owner	BNSF Railway
Operator	BNSF Railway
Use	Freight only
Maximum Train Speeds	40-mph passenger / 40-mph freight
Track Configuration	One-track mainline with sidings: Bridger Junction, Wyoming – Wyoming–Montana state line – Laurel, Montana
Track Condition	FRA Track Class 3
Signal Systems	None
Operational Authority	Track Warrant Control (TWC)
Trackage Rights	BDW over BNSF (Shobon-Lysite / Lost Cabin, 21 miles)
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	None in Wyoming

Orin Subdivision

The north-south Orin Subdivision between Donkey Creek Junction (near Gillette) and Bridger Junction (near Orin), Wyoming, is jointly owned and operated by BNSF and UP. BNSF operates over the full length of the subdivision, while UP operates only over the West Caballo Junction–Shawnee Junction segment. The Orin Subdivision’s primary purpose is to collect coal from several mines in the Southern Powder River Basin region and funnel it to principal rail routes out of Wyoming. The line hosts 50 to 60 BNSF trains per day on average. Table 2-6 below lists the physical and operating characteristics of the line.

Table 2-6: BNSF Orin Subdivision Characteristics

Characteristics	Orin Subdivision (126.9 Miles in Wyoming)
Owner	<ul style="list-style-type: none"> • BNSF Railway (Donkey Creek Junction – West Caballo Junction, 14.3 miles) • BNSF Railway / Union Pacific Railroad (West Caballo Junction – Shawnee Junction, 102.4 miles) • BNSF Railway (Shawnee Junction – Bridger Junction, 10.2 miles)
Operator	<ul style="list-style-type: none"> • BNSF Railway (Donkey Creek Junction – West Caballo Junction, 14.3 miles) • BNSF Railway / Union Pacific Railroad (West Caballo Junction – Shawnee Junction, 102.4 miles) • BNSF Railway (Shawnee Junction – Bridger Junction, 10.2 miles)
Use	Freight only
Maximum Train Speeds	50-mph passenger / 50-mph freight
Track Configuration	Two/three/four-track mainline: Donkey Creek Junction – Bridger Junction, Wyoming
Track Condition	FRA Track Class 4
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes

Table 2-6: BNSF Orin Subdivision Characteristics

Characteristics	Orin Subdivision (126.9 Miles in Wyoming)
Industrial Leads to Coal Mines	<ul style="list-style-type: none"> • North Antelope Spur • Antelope Spur • Black Thunder Junction to Jacobs Ranch • Black Thunder Junction to Orin Subdivision Switches (former BNSF Reno Subdivision, 3.0 miles; joint BNSF/UP ownership) • Black Thunder Spur • Black Thunder East • Black Thunder West Spur • Coal Creek Spur • Cordero Spur • Belle Ayr Spur • Caballo Rojo Spur • Caballo Spur

Canyon Subdivision

The short, north-south Canyon Subdivision between Bridger Junction (near Orin) and East Guernsey, Wyoming, is situated at the confluence of the BNSF Casper, Orin, Front Range, and Valley Subdivisions and provides a vital link in the state rail network. Coal, intermodal, automobile, and manifest traffic—some of which originated or will terminate in Wyoming—flows over this subdivision and onto principal rail routes into and out of the state. The line hosts 30 to 35 trains per day on average. Table 2-7 below lists the physical and operating characteristics of the line.

Table 2-7: BNSF Canyon Subdivision Characteristics

Characteristics	Canyon Subdivision (42.8 Miles in Wyoming)
Owner	BNSF Railway
Operator	BNSF Railway
Use	Freight only
Maximum Train Speeds	50-mph passenger / 50-mph freight
Track Configuration	One-track mainline with sidings/two-track mainline: East Guernsey, Wyoming – Bridger Junction, Wyoming
Track Condition	FRA Track Class 4
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	None

Valley Subdivision

The east-west Valley Subdivision between East Guernsey, Wyoming, and Northport, Nebraska, via Torrington, Wyoming, is used primarily to forward Southern Powder River Basin coal to gateways and customers to the south and east. The line hosts 30 to 35 trains per day on average. Table 2-8 below lists the physical and operating characteristics of the line.

Table 2-8: BNSF Valley Subdivision Characteristics

Characteristics	Valley Subdivision (91.2 Miles; 36.32 Miles in Wyoming)
Owner	BNSF Railway
Operator	BNSF Railway
Use	Freight only
Maximum Train Speeds	50-mph passenger / 50-mph freight
Track Configuration	One-track mainline with sidings/two-track mainline: East Guernsey, Wyoming – Wyoming–Nebraska state line – Northport, Nebraska
Track Condition	FRA Track Class 4
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	None in Wyoming

Black Hills Subdivision

The Black Hills Subdivision travels in a southeasterly direction from West Gillette, Wyoming, to Edgemont, South Dakota. It is a primary route for coal trains travelling east out of the Southern Powder River Basin coal production area, and it also accommodates manifest and grain traffic. The line hosts 40 to 45 trains per day on average. Table 2-9 below lists the physical and operating characteristics of the line.

Table 2-9: BNSF Black Hills Subdivision Characteristics

Characteristics	Black Hills Subdivision (123.8 Miles; 102.1 Miles in Wyoming)
Owner	BNSF Railway
Operator	BNSF Railway
Use	Freight only
Maximum Train Speeds	60-mph passenger / 60-mph freight
Track Configuration	One-track mainline with sidings/two-track mainline: West Gillette, Wyoming – Wyoming–South Dakota state line – Edgemont, South Dakota
Track Condition	FRA Track Class 4
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	None in Wyoming

Big Horn Subdivision

The Big Horn Subdivision between West Gillette, Wyoming, and Huntley (near Billings), Montana, via Sheridan, Wyoming, is a primary route for coal trains travelling north out of the Southern Powder River Basin coal production area, and it also accommodates manifest and grain traffic. The line hosts 20 to 25 trains per day on average. Table 2-10 below lists the physical and operating characteristics of the line.

Table 2-10: BNSF Big Horn Subdivision Characteristics

Characteristics	Big Horn Subdivision (229.6 Miles; 127.5 Miles in Wyoming)
Owner	BNSF Railway
Operator	BNSF Railway
Use	Freight only
Maximum Train Speeds	60-mph passenger / 60-mph freight
Track Configuration	One-track mainline with sidings: West Gillette, Wyoming – Wyoming–Montana state line – Huntley, Montana
Track Condition	FRA Track Class 4
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	None in Wyoming

Campbell Subdivision

The Campbell Subdivision between Campbell and Eagle Butte Junction, Wyoming, is a short branch line used by BNSF to access coal mines immediately north of Gillette, Wyoming. The line hosts an unknown average volume of trains per day. Table 2-11 below lists the physical and operating characteristics of the line.

Table 2-11: BNSF Campbell Subdivision Characteristics

Characteristics	Campbell Subdivision (9.5 Miles in Wyoming)
Owner	BNSF Railway
Operator	BNSF Railway
Use	Freight only
Maximum Train Speeds	35-mph passenger / 35-mph freight
Track Configuration	One-track mainline with sidings/two-track mainline: Eagle Butte Junction – Campbell, Wyoming
Track Condition	FRA Track Class 3
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	No
Industrial Leads	None

Dutch Subdivision

The Dutch Subdivision between Dutch, Wyoming, and Spring Creek, Montana, is a short branch line used by BNSF to access Montana coal mines north of Sheridan, Wyoming. The line hosts six to eight trains per day on average. Table 2-12 below lists the physical and operating characteristics of the line.

Table 2-12: BNSF Dutch Subdivision Characteristics

Characteristics	Dutch Subdivision (22.8 Miles; 12.25 Miles in Wyoming)
Owner	BNSF Railway
Operator	BNSF Railway
Use	Freight only
Maximum Train Speeds	30-mph passenger / 30-mph freight
Track Configuration	One-track mainline with sidings: Dutch, Wyoming – Wyoming–Montana state line – Spring Creek, Montana
Track Condition	FRA Track Class 3
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	No
Industrial Leads	None in Wyoming

Cody Subdivision

The Cody Subdivision between Frannie and Cody, Wyoming, is a branch line used by BNSF to access agricultural and mineral traffic. The line hosts one train per day on average. Table 2-13 below lists the physical and operating characteristics of the line.

Table 2-13: BNSF Cody Subdivision Characteristics

Characteristics	Cody Subdivision (41.8 Miles in Wyoming)
Owner	BNSF Railway
Operator	BNSF Railway
Use	Freight only
Maximum Train Speeds	25-mph passenger / 25-mph freight
Track Configuration	One-track mainline with sidings: Frannie, Wyoming – Cody, Wyoming
Track Condition	FRA Track Class 2
Signal Systems	None
Operational Authority	Track Warrant Control (TWC)
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	No
Industrial Leads	None

Union Pacific Railroad

UP's North American rail network encompasses 23 states and links Pacific Coast and Gulf Coast ports with gateways in the Midwest and eastern United States. UP also provides several routes to key Mexican and Canadian gateways. The Omaha, Nebraska-based railroad owns a total of 31,868 track-miles, of which 26,020 miles are owned and the balance are operated pursuant to trackage rights or leases. In 2012, UP handled 9.048 million carloads, and operating revenue was at a record high of \$20.9 billion. UP's traffic base included the following commodities in 2012: coal (20 percent), intermodal (20 percent), industrial products (18 percent), agricultural products (17 percent), chemicals (16 percent), and automotive products (9 percent). Table 2-14 below lists railroad statistics for UP from national and Wyoming perspectives.

Table 2-14: Union Pacific Railroad Statistics

Location	Employees	Locomotives	Freight Cars	Passenger Cars
United States	45,928	8,213	74,545	0
Location	Miles Operated	Miles Owned	Miles Leased	Miles Leased to Class IIIs
Wyoming	879	879	—	—
United States	31,868	26,020	—	—

Sources: Union Pacific Railroad Class I Railroad Annual Report R-1 to the Surface Transportation Board for the Year Ending December 31, 2012, and Union Pacific Corporation 2012 Analyst Fact Book

UP has transfer facilities for rail-to-rail movements as well as intermodal transfer of containers, trailers, and other freight traffic. The transfer facilities include 24 major intermodal hubs located across the system. UP operates or has access to 43 automotive distribution facilities and serves five terminal facilities in North America where automobiles are loaded on or unloaded from multilevel rail cars. The railroad has access to many ports along the West and Gulf Coasts.

Historically, UP was chartered by an act of Congress in 1862 to construct the eastern portion of the first transcontinental rail route. The rail line began at Council Bluffs, Iowa, in 1865 and forged westward in stages, reaching Wyoming in 1867 and joining at Promontory, Utah, in 1869 with the Central Pacific Railroad that had built eastward from Sacramento, California. UP was the first major enterprise to enter the Wyoming Territory, and Euro-American settlement followed its Overland Route across the state. The railroad played a significant role in the territory's emerging transportation needs and played an even larger role after Wyoming statehood in 1890. The transportation needs involved movement of coal, minerals, and petroleum products to markets nationwide.

Subsequent additions to the system in Wyoming included an additional transcontinental route from the Overland Route at Granger, Wyoming, west to Portland, Oregon, which was developed by UP subsidiary Oregon Short Line during 1881–1884. Additional branch lines tributary to these mainline routes were constructed or acquired from other railroads in the ensuing decades to tap coal and trona deposits, oil fields, timberlands, and emerging pockets of agricultural production statewide.

UP added significantly to its Wyoming route structure and coal market share when it merged with the Chicago & North Western Transportation Company (C&NW) in 1995. C&NW's predecessors had built westward across the Great Plains, reaching Wyoming in 1886. Ultimately, the C&NW network advanced as far as Lander, Wyoming, by 1906, but plans to extend the line west to Ogden, Utah, to make a transcontinental connection with the Central Pacific Railroad (by that time a subsidiary of Southern Pacific Railroad) were scuttled. Significant portions of the C&NW route across Wyoming were abandoned starting in the 1940s and continuing into the 1990s; UP abandoned an isolated operation on the former C&NW network in Casper after the 1995 merger.

The 1995 transaction provided access to the Southern Powder River Basin coal region via two former C&NW mainline segments: West Caballo Junction–Shawnee Junction, Wyoming (jointly owned and operated with BNSF) and Shawnee Junction, Wyoming–Joyce, Nebraska. These lines resulted from C&NW's tenacious efforts to break Burlington Northern Railroad's monopoly on PRB coal. C&NW won a protracted regulatory and court fight in 1983, during which the Interstate Commerce Commission ordered BN to sell a 50-percent share in its Southern Powder River Basin coal line to Western Railroad Properties (owned jointly by UP and C&NW) and to allow a new connection to be built between C&NW and an existing UP line at Joyce, Nebraska. Subsequent to UP's acquisition of C&NW, UP acquired Southern Pacific Railroad in 1996, thereby expanding UP's market reach and taking a final step in consolidating Class I carriers in the West. Figure 2-4 below is a map of UP routes in Wyoming and the continuation of each route to neighboring states and terminals.

UP operates numerous facilities and equipment systemwide to support its network functions, including infrastructure, locomotives, and freight cars. It also owns or leases other equipment to support rail operations, including intermodal containers and vehicles. Support facilities for rail operations include yard and terminals throughout its rail network (including at Cheyenne, Laramie, Rawlins, Green River, and Bill, Wyoming); system locomotive shops to perform locomotive servicing and maintenance; a centralized network operations center for train dispatching and network operations monitoring and management in Omaha, Nebraska; regional dispatching centers, computers, telecommunications equipment, and signal systems; and other support systems.

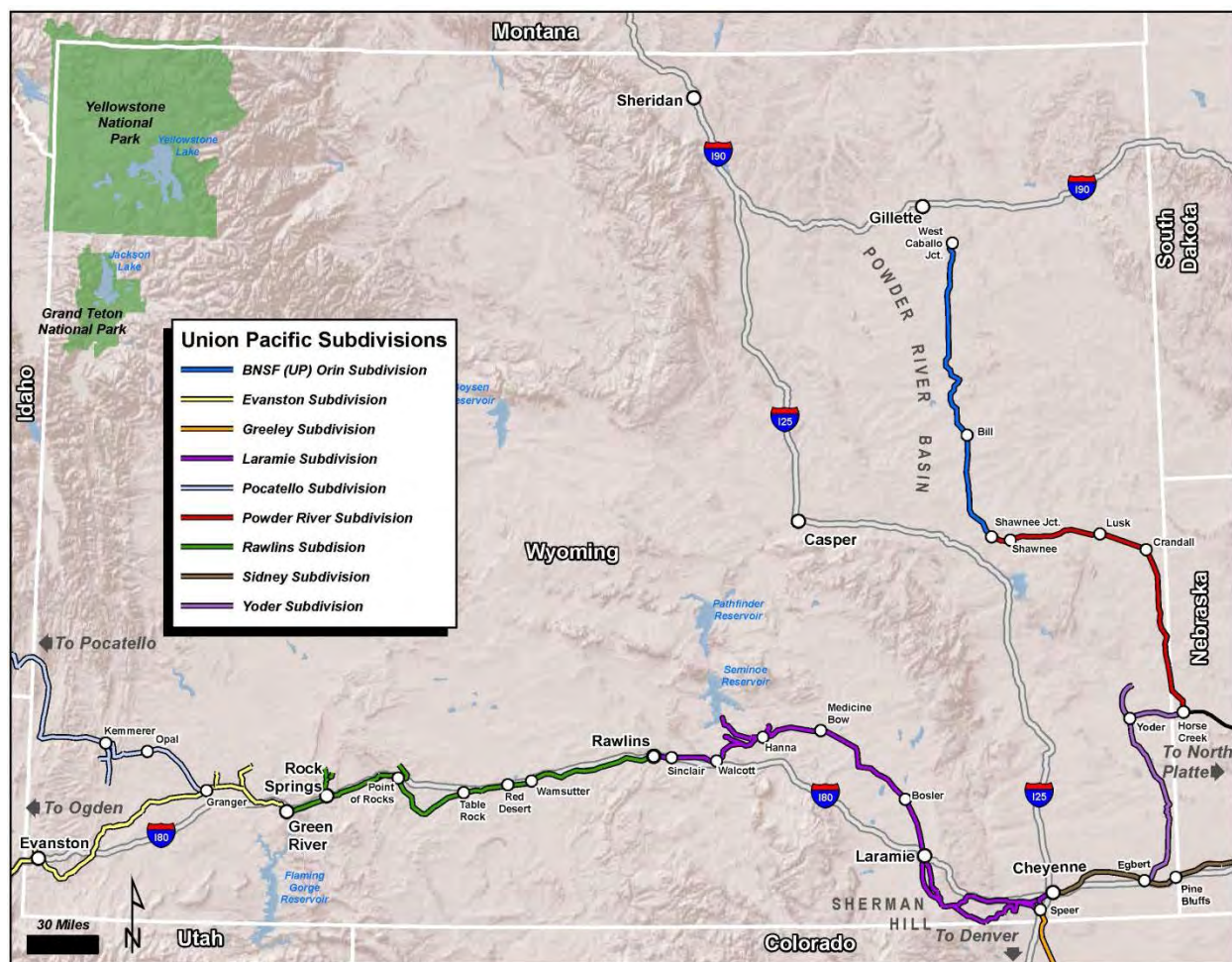
Figure 2-4: UP Routes in Wyoming



Source: Union Pacific Railroad

UP operates 879 route-miles of track in Wyoming, which is just under half of the state's rail system mileage. The Overland Route (Central Corridor) via Cheyenne, Rawlins, Green River, Granger, and Evanston, Wyoming, is the principal artery of UP's transcontinental system. This route has been the recipient of considerable and perpetual investment for over a century as volume and service needs have grown and as greater operating efficiencies have been identified and achieved. The rail line segment from Cheyenne to Granger is one of the nation's most heavily used freight routes, moving in excess of 100 million gross tons annually. Routes diverge west of Granger, carrying traffic alternatively to the Los Angeles basin, northern California, or the Pacific Northwest. Figure 2-5 below shows a map of UP's operating subdivisions in Wyoming. A general description of the traffic and the physical and operating characteristics for each of these nine subdivisions follows the figure.

Figure 2-5: UP Subdivisions in Wyoming



Source: UP data acquired by HDR

Sidney Subdivision

The east-west Sidney Subdivision between Hinman (west of North Platte), Nebraska, and Cheyenne, Wyoming, is a component of UP's transcontinental Central Corridor. Trains carrying intermodal, automobile, grain, and manifest traffic, most of which originate or terminate outside Wyoming, run over this subdivision on its route between the West Coast/Pacific Northwest and the Midwest and East. Trains off the Yoder Subdivision connection at Egbert, Wyoming (described later), add coal and additional manifest and grain traffic between Egbert and Cheyenne. The Sidney Subdivision connects with the North Platte Terminal on its east end and the Bailey Yard, which is largest and most extensive railcar classification yard on the UP system and in the world. The yard receives and forwards 14,000 cars from 139 trains in each 24-hour period, some of which originate or terminate in nearby Wyoming. The Sidney Subdivision hosts about 70 to 80 trains per day on average. Table 2-15 below lists the physical and operating characteristics of the line.

Table 2-15: UP Sidney Subdivision Characteristics

Characteristics	Sidney Subdivision (133.6 Miles; 43.76 Miles in Wyoming)
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Use	Freight only
Maximum Train Speeds	79-mph passenger / 70-mph freight
Track Configuration	Two/three/four-track mainline: Hinman, Nebraska – Wyoming–Nebraska state line – Cheyenne, Wyoming
Track Condition	FRA Track Class 5
Signal Systems	Centralized Traffic Control (CTC) / Automatic Cab Signal (ACS)
Operational Authority	Wayside and cab signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	315,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	None in Wyoming

Laramie Subdivision

The east-west Laramie Subdivision between Cheyenne and Rawlins is a component of UP's heavily trafficked transcontinental Central Corridor. Trains carrying intermodal, automobile, grain, manifest, and coal traffic, most of which originate or terminate outside Wyoming, run over this subdivision en route between the West Coast/Pacific Northwest and the Midwest and East. Operating challenges facing the railroad over Sherman Hill (the highest point on the UP route between Chicago, Illinois, and Oakland, California) have required the relocation of existing track alignments and the construction of new alignments to create a complex, interrelated network of mainlines and connecting tracks necessary to surmount this escarpment between Cheyenne and Laramie, Wyoming (each segment is described below). The Rock Creek and Hanna coal fields and oil fields are situated along the line between Laramie and Rawlins and contribute to rail traffic on the line. The Laramie Subdivision hosts about 65 to 75 trains per day on average. Table 2-16 below lists the physical and operating characteristics of the line.

Table 2-16: UP Laramie Subdivision Characteristics

Characteristics	Laramie Subdivision (243.2 Miles total in Wyoming, includes the aggregate of all mainline segments)
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Use	Freight only
Maximum Train Speeds	79-mph passenger / 70-mph freight
Track Configuration	<p>Two/three/four-track mainline, Cheyenne – Rawlins, Wyoming:</p> <ul style="list-style-type: none"> • Main Tracks 1/2 (Cheyenne–Rawlins): 173.8 miles • Main Tracks 3/4 (Cheyenne–West Speer): 10.2 miles • Main Track 3 (Emkay–Dale Junction): 35.8 miles • Main Track 3 (Hermosa–Laramie): 23.4 miles • Borie Cutoff (connection track between Main Tracks 1/2 at Borie and Main Tracks 3/4 at West Speer) <p>Note: Mainlines separate into two alignments between Cheyenne and Dale Junction and between Hermosa and Laramie.</p>
Track Condition	FRA Track Class 5
Signal Systems	Centralized Traffic Control (CTC) / Automatic Cab Signal (ACS)
Operational Authority	Wayside and cab signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	315,000-lb mainline; 286,000-lb industrial leads
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	<ul style="list-style-type: none"> • Ramsey Industrial Lead (4.2 miles): Ramsey, Wyoming • Medicine Bow Industrial Lead (13.1 miles): Hanna, Wyoming

Rawlins Subdivision

The east-west Rawlins Subdivision between Rawlins and West Green River, Wyoming, is a component of UP's heavily trafficked transcontinental Central Corridor. Trains carrying intermodal, automobile, grain, manifest, and coal traffic, most of which originate or terminate outside Wyoming, run over this subdivision en route between the West Coast/Pacific Northwest and the Midwest and East. The Rawlins Subdivision hosts about 65 to 75 trains per day on average. Table 2-17 below lists the physical and operating characteristics of the line.

Table 2-17: UP Rawlins Subdivision Characteristics

Characteristics	Rawlins Subdivision (133.6 Miles in Wyoming)
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Use	Freight only
Maximum Train Speeds	79-mph passenger / 70-mph freight
Track Configuration	Two/four-track mainline: Rawlins – West Green River, Wyoming
Track Condition	FRA Track Class 5
Signal Systems	Some sections are equipped with Centralized Traffic Control (CTC) / Automatic Cab Signal (ACS); and others are Direct Traffic (DT) equipped with Automatic Block Signal (ABS) / Automatic Cab Signal (ACS)
Operational Authority	Wayside and cab signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	315,000-lb mainline; 286,000-lb industrial leads
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	<ul style="list-style-type: none"> • South Pass Industrial Lead (6.5 miles): Rock Springs, Wyoming • Jim Bridger Industrial Lead (8.1 miles): Point of Rocks, Wyoming • Chevron Industrial Lead (9.0 miles): Rock Springs, Wyoming

Evanston Subdivision

The east-west Evanston Subdivision between West Green River, Wyoming, and Ogden, Utah, is a component of UP's heavily trafficked transcontinental Central Corridor. Trains carrying intermodal, automobile, grain, manifest, and coal traffic, most of which originate or terminate outside Wyoming, run over this subdivision en route between the West Coast/Pacific Northwest and the Midwest and East. Coal and trona deposits in the region contribute to rail traffic on the route. The Evanston Subdivision hosts about 65 to 75 trains per day on average. Table 2-18 below lists the physical and operating characteristics of the line.

Table 2-18: UP Evanston Subdivision Characteristics

Characteristics	Evanston Subdivision (188.9 Miles; 105.53 Miles in Wyoming)
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Use	Freight only
Maximum Train Speeds	79-mph passenger / 70-mph freight
Track Configuration	Two/three/four-track mainline: West Green River, Wyoming – Wyoming–Utah state line – Ogden (Cecil Junction), Utah
Track Condition	FRA Track Class 5
Signal Systems	Some sections are equipped with Centralized Traffic Control (CTC) / Automatic Cab Signal (ACS); and others are Direct Traffic (DT) equipped with Automatic Block Signal (ABS) / Automatic Cab Signal (ACS)
Operational Authority	Wayside and cab signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	315,000-lb mainline; 286,000-lb industrial leads
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	<ul style="list-style-type: none"> • Solvay Industrial Lead (9.0 miles): Tenneco, Wyoming • Stauffer Industrial Lead (10.2 miles): Stauffer, Wyoming • General Chemical Industrial Lead (2.4 miles): Alchem, Wyoming • Texas Gulf Soda Industrial Lead (5.2 miles): T.G. Soda, Wyoming

Pocatello Subdivision

The Pocatello Subdivision travels northwesterly from the Evanston Subdivision connection at Granger, Wyoming, to Pocatello, Idaho, and is a component of UP's heavily trafficked transcontinental route between the Pacific Northwest and the Midwest and East. Trains carrying intermodal, automobile, grain, manifest, and coal traffic, most of which originate or terminate outside Wyoming, run over this subdivision en route between the West Coast/Pacific Northwest and the Midwest and East. The Pocatello Subdivision hosts about 25 to 30 trains per day on average. Table 2-19 below lists the physical and operating characteristics of the line.

Table 2-19: UP Pocatello Subdivision Characteristics

Characteristics	Pocatello Subdivision (214.3 Miles; 92.38 Miles in Wyoming)
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Use	Freight only
Maximum Train Speeds	79-mph passenger / 70-mph freight
Track Configuration	One-track mainline with sidings/two-track mainline: Granger, Wyoming – Wyoming–Idaho state line – Pocatello, Idaho
Track Condition	FRA Track Class 5
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	315,000-lb mainline; 286,000-lb industrial leads
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	<ul style="list-style-type: none"> Exxon Industrial Lead (3.5 miles): Shute Creek, Wyoming Cumberland Industrial Lead (10.9 miles): Kemmerer, Wyoming Elkol Industrial Lead (3.3 miles): Kemmerer, Wyoming

Powder River Subdivision

The mostly north-south Powder River Subdivision is UP's conduit for transporting coal out of the Southern Powder River Basin to markets nationwide. It was built for the Chicago & North Western Transportation Company (C&NW) in 1984 and combined new line construction from an existing UP line at Joyce, Nebraska, to Crandall, Wyoming (a junction west of Van Tassell, Wyoming) with a rehabilitated and realigned existing C&NW route between Crandall and Shawnee, Wyoming. Subsequent capacity improvements came in response to an increased demand for coal and the resulting boost in traffic and included double-tracking in segments, which was completed in 2001. The line hosts 60 to 70 trains per day on average. Table 2-20 below lists the physical and operating characteristics of the subdivision.

Table 2-20: UP Powder River Subdivision Characteristics

Characteristics	Powder River Subdivision (214.3 Miles; 93.64 Miles in Wyoming)
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Use	Freight only
Maximum Train Speeds	70-mph passenger / 60-mph freight
Track Configuration	Two-track mainline: Horse Creek, Nebraska – Wyoming–Nebraska state line –Shawnee Junction, Wyoming
Track Condition	FRA Track Class 4
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	315,000-lb mainline; 263,000–286,000-lb industrial leads
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	None

Orin Subdivision

The north-south Orin Subdivision runs between Donkey Creek Junction (near Gillette) and Bridger Junction (near Orin), Wyoming. Its primary purpose is to collect coal from several mines in the Southern Powder River Basin region and funnel it to principal rail routes out of Wyoming. Two line segments in the Southern Powder River Basin coal region are jointly owned and operated by BNSF and UP: the Orin Subdivision between West Caballo Junction (south of Donkey Creek Junction) and Shawnee Junction, Wyoming (102.4 miles) and the connecting Reno Lead between Orin Sub Switches and Black Thunder Junction, Wyoming (3 miles). UP maintains a yard facility and office at the intermediate point of Bill, Wyoming, where coal trains can be staged and railcars repaired, but BNSF manages control of all train movements on these segments. The line hosts about 60 to 70 UP trains per day on average. Table 2-21 below lists the characteristics of the line.

Table 2-21: BNSF (UP) Orin Subdivision Characteristics

Characteristics	Orin Subdivision (126.9 Miles in Wyoming)
Owner	<ul style="list-style-type: none"> • BNSF Railway (Donkey Creek Junction – West Caballo Junction, 14.3 miles) • BNSF Railway/Union Pacific Railroad (West Caballo Junction – Shawnee Junction, 102.4 miles) • BNSF Railway (Shawnee Junction – Bridger Junction, 10.2 miles)
Operator	<ul style="list-style-type: none"> • BNSF Railway (Donkey Creek Junction – West Caballo Junction, 14.3 miles) • BNSF Railway/Union Pacific Railroad (West Caballo Junction – Shawnee Junction, 102.4 miles) • BNSF Railway (Shawnee Junction – Bridger Junction, 10.2 miles)
Use	Freight only
Maximum Train Speeds	50-mph passenger / 50-mph freight
Track Configuration	Two/three/four-track mainline with sidings: Donkey Creek Junction – Bridger Junction, Wyoming
Track Condition	FRA Track Class 4
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads to Coal Mines	<ul style="list-style-type: none"> • North Antelope Spur • Antelope Spur • Black Thunder Junction to Jacobs Ranch • Black Thunder Junction to Orin Sub Switches (former BNSF Reno Subdivision, 3.0 miles; joint BNSF/UP ownership and operation) • Black Thunder Spur • Black Thunder East • Black Thunder West Spur • Coal Creek Spur • Cordero Spur • Belle Ayr Spur • Caballo Rojo Spur • Caballo Spur

Yoder Subdivision

The north-south Yoder Subdivision in eastern Wyoming connects to the Powder River Subdivision at Horse Creek, Nebraska. It provides an outlet for routing PRB coal to destinations on the UP network in the western United States via Cheyenne and also contributes agricultural traffic. The line hosts about four to six trains per day on average. Table 2-22 below lists the physical and operating characteristics of the subdivision.

Table 2-22: UP Yoder Subdivision Characteristics

Characteristics	Yoder Subdivision (79.9 Miles; 74.9 Miles in Wyoming)
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Use	Freight only
Maximum Train Speeds	59-mph passenger / 49-mph freight
Track Configuration	One-track mainline with sidings: Egbert, Wyoming – Wyoming–Nebraska state line – Horse Creek, Nebraska
Track Condition	FRA Track Class 4
Signal Systems	None
Operational Authority	Track Warrant Control (TWC)
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	286,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	South Torrington Industrial Lead (18.6 miles): Yoder, Wyoming

Greeley Subdivision

The north-south Greeley Subdivision between Speer (southwest of Cheyenne), Wyoming, and Denver, Colorado, provides a link between UP's transcontinental Overland Route and the Denver hub, where routes diverge east to Kansas City west to Salt Lake City, Utah, and south to Texas and the Gulf Coast. Trains carrying intermodal, automotive, grain, manifest, and coal traffic, most of which originate or terminate outside Wyoming, run over this subdivision. The Greeley Subdivision hosts about 15 to 20 trains per day on average. Table 2-23 below lists the physical and operating characteristics of the line.

Table 2-23: UP Greeley Subdivision Characteristics

Characteristics	Greeley Subdivision (98.6 Miles; 4.95 Miles in Wyoming)
Owner	Union Pacific Railroad
Operator	Union Pacific Railroad
Use	Freight only
Maximum Train Speeds	70-mph passenger / 60-mph freight
Track Configuration	One-track mainline with sidings: Speer, Wyoming – Wyoming–Colorado state line – Denver, Colorado
Track Condition	FRA Track Class 4
Signal Systems	Centralized Traffic Control (CTC)
Operational Authority	Wayside signals
Trackage Rights	BNSF over UP (Speer, Wyoming – Wyoming–Colorado state line, 5 miles)
Haulage Rights	None
Maximum Gross Weight	315,000-lb mainline
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	Yes
Industrial Leads	None in Wyoming

Canadian Pacific Railway

Canadian Pacific Railway (CP) and its subsidiaries operate a 14,400-mile network in North America that extends from Montreal, Quebec, to Pacific ports at Vancouver, British Columbia, and into the U.S. Midwest and East. In 2012, Calgary, Alberta–based CP handled 2.669 million carloads, and operating revenue was \$5.695 billion. CP’s diverse traffic base included the following commodities in 2012: intermodal (38 percent), industrial and consumer products (17 percent), grain (16 percent), coal (13 percent), sulfur and fertilizers (7 percent), automotive (6 percent), and forest products (3 percent). Table 2-24 below lists railroad statistics for CP from national and Wyoming perspectives.

Table 2-24: Canadian Pacific Railway Statistics

Location	Employees	Locomotives	Freight Cars	Passenger Cars
United States	14,594	1,007*	17,127 (Soo Line Corporation of CP only; covers DM&E)	0
Location	Miles Operated	Miles Owned	Miles Leased	Miles Leased to Class IIIs
Wyoming	7	7	0	0
United States	14,400	—	—	—

Source: Canadian Pacific 2012 Annual Report and Soo Line Railroad Class I Railroad Annual Reports

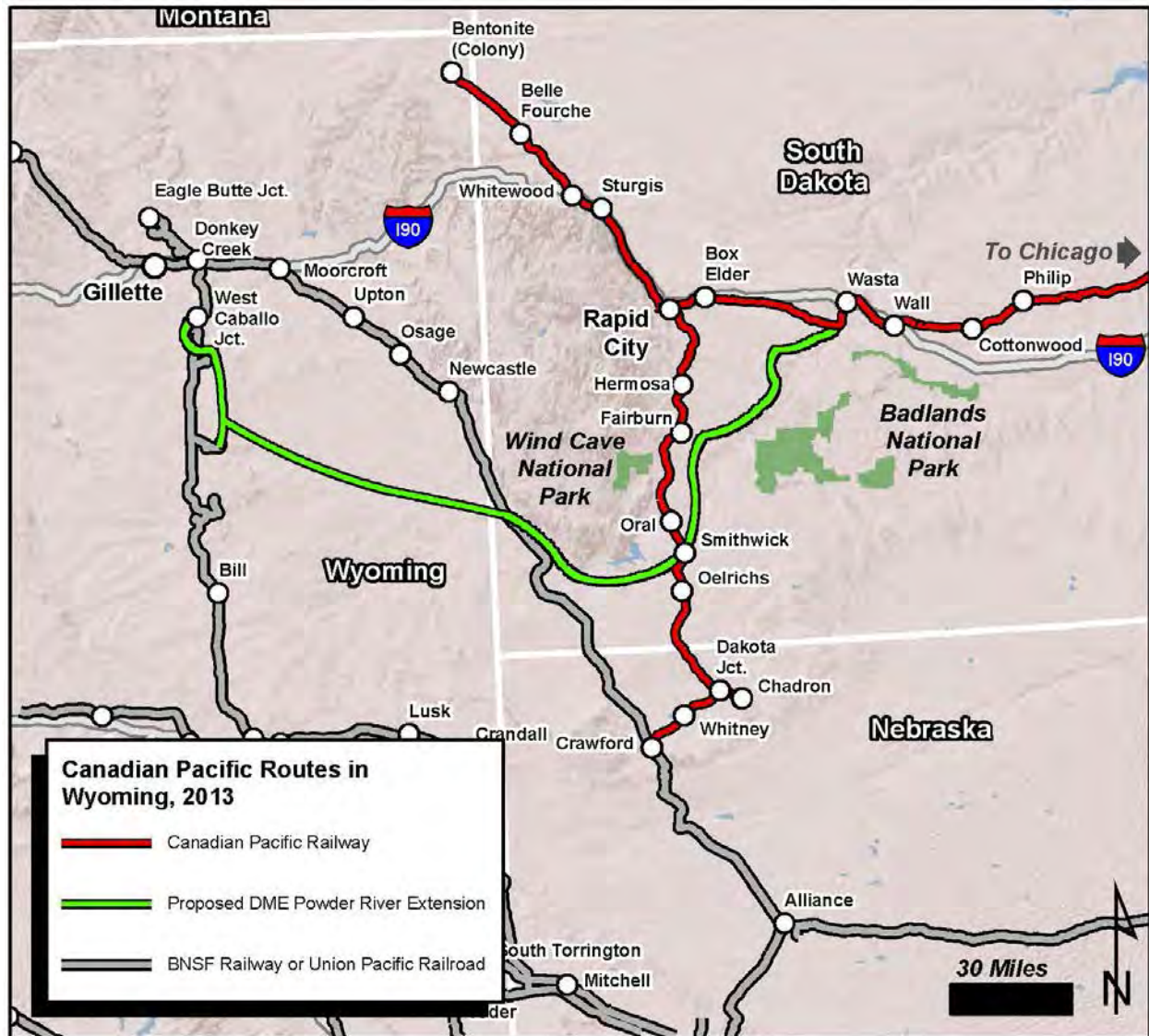
Note: DM&E is the Dakota, Minnesota & Eastern Railroad.

* Number of serviceable road locomotives only.

CP is the smallest of the Class Is serving Wyoming. Its presence in the state is due to the 2007 acquisition of the Sioux Falls, South Dakota–based Dakota, Minnesota & Eastern Railroad (DM&E), a Class II carrier with about 2,500 miles of track located principally in Illinois, Iowa, Minnesota, South Dakota, and Missouri. CP’s DM&E subsidiary was initially formed in 1986 from about 825 miles of former Chicago & North Western Transportation Company (C&NW) trackage in Minnesota and South Dakota. DM&E gained access to Wyoming via the 1996 acquisition from UP of the 203-mile ex-C&NW Colony Line between Bentonite (Colony), Wyoming; Rapid City, South Dakota; and Crawford and Chadron, Nebraska. The Colony Line connected the then-existing west end of the DM&E network at Rapid City with the BNSF network at Crawford (UP accessed this isolated line via trackage rights on the BNSF network). The railroad further expanded in 2003 when it gained control of another Class II: the 1,400-mile Iowa, Chicago & Eastern Railroad (IC&E). This transaction provided DM&E with access to principal markets and gateways in Chicago, Kansas City, Minneapolis–St. Paul, and the Quad Cities terminals of Davenport, Iowa, and Rock Island, Illinois.

CP’s only route in Wyoming is the Black Hills Subdivision between Bentonite (Colony), Wyoming, and Dakota Junction, Nebraska, via Rapid City, South Dakota. This branch line contributes considerable bentonite traffic and hosts one train per day, 6 days per week. Figure 2-6 below is a map of the CP network in the state and its continuation to the neighboring states of South Dakota and Nebraska.

Figure 2-6: CP Routes in Wyoming



Source: HDR

Table 2-25 below lists the physical and operating characteristics of CP's line in Wyoming.

Table 2-25: CP Black Hills Subdivision Characteristics

Characteristics	Black Hills Subdivision (174.3 Miles; 7 Miles in Wyoming)
Owner	Canadian Pacific Railway
Operator	Canadian Pacific Railway
Use	Freight only
Maximum Train Speeds	40/25-mph passenger, 40/25-mph freight
Track Configuration	One-track mainline with sidings: Bentonite (Colony), Wyoming – Wyoming–South Dakota state line – Rapid City, South Dakota – Dakota Junction, Nebraska
Track Condition	FRA Track Class 3 / FRA Track Class 2
Signal Systems	None
Operational Authority	Track Warrant Control (TWC)
Trackage Rights	None
Haulage Rights	None
Maximum Gross Weight	263,000 lb
Clearances	Unrestricted railcars do not exceed 11 feet in width including protrusions, or 17 feet in height. All others are classified as dimensional loads which require clearance before transport.
Double-Stack Capable	No
Industrial Leads	None in Wyoming

In 1998, DM&E filed with STB to build about 260 miles of new rail line from its existing mainline near Wasta, South Dakota, west into eastern Wyoming to gain an entrance to the Southern Powder River Basin coal fields, which until then were the exclusive domain of Class I railroads BNSF and UP. The proposed route is shown in Figure 2-6 above.

DM&E subsequently attracted considerable public interest and gained environmental approval for the project. In 2006, STB granted DM&E authority to construct and operate 282 miles of new rail lines to serve coal originating in Wyoming's Powder River Basin. Wyoming Dakota Railroad Properties was established as a construction subsidiary for the Powder River Basin extension. DM&E reported in 2007 (the year it was acquired by CP) that it was pursuing the process of right-of-way acquisition and that it needed to execute operational agreements with coal mines and obtain sufficient contractual commitments from prospective coal shippers before moving forward with the project. CP announced in late 2012 that it planned to defer its option to construct the PRB extension indefinitely due to ongoing deterioration in the domestic coal market.

The fate of its Powder River extension aside, CP's future role in the Wyoming transportation market was uncertain during 2012 and 2013. In its 2012 annual report, CP reported that it was exploring "strategic options for its main track from Tracy, Minnesota, west into South Dakota, Nebraska, and Wyoming and invited

expressions of interest from prospective partners” with interest in that 660-mile portion of its DM&E subsidiary. CP received expressions of interest from about 20 parties by the March 31, 2013, deadline. On January 2, 2014, CP announced that it would sell this DM&E trackage to short-line railroad conglomerate Genesee & Wyoming (G&W) of Darien, Connecticut, for \$210 million. This new G&W railroad, which would add a third Class III railroad to Wyoming, would be called the Rapid City, Pierre & Eastern Railroad. The sale is subject to approval by STB and is anticipated by G&W to close in mid/late-2014.

2.1.1.2 Class III Rail Network in Wyoming

STB designates any railroad with less than \$31.9 million of annual carrier operating revenue as a Class III carrier. Many states have an array of Class III (short-line) carriers, many of which were formed for the most part from trackage divested by Class I carriers during the last 35 years as a strategy to reduce operating and maintenance costs and to direct capital to long-haul mainline routes. Wyoming has only two short-line railroads.

Bighorn Divide & Wyoming Railroad

The Bighorn Divide & Wyoming Railroad (BDW) had its genesis in the Bad Water Line, a railroad operation launched by Bonneville Transloaders, Inc., of Riverton, Wyoming. The Bad Water Line saved former Chicago & North Western Transportation Company (C&NW) trackage from abandonment between Riverton and Shoshoni, Wyoming, in 1988. The Bad Water Line subsequently retreated to a short segment between Shoshoni and Bonneville, became the Bad Water Railway in 2000, expanded operations to a new isolated line built between Lysite and Lost Cabin, Wyoming, to the east of Shoshoni in 2001, was acquired by Shoshoni-based BDW in 2002, and began operations at the Casper Logistics Hub in 2009 (this latter segment is not contiguous to the rest of the BDW network).

BDW handled 9,016 carloads in 2012. The mainstay of its business is transloading (truck to rail and vice versa) and transporting bulk products to BNSF interchanges for furtherance to destinations nationwide. A significant transloading infrastructure is maintained on the property, including ground space and silos for storage, conveyors and belts for movement of material, and rail and truck scales. Principal outbound commodities are molten sulfur and soda ash (trucked in from the Green River, Wyoming, area); petroleum products; inbound frac sand and barite for use by local drilling interests; pipe; shingles; lumber; and urea. Bonneville Transloaders opened a new railcar shop and repair facility adjacent to the BDW at Shoshoni in 2006.

Table 2-26 below lists railroad statistics for BDW.

Table 2-26: Bighorn Divide & Wyoming Railroad Statistics

Location	Employees	Locomotives	Freight Cars	Passenger Cars
United States	35	4	20	0
Location	Miles Operated	Miles Owned	Miles Leased	Miles Leased to Class III's
Wyoming	11.5	14	0	0
United States	N/A	N/A	N/A	N/A

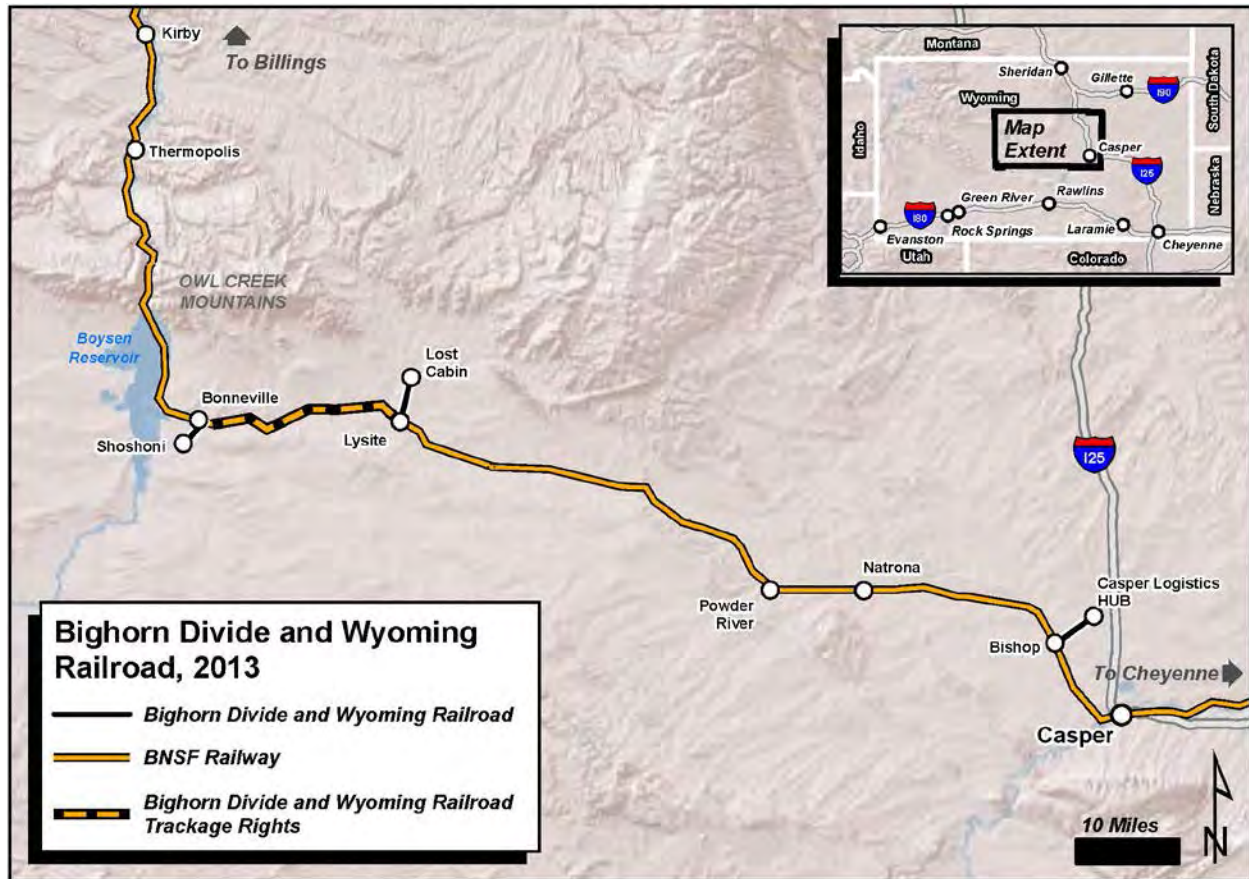
Source: 2013 data obtained from BDW by HDR

In 2013, BDW operations consisted of the following components:

- **Bonneville Rail Yard (Bonneville, Wyoming):** A transloading and storage facility. The 125-acre facility features 25,436 total feet of track (14,000 feet for transloading purposes) and 215 railcar spots. The facility can accommodate petroleum products, soda ash, molten sulfur, frac sand, pipe, and lumber.
- **Shoshoni Rail Yard (Shoshoni, Wyoming):** A transloading and storage facility. The 125-acre facility features 17,217 total feet of track, all of which can be used for transloading purposes, and 265 railcar spots. The facility can accommodate petroleum products, frac sand, cement, pipe, and lumber.
- **Shobon Line (Shoshoni, Wyoming):** A 4.2-mile line connecting the Bonneville Rail Yard and Shoshoni Rail Yard. The line features an additional 3,000 feet of track for transloading and storage purposes as well as 45 railcar spots. The line serves propane and scrap iron facilities.
- **Casper Logistics Hub (CLH)/CTAN (Casper, Wyoming):** A transloading, trucking, erecting, storage, and warehousing facility 7 miles northwest of Casper that is managed by CTAN and operated by BDW. The 700-acre facility features 41,200 feet of track (32,700 feet for transloading purposes) and 500 railcar spots. The facility can accommodate lumber, petroleum products, frac sand, casing, coated pipe, cement, soda ash, and wind turbines. CLH is the largest transload facility along the BNSF network between Denver, Colorado, and Billings, Montana, and it offers strategic access to the Casper–Natrona County International Airport, the Foreign Trade Zone, and principal U.S. and interstate highways.
- **Lost Cabin Line:** A 4-mile line between Lysite and Lost Cabin, Wyoming, to access a ConocoPhillips gas plant at Lost Cabin. BDW accesses the isolated line via 21 miles of trackage rights over BNSF's Casper Subdivision between Shobon (Bonneville) and Lysite. BDW transloads molten sulfur at the ConocoPhillips gas plant and assembles unit trains at the Bonneville Rail Yard for BNSF.

Figure 2-7 below is a map of BDW routes in the state.

Figure 2-7: BDW Routes in Wyoming



Source: HDR

The maximum allowable gross weight for railcars on BDW is 286,000 lb. Carload interchange with BNSF occurs at Shobon (Bonneville) and Bishop (Casper). In BDW's operation involving customer and yard switching, train movements are made not to exceed 10 mph. The maximum authorized speed on the BNSF Casper Subdivision over which the BDW has trackage rights is 40 mph.

Swan Ranch Railroad

The Swan Ranch Railroad (SRRR) of Cheyenne, Wyoming, began operations on December 28, 2011, and is a subsidiary of short-line and regional railroad conglomerate Watco Transportation Services of Pittsburg, Kansas. SRRR operates on 17,192 feet of track and switches the Cheyenne Logistics Hub, which is the first phase of Granite Peak Development's 7,200-acre SWAN Ranch Industrial Park situated near the intersection of the BNSF and UP networks and Interstates 25 and 80 on the southwest side of Cheyenne. The park contains transloading facilities as well as sites for energy companies and manufacturers. The railroad's traffic is primarily crude oil and asphalt oil. SRRR handled about 450 carloads in 2012, and it anticipated an increase in traffic during 2013 and 2014.

Table 2-27 below lists railroad statistics for SRRR.

Table 2-27: Swan Ranch Railroad Statistics

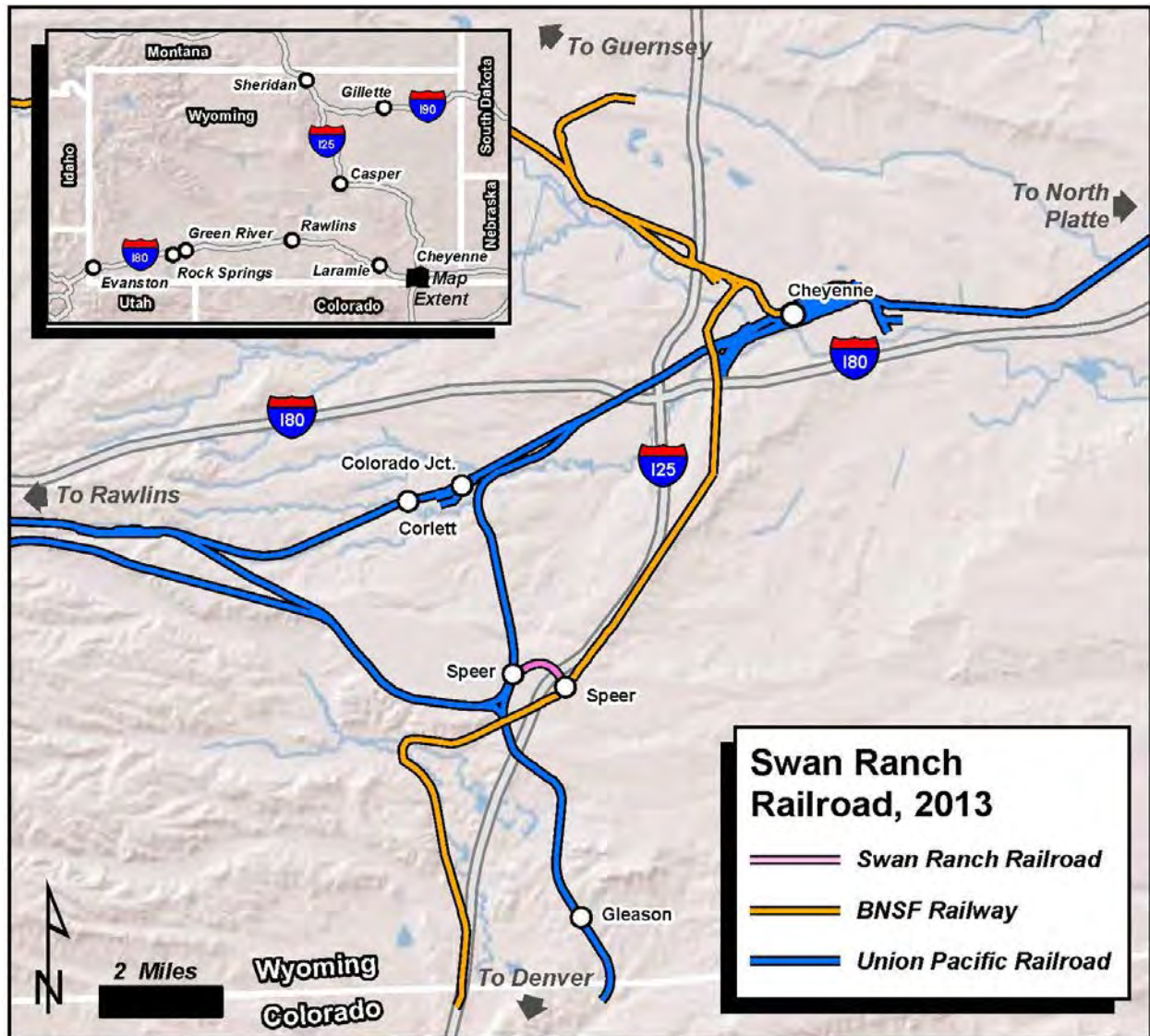
Location	Employees	Locomotives	Freight Cars	Passenger Cars
United States	2	1	0	0
Location	Miles Operated	Miles Owned	Miles Leased	Miles Leased to Class IIIs
Wyoming	3	3	0	0
United States	N/A	N/A	N/A	N/A

Source: 2013 data obtained from SRRR by HDR

The maximum allowable gross weight for railcars on SRRR is 286,000 lb. Carload interchange with BNSF occurs at Speer, Wyoming, southwest of Cheyenne. A track connection to the UP network at Speer is under development, which will ultimately provide SRRR customers with access to two Class I carriers. In SRRR's operation involving customer and yard switching, train movements are made not to exceed 10 mph.

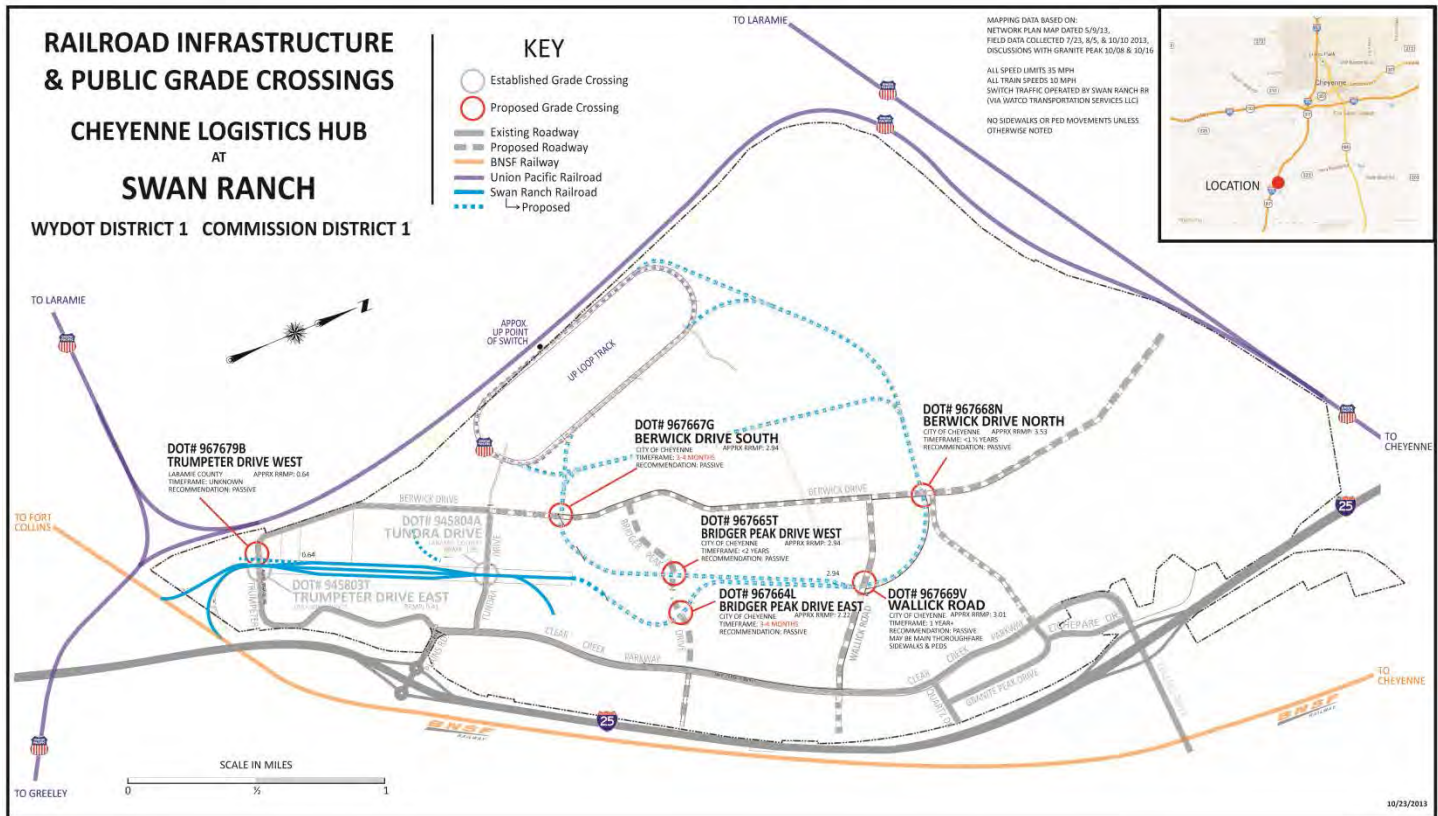
Figure 2-8 below is a map of SRRR's route in the state. Figure 2-9 below is a detailed map of SRRR's network.

Figure 2-8: SRRR Route in Wyoming



Source: HDR

Figure 2-9: SRRR Network Detail



2.1.1.3 Industrial Railroads

Industrial railroads exist in Wyoming to provide intraplant and interplant rail switching service to industrial and manufacturing customers and to coordinate and facilitate carload interchange with Class I railroads. These small carriers typically operate over private track on company property; they can be owned and operated by the company that they serve or can be operated under a contract agreement with an outside party.

Rail Link, a division of regional and short-line railroad conglomerate Genesee and Wyoming, offers a full range of rail-related contract services to industrial customers nationwide, including switching, track and locomotive maintenance, railcar repairs, train tracking and monitoring, and in-plant trailer and container drayage. Included in its network is an extensive array of rail switching operations on privately owned trackage to coal mines throughout the Powder River Basin coal-production area. As part of this service, Rail Link provides unit train loading and inspections and coordinates all train movements into and out of the mines with BNSF and UP through BNSF's dispatching center in Fort Worth, Texas. Rail Link reported in 2013 that its employees load more than 400 million tons of PRB coal each year. Table 2-28 below lists the locations where Rail Link provides contract services for coal-loading operations in the PRB production area.

Table 2-28: Rail Link Industrial Rail Operations in Wyoming

Eagle Butte – Alpha Natural Resources
Rawhide Mine – Peabody Energy
Buckskin Mine – Kiewit
Caballo Mine – Peabody Energy
Belle Ayr – Alpha Natural Resources
Cordero Rojo Mine – Cloud Peak Energy
Coal Creek Mine – Arch Coal
Black Thunder East – Arch Coal
Black Thunder West – Arch Coal
Black Thunder – Arch Coal
North Antelope Rochelle Mine – Peabody Energy
South Antelope Mine – Cloud Peak Energy

Source: Rail Link website, 2013

Progress Rail Services is a subsidiary of heavy-equipment manufacturer Caterpillar and provides switching services to an industrial park at Rock Springs, Wyoming, and for BNSF near Bill, Wyoming.

Watco Transportation Services of Pittsburg, Kansas, began providing industrial switching services to Solvay Chemicals near Green River, Wyoming, in 2008.

Other industrial plants across the state have similar rail operations. For example, Pacific Power & Light operates its own 16-mile industrial rail line to shuttle coal from a strip mine south to the Dave Johnston Power Plant near Glenrock, Wyoming.

2.1.1.4 Railcar Repair Shops

Privately owned railcar repair shops exist in Wyoming to maintain equipment used to transport freight originating in or passing through the state. These facilities can handle repairs on railroad-owned and privately owned railcars and are situated in the following locations:

- **Bill, Wyoming:** Progress Rail Services handles contract railcar repair.
- **Evanston, Wyoming:** Union Tank Car Company (UTLX) Shop Number 113 handles contract rail car repair.
- **Rock Springs, Wyoming:** Progress Rail Services handles contract rail car repair for UP.
- **Shoshoni, Wyoming:** Bonneville Transloaders opened a new railcar shop and repair facility adjacent to the BDW network at Shoshoni in 2006. The facility is operated by Diametic and is a full-service tank car shop that also maintains cars for BDW.

2.1.1.5 Passenger-Rail Network in Wyoming

Passenger trains were the dominant mode of intercity travel in Wyoming from the time of UP's 1867 arrival in the state until the immediate post–World War I era. Historically, intercity and long-distance passenger-rail services were offered in Wyoming by UP; the Chicago, Burlington & Quincy Railroad (CB&Q, and its subsidiary the Colorado & Southern Railway); and the Chicago & North Western Transportation Company (C&NW). During this halcyon era of passenger-rail travel, trains connected Wyoming cities and small towns with each other as well as metropolitan areas in adjoining states and across the United States. In addition to passengers, most trains carried mail, express, and milk.

Intercity passenger-rail travel began its slow decline in the 1920s, a decade in which a network of improved highways emerged and automobile travel became more reliable and affordable in Wyoming and elsewhere. The emergence of the interstate highway system and the availability of reasonably priced air travel, starting immediately after World War II and continuing into the 1960s, significantly decreased the market for passenger trains. As a result, many carriers sought to discontinue what had become an uneconomical operation, and the U.S. passenger-rail network winnowed down to a small core of routes and services by 1970.

Amtrak Operations Background

The National Passenger Rail Corporation, generally known as Amtrak, was formed by Congress in 1970 to relieve U.S. railroads of their obligation to operate passenger trains and to establish a single intercity and long-distance passenger-rail network in the United States (initially, six railroads chose to operate their own services independently). Amtrak assumed the operations of half of these trains nationwide on May 1, 1971, and discontinued the remainder.

In 1971, Wyoming was served by the daily *City of San Francisco* long-distance service between Chicago and Oakland, California, operated by UP. At the time Amtrak assumed control of the service, it rerouted the trains off the UP network east of Cheyenne, Wyoming. The new route operated via Denver, Colorado, and used UP trackage from that point north to Borie (west of Cheyenne, Wyoming) and then west to Ogden, Utah, with station stops at Laramie, Rawlins, Rock Springs, Green River, and Evanston, Wyoming. Amtrak renamed the train the *San Francisco Zephyr* in 1972. The train was renamed the *California Zephyr* in 1983 when it was rerouted from the UP network to the Denver & Rio Grande Western Railroad's parallel route across Utah and Colorado to the south, thus ending 116 years of uninterrupted passenger-rail service in Wyoming.

Amtrak returned to the state in 1991 when it routed its daily Chicago-to-Seattle, Washington, *Pioneer* over the UP route used previously by the *San Francisco Zephyr*. The train provided Wyoming riders with coach, sleeper, dining, and baggage service over the length of the route and connections to the nearby Denver, Ogden (near Salt Lake City), and Boise metropolitan areas. Due to reductions in Amtrak's federal operating support, frequency of *Pioneer* service declined to thrice-weekly trains across Wyoming by 1993, and the service was discontinued altogether on May 10, 1997.

Today, Amtrak operates passenger-rail service over 21,200 route-miles and serves over 500 stations in 46 states, the District of Columbia, and three Canadian provinces. Amtrak carried a record 31.2 million passengers in federal fiscal year (FY) 2012, which marked a 3.5-percent increase in ridership over FY 2011. Nearly 85,000 passengers on average ride on Amtrak's 300 trains every day, which include long-distance,

intercity corridor (state-supported) services and the Northeast Corridor service (Amtrak also operates contract rail service for commuter networks).

Sustained high gas prices and competitive pricing have been identified as contributing factors to Amtrak's ridership growth in recent years. Wyoming was one of four U.S. states without Amtrak trains in 2014, but riders can access Amtrak's long-distance *California Zephyr* service (Chicago, Illinois, to the San Francisco Bay area) to the south at principal stations in Salt Lake City, Utah, and Grand Junction, Glenwood Springs, and Denver, Colorado.

As of 2014, there are no long-distance, intercity corridor, commuter-rail, or light-rail transit services in Wyoming. The long-distance, intercity, and commuter-rail options that have been explored since the elimination of Amtrak service to the state in 1997 are explored later in this chapter. A single tourist railroad provides the only passenger-rail service in Wyoming.

Tourist Railroad Services in Wyoming

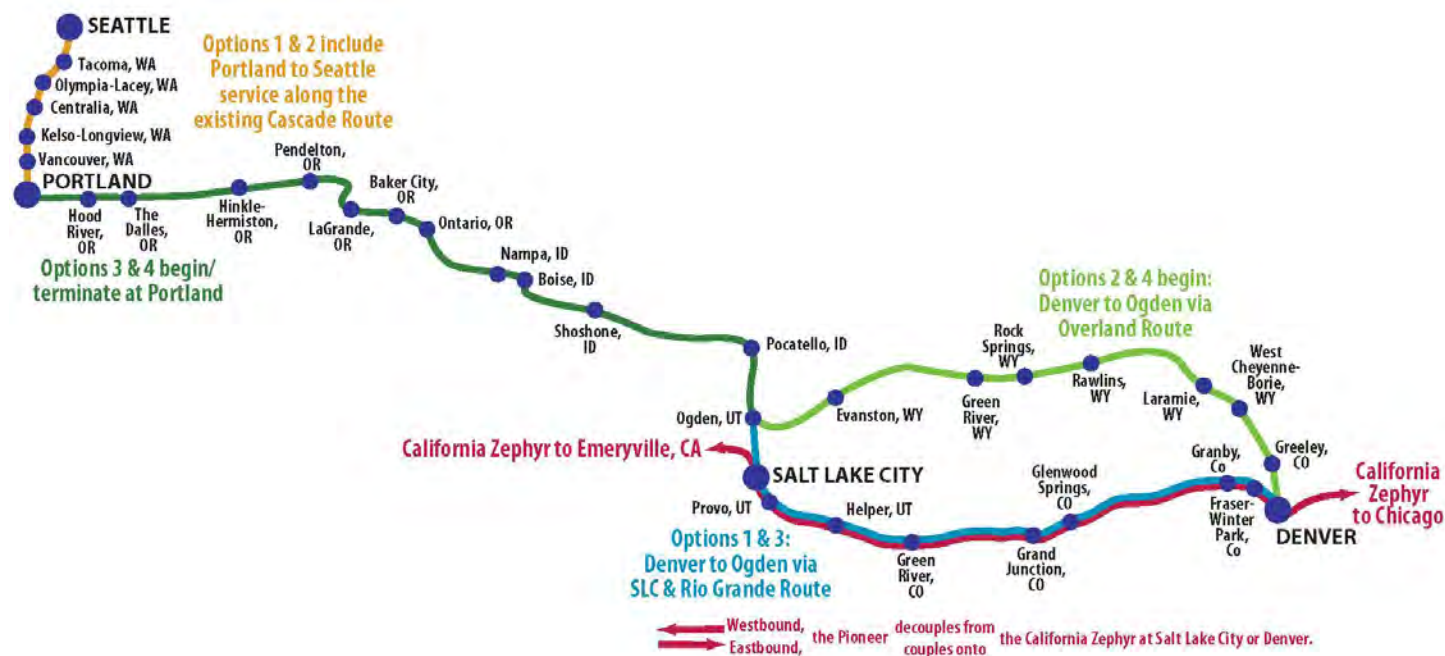
Terry Bison Ranch, located south of Cheyenne, is a standard-gauge rail line that straddles the Wyoming–Colorado state border on an alignment not previously used for railroad purposes. It is about 2 miles long and began operations in 2004. The ranch rail line is not a component of the national rail network, nor does it physically connect with any other rail carrier's network. All of its equipment, including six locomotives, was privately constructed on ranch property. The ranch advertised in May 2013 that it operates regular tour trains every day except Christmas Day and operates a Sunday lunch train during the summer.

2.1.1.6 Potential Passenger-Rail Services

Reinstatement of Amtrak Long-Distance Service

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Section 224 mandated Amtrak, federal and state governments, and railroad stakeholders to undertake studies regarding the improvement and expansion of intercity passenger-rail service nationwide. From this effort came the *Pioneer Route Passenger Rail Study*, released in 2009, which explored resuming Amtrak's *Pioneer* service between Chicago and Seattle via Wyoming. In conjunction with this effort, Amtrak contracted with UP to assemble the *Preliminary Capacity Evaluation Covering Routes Denver/Salt Lake City to Portland*, which identified four service route alternatives for the reinstated *Pioneer* (two options involved routing the proposed trains via the UP network across Wyoming) and corridor infrastructure requirements necessary for the passenger trains to maintain the schedule and to minimize conflicts with and delays to UP freight trains. Figure 2-10 below shows each of the service alternatives considered for the *Pioneer* service.

Figure 2-10: Map of *Pioneer* Route Alternatives



Source: Amtrak Pioneer Route Passenger Study, 2009

Capital and implementation costs to reinstate service via the UP network in Wyoming ranged from \$469.8 million to \$484.8 million, depending on the requirements for each route option. In the study, Amtrak concluded that reinstating the *Pioneer* could provide public benefits but, because the route was not a component of the federally designated high-speed-rail-corridor network, one or more state governments of the states served by the trains would need to apply or co-apply for federal American Recovery and Reinvestment Act (ARRA) funds for the capital needed to build the service as well as to seek out federal and state funding sources to cover ongoing operating and maintenance costs.

Since the release of the study, considerable support has been voiced by state and local governments and riders for resuming *Pioneer* service over the historic route between Denver and Seattle. However, funding and a potential service implementation schedule have not been identified and operating agreements with Amtrak and host railroad UP have not been secured for the return of Amtrak long-distance service across the Wyoming portion of the route.

Commuter and Intercity Passenger-Rail Service

Wyoming does not currently have commuter trains, although such service has been examined to promote connectivity with the state's Front Range cities and the growing metropolitan areas of nearby northern Colorado.

In 2008, a *Commuter Rail Study* was produced for the Wyoming Joint Transportation, Highways, and Military Affairs Interim Committee. This study explored the feasibility of establishing commuter-rail service over the freight-only BNSF network between Fort Collins, Colorado, and Casper, Wyoming, via Cheyenne and Douglas,

Wyoming. The 265-mile corridor, which last had passenger trains of the Chicago, Burlington & Quincy Railroad (CB&Q) and Colorado & Southern Railway (C&S) in the 1960s, parallels Interstate 25 for its entire length. Figure 2-11 below shows the route of the proposed commuter-rail service.

Figure 2-11: Proposed Commuter-Rail Route



Source: Commuter Rail Study, 2008; Wyoming Joint Transportation, Highways, and Military Affairs Interim Committee

The study investigated rail infrastructure upgrades (track-capacity improvements, wayside signals, route realignments, and bypasses to avoid freight yards), station facility availability, projected passenger train layover locations, and possible equipment types. Impediments to the service included possible conflicts with existing and future BNSF freight train volumes, an operating profile including some grades and curvature that would constrain the ability to operate passenger trains at 79- or 90-mph speeds even after infrastructure improvements, and modal competition from parallel Interstate 25.

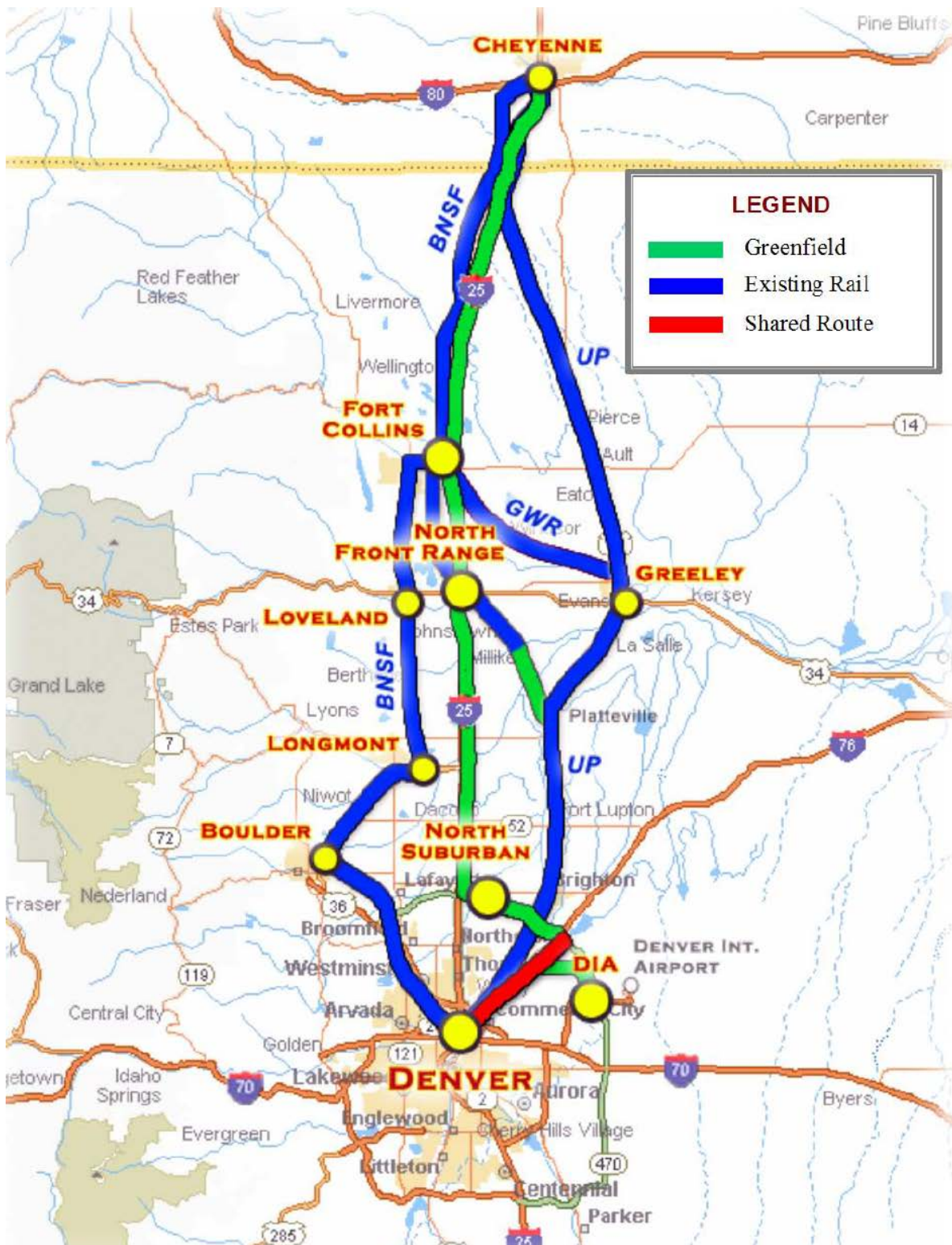
Three operating scenarios were considered for an initial 45-mile Fort Collins–Cheyenne service phase with a maximum operating speed of 79 mph. Two scenarios used traditional Amtrak bi-level commuter/intercity equipment, and one used Talgo equipment, which tilts and better negotiates curves. An initial analysis revealed that the minimum infrastructure upgrades necessary to support 79-mph service between Fort Collins and Cheyenne would cost between \$1 million and \$1.5 million per mile. The service over the BNSF network would require Centralized Traffic Control (CTC) and Positive Train Control (PTC) systems, which are not required for freight service on this route. The study did not identify either funding sources to implement, operate, and maintain the proposed service or a proposed implementation schedule.

High-Speed Rail Service

The Rocky Mountain Rail Authority (RMRA) is a multi-jurisdictional government body consisting of 52 Cities, Counties, and transit agencies in Colorado. RMRA was created to explore the possibility of a regional high-speed rail network to connect major cities in Colorado. Its efforts to designate a Front Range alignment including Cheyenne, Wyoming, as a federally designated high-speed rail corridor began in 2004 but have not been successful.

RMRA collaborated with the Colorado Department of Transportation in 2008 on a feasibility study of proposed intercity passenger-rail corridors along Interstates 25 and 70; the study was released in 2010. The purpose of the study was to determine whether service and route options exist in Colorado that could meet FRA's technical, financial, and economic requirements for high-speed rail service. Route alignments using existing rail corridors, highway right-of-way, and unconstrained Greenfield alignments were examined. The Interstate 25 route along Colorado's Front Range from Trinidad to Pueblo, Colorado Springs, Denver, and Fort Collins, Colorado, included an extension north to Cheyenne. Figure 2-12 below shows potential route alignments in the Denver–Cheyenne section of the Interstate 25 north corridor.

Figure 2-12: High-Speed Rail Corridors between Denver and Cheyenne



Source: Rocky Mountain Rail Authority High-Speed Rail Feasibility Study, 2010

Beyond route alternatives, the study identified possible infrastructure upgrades, available passenger equipment types and technologies, travel and market demand, ridership and revenue forecasts, capital and operating costs, phased network implementation and operating plans, and funding alternatives from public and private sources. It further concluded that 110-mph operation would be feasible between Denver and Fort Collins and north to Cheyenne and described next steps in the process to advance the concept, including competing environmental assessments, completing preliminary engineering, and looking at financing options.

Passenger-Rail Service Implementation

There are currently no efforts underway to establish regularly scheduled long-distance, intercity, high-speed, or commuter-rail service in Wyoming. Any future attempts would be in concert with the State's rail vision and this SRP, in cooperation with all public and private stakeholders and other planning bodies statewide, and would be maximized in terms of efficiency and service integration with the multimodal transportation network and neighboring states as directed by the PRIIA.

2.1.1.7 Rail Lines Owned by the State

The Wyoming state constitution prohibits state ownership of rail lines in Wyoming.

Title 97, Article 3, Section 39. Aid to railroads prohibited.

The legislature shall have no power to pass any law authorizing the state or any county in the state to contract any debt or obligation in the construction of any railroad, or give or loan its credit to or in aid of the construction of the same.

2.1.1.8 Abandoned and Railbanked Lines

Abandonments

Wyoming has largely avoided the network rationalization issues that have plagued other states, since the state's rail system consists almost entirely of high-density mainline trackage. Rail abandonments in Wyoming have therefore been minimal and limited only to low-density, marginal operations where the demand for service simply did not exist. Wyoming is an anomaly considering that its rail abandonments have been offset significantly by the mileage of new track constructed into the Southern Powder River Basin during the 1970s and 1980s. Wyoming's statewide rail network totaled 1,931 miles in 1920 but did not reach its peak of 2,065 miles until 1995. The longest continual loss of rail mileage in the state's history was the former Chicago & North Western Transportation Company (C&NW) line from Lander, Casper, and Douglas, Wyoming, to Chadron, Nebraska, most of which was abandoned in segments starting in the early 1940s and continuing into the 1990s.

Today, rail line abandonment applications made by railroads are reviewed and approved for abandonment by the federal STB. About 25 miles of rail have been abandoned in Wyoming since the release of the previous Wyoming SRP in 2004.

The Wyoming and Colorado Railroad (WYCO), a Class III carrier, acquired two branch lines from UP in 1987, both of which have been subsequently abandoned. WYCO filed to abandon its 24.3-mile Encampment Branch

from a connection with the UP network at Walcott Junction south to Saratoga in 2004 in response to the loss of its single source of traffic, a Louisiana Pacific mill at Saratoga. STB gave final authority to abandon the line in 2006.

The 107.5-mile Coalmont Branch between Laramie and Hebron, Colorado (67.7 miles in Wyoming) was abandoned in stages starting in 1996. The remainder of the last 1.12-mile segment at Laramie was removed in 2013.

BNSF abandoned 0.11 mile of its Cody Subdivision in Cody, Wyoming, in 2006.

Railbanked Lines

Recognizing that abandoned rail lines are typically lost for future transportation uses, some rail right-of-way has been proactively railbanked in Wyoming. These segments could hold value as future transportation corridors. Wyoming DOT reviews all potential rail abandonments in the state for suitability as recreational corridors under the federal Rails to Trails legislation.

About 21,000 miles of open rails-to-trails corridors exist nationwide, with nearly 50 of those miles in Wyoming. The following four abandoned rail line segments have been converted to rail trails for interim recreational use in the state:

- **Wyoming Heritage Trail:** 22 miles of the former Chicago & North Western Transportation Company (C&NW)/Bighorn Divide & Wyoming Railroad (BDW) line between Shoshoni and Riverton, Wyoming
- **Medicine Bow Rail Trail:** 21 miles of the former UP/Wyoming and Colorado Railroad (WYCO) Coalmont Branch between Albany and near Wyocolo, Wyoming, which opened in 2007
- **Casper Rail Trail:** 3 miles of the former C&NW/UP line in Casper, Wyoming, which will eventually extend 6 miles east to Edness Kimball Wilkins State Park
- **AI's Way Pathway:** 2.5 miles of the former C&NW line in Glenrock, Wyoming

2.1.1.9 Wyoming Grade Crossing Inventory

Wyoming has a number of active at-grade highway-rail crossings, also called grade crossings. There are both public and private grade crossings. A public grade crossing is a location where a public highway, road, or street, including associated sidewalks or pathways, crosses one or more rail tracks at grade. If a public authority maintains the roadway on both sides of the crossing, the crossing is considered a public crossing, whereas a private crossing is a highway-rail grade crossing that is not a public grade crossing.

An inventory of Wyoming's public and private grade crossings was assembled for inclusion in this SRP. The source for this inventory is the FRA Office of Safety Analysis website. The inventory is presented by county and includes the crossing number, name of railroad, type of crossing (public or private), city, railroad division, and street name, when applicable. The inventory listing is provided in Appendix B, Wyoming Public and Private Grade Crossing Inventory.

2.1.2 Major Freight and Passenger Terminals

2.1.2.1 Freight Terminals

BNSF Railway

BNSF's rail stations and main activities in Wyoming are listed in Table 2-29 below.

Table 2-29: BNSF Rail Stations in Wyoming

City	Terminal	Intermodal	Transload	Coal	Grain	Automotive	Manifest
Bonneville, WY	Bighorn Divide & Wyoming Railroad (BDW)*		Yes				
Casper, WY	BNSF Yard						Yes
Casper, WY	Casper Logistics Hub* (served by BDW)		Yes				
Cheyenne, WY	BNSF Yard						Yes
Donkey Creek, WY	BNSF Yard			Yes			
Gillette, WY	BNSF Yard			Yes			Yes
Greybull, WY	BNSF Yard						Yes
Guernsey, WY	BNSF Yard			Yes			Yes
Sheridan, WY	BNSF Yard			Yes			
Shoshoni, WY	BDW *		Yes				
Upton, WY	Tiger Transfer*		Yes				

Source: BNSF

* Indicates a BNSF Premier Transload Network facility; one is served by BNSF directly, and the other three are served by short-line partner BDW.

General carload (manifest) traffic is handled at switching yards. BNSF does not have any automotive or intermodal terminals in Wyoming, but traffic of both kinds flows through the state. Carload interchange in Wyoming occurs with the UP network at Cheyenne, with the Swan Ranch Railroad (SRRR) network at Speer (south of Cheyenne), and with the BDW network at Shobon (Bonneville) and Bishop (Casper).

Union Pacific Railroad

UP's rail stations and main activities in Wyoming are listed in Table 2-30 below.

Table 2-30: UP Rail Stations in Wyoming

City	Terminal	Intermodal	Transload	Coal	Grain	Automotive	Manifest
Bill, WY	UP Yard			Yes			
Cheyenne, WY	UP Yard		Yes				Yes
Green River, WY	UP Yard			Yes			Yes
Kemmerer, WY	UP Yard			Yes			Yes
Laramie, WY	UP Yard			Yes			Yes
Rawlins, WY	UP Yard			Yes			Yes
Rock Springs, WY	UP Yard						Yes

Source: UP

General carload (manifest) traffic is handled at switching yards. UP does not have any automotive or intermodal terminals in Wyoming. Carload interchange in Wyoming occurs with the BNSF network at Cheyenne.

Canadian Pacific Railway

CP does not have any intermodal, transload, port, or yard facilities in Wyoming. The nearest CP rail yard where manifest cars are switched and added to through trains for furtherance is located in Rapid City, South Dakota, about 75 miles from Bentonite (Colony). A transload facility operated by private partner Black Hills Transload is also located in Rapid City. CP does not interchange with any other railroad's networks in Wyoming.

2.1.2.2 Passenger Terminals

As of February 2014, none of Wyoming's rail stations are used in active passenger service. Some remaining historic stations are used as offices or maintenance facilities by Class I railroads BNSF and UP. Several legacy rail stations of UP, Chicago, Burlington & Quincy Railroad (CB&Q) (and subsidiary Colorado & Southern Railway [C&S]), and Chicago & North Western Transportation Company (C&NW) heritage remain statewide and have undergone adaptive reuse to foster economic development; sustain commercial, tourism, cultural, and residential endeavors; and promote historic and architectural preservation and civic pride. Some of these existing station buildings have been moved off site for other purposes, while others remain along an active freight-rail corridor and could be repurposed if intercity or long-distance passenger-rail services are reinstated in Wyoming.



The following sections describe some existing stations in Wyoming in 2014.¹

Union Pacific Railroad

Burns, Centennial, Cheyenne, Evanston, Green River, Laramie, Medicine Bow, Rawlins, Rock Springs, Saratoga, and South Torrington.

Chicago, Burlington & Quincy Railroad (and Colorado & Southern Railway)

Casper, Cheyenne, Douglas, Gillette, Newcastle, Sheridan, Thermopolis, and Worland.

Chicago & North Western Transportation Company

Douglas, Lander, Lusk, Powder River, and Riverton.

Other Railroads

Buffalo and Foxpark.

2.1.2.3 Other Transportation Modes

Wyoming is landlocked in the Intermountain West and does not have seaports or any waterways navigable for trade or commercial transportation purposes. Rivers and lakes statewide provide recreational opportunities, including boating.

Wyoming has several airports designated by the Federal Aviation Administration as primary, commercial service, reliever, and general aviation airports. Primary airports in the state—from which regularly scheduled commercial air service is provided—are Cheyenne Regional Airport in Cheyenne, Casper–Natrona County International Airport in Casper, Gillette–Campbell County Airport in Gillette, Jackson Hole Airport in Jackson Hole, Laramie Regional Airport in Laramie, Riverton Regional Airport in Riverton, Rock Springs–Sweetwater County Airport in Rock Springs, and Yellowstone Regional Airport in Cody.²

Freight railroads currently operate within all of the communities served by the state's airport network except for Jackson Hole and Riverton.

2.1.3 Objectives for Passenger Service in Wyoming

There are currently no efforts underway to establish objectives for a regularly scheduled long-distance, intercity, high-speed, or commuter-rail service in Wyoming. Such an effort will be deferred to future planning attempts and would be in concert with this SRP in cooperation with all public and private stakeholders and other planning bodies statewide. The effort would be maximized in terms of efficiency and service integration with the multimodal transportation network and neighboring states as directed by the PRIIA and best transportation planning practices.

¹ Railroad Station Historical Society Extant Wyoming Railroad Structures website, February 12, 2014: www.rrshs.org/Wyoming/wyrrstruc.htm

² Wyoming Airport Operators Association website, February 12, 2014: www.wyomingairports.org/index.php?/main/airports

2.1.4 Wyoming Passenger-Rail Performance Evaluation

No passenger-rail performance data are available for the SRP. Passenger-rail services have not operated within Wyoming since Amtrak discontinued service to the state in 1997.

2.1.5 Public Financing for Rail Projects

The State of Wyoming has made use of federal and state programs to fund rail infrastructure improvements where eligible and appropriate. This section summarizes public financing options available for rail projects in the recent past and explains Wyoming's use of these resources.

2.1.5.1 State Rail-Related Programs and Funding Options

As mentioned previously, the Wyoming state constitution and Wyoming statutes prohibit state funds from being used for rail construction and infrastructure improvements. State funding programs for use in rail-related initiatives are therefore limited to a small number of projects involving upgrading or improving rail-vehicle grade crossings and developing rail transportation options within city-owned industrial or business parks.

Wyoming DOT administers a one-time state appropriation of \$5 million to fund quiet zone implementation at rail-vehicle grade crossings in top affected communities statewide. According to STB, a quiet zone is one or more grade crossings where trains are excused from sounding train horns in the prescribed sequence when approaching a grade crossing. Even in a quiet zone, federal regulations and railroad operating rules require that a train sound its horn in several instances, such as (1) when approaching people or equipment working on railroad property, (2) in warranted cases such as when approaching pedestrians and animals, and (3) in emergency situations. As of June 2013, many such projects were in design or under construction in Cheyenne, Douglas, Lusk, Moorcroft, Newcastle, Torrington, and Worland, Wyoming.

Further, Wyoming DOT is provided with an additional annual appropriation of \$120,000, which is used primarily for signage and emergency track and signal repairs. This funding is not used for quiet zones.

State construction funds were also used to cover a portion of the cost for a grade-separation project over the UP line at Burns, Wyoming.

The grants provided by the Wyoming Business Council's Business Ready Community (BRC) Program are covered with funds appropriated by the Wyoming state legislature every 2 years. Each transaction involves the commitment of matching funds via local contribution and/or additional private investment. The following rail-related projects are recipients of nearly \$20 million in past and current funding during the last 10 years:

- **Transloading Rail Site (Evanston, Wyoming):** \$1.48 million in Community Readiness grant funds awarded to the City of Evanston in 2013 for the purchase of an existing transload site (formerly Pioneer Oil), two rail spurs, and associated commodity-unloading infrastructure. The facility, which is expected to make the city more competitive with local businesses that request rail access, is served by UP.
- **Energy Rail Park Feasibility Study (Gillette, Wyoming):** \$25,000 in Feasibility Study Planning grant funding from 2013 was applied to the \$40,000 Energy Park Rail Spur Feasibility Study now under

development by the City of Gillette. The study, conducted in collaboration with BNSF, will evaluate an existing rail spur and will determine the opportunity and cost associated with improved or expanded property use and rail infrastructure.

- **Upton Logistics Center (Upton, Wyoming):** As of July 2013, the logistics center had received \$5,393,616 in funding, with local contributions and private investment totaling about \$15.7 million. This project began as the Upton Regional Industrial Site when the Town of Upton and Weston County Development Corporation (WCDC) received an initial \$1.5-million BRC grant in 2004 to purchase the 555-acre American Colloid Plant and to construct a new rail spur for a connection to the BNSF network. (The application was submitted prior to statutory changes to the BRC program allowing for multi-year phased projects.) The Town of Upton, Weston County, and WCDC have nearly completed the Upton Logistics Hub. To date, the Town of Upton has received four BRC funding awards and Weston County has received one BRC funding award, as described below:
 - **2004:** Upton received a \$1.5-million Community Readiness grant for land acquisition, sewer installation, and rail spur relocation and construction (3,000 feet) within the park.
 - **2005:** Weston County received a \$473,600 Community Readiness grant for road construction within the industrial park.
 - **2010:** Upton received a \$2,042,469 Community Readiness grant for additional water and sewer improvements. As a result of public and private investments made by the park developers, over \$19 million of additional private investment and 43 jobs above the county median wage have been created in the park. The rail park provides available rail-served lots that are not otherwise available in the region.
- **Industrial Spur (Natrona County, Wyoming):** \$1.5 million in Community Readiness grant funds to Natrona County in 2008 for construction of a rail spur over 8,000 feet long. The rail spur will connect with the BNSF network, will include two turnouts, and will be long enough to accommodate entire unit trains. The site will ultimately be developed as a rail-served industrial park complete with water, sewer, electricity, natural gas, telecommunications facilities, and an upgraded road.
- **Casper Logistics Hub (Bishop/Casper, Wyoming):** \$1.5-million Business Committed grant to Natrona County in 2013 for the installation of water and sewer infrastructure at the logistics hub (formerly the Bishop Rail Park). Casper Crude to Rail LLC will place a multimodal petroleum transport facility in the Casper Logistics Hub. Improvements will include the installation of 19,900 linear feet of 16-inch water transmission pipeline and 19,600 linear feet of 4-inch sanitary sewer force main. The City of Casper will own and maintain the infrastructure.
- **Transportation and Utility Infrastructure (Evansville, Wyoming):** \$973,646 Business Committed grant to the City of Evansville in 2006 for construction of rail spurs, water, sewer, and road infrastructure needed to serve PolyPipe, an expanding business committed to constructing a new 35,000-square-foot pipe-manufacturing facility in the Cole Creek Industrial Park (a 72-acre parcel identified as an industrial area in the 2005 Evansville Community Development Plan).
- **Trans-Modal Site (Laramie, Wyoming):** \$955,050 in Community Readiness grant funds to the Laramie Economic Development Corporation (LEDC) in 2010 to refurbish UP Track 107 and extend it 1,640 feet

to create the South Laramie Trans-Modal Site. Grant funds will be used to pay for the rail extension and to upgrade an existing at-grade road crossing. UP will own the property and lease it to LEDC for a term of 20 years at \$1,350 per acre.

- **Transportation and Utility Infrastructure (Speer/Laramie County, Wyoming):** \$3,479,569 in Community Readiness grant funds to Laramie County in 2012 to extend water infrastructure and paving into the Swan Ranch Business Park. The park is a logistics hub located south of Cheyenne and contains 4,000 developable acres. It is bordered by UP and BNSF lines as well as Interstates 25 and 80. Granite Peak Development is developing the hub in phases. Phase I of the original project consisted of 550 acres, and Laramie County was the recipient of a \$3-million of Business Committed grant in 2010 to fund road construction as well as a water well and lines and a regional septic system. These improvements were necessary to recruit a Midwestern Pipeline Services pipe-coating plant. Phase II, which involves opening an additional 670 acres for development, will provide dual rail access to the BNSF and UP networks (as of June 2013, the Swan Ranch Railroad provides rail service within the park and interchanges only with the BNSF network). A current request will fund 12,688 linear feet of water lines and paving for portions of Berwick Road and West Wallick Road within the development.
- **Transportation Infrastructure (Worland/Washakie County, Wyoming):** \$394,553 in Business Committed grant funds to Washakie County in 2004 to construct a new rail crossing on a BNSF line and frontage road that links seven existing businesses (including Black Hills Bentonite) with U.S. Highway 20. The City of Worland, Washakie County, Wyoming DOT, and BNSF entered into a Memorandum of Understanding (MOU) to construct a new public grade crossing, approaches, and a connecting road network that would eliminate the existing at-grade crossings, which were scheduled to close in 2004 due to safety concerns. The frontage road is the County's contribution to the agreement. Without the project, existing businesses and properties would be inaccessible and landlocked.
- **Railcar Repair Shop (Shoshoni, Wyoming):** \$1.5 million in Business Committed grant funding to the City of Shoshoni in 2005 to construct a railcar repair shop to be leased to Bonneville Transloaders, Inc. (BTI). The facility was constructed and is owned by IDEA, Inc., the regional community development organization (CDO). BTI donated property valued at \$10,000 and now leases the building for \$5,000 per month from IDEA.

2.1.5.2 Federal Rail-Related Programs and Funding Options

Historically, freight-rail infrastructure and operations have been funded almost entirely by private-sector companies. Few dedicated programs for rail capital assistance to States existed at the federal level until 5 years ago. The PRIIA and related appropriation bills provided funds for intercity passenger-rail investments directly to States in 2008 and amounted to \$13 billion in total investment between 2009 and 2013. In 2009, the ARRA provided additional transportation funding options to States that could be leveraged for passenger-rail development. Provisions of SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005), the nation's surface transportation program, contain a number of options for funding rail line relocations, infrastructure and facilities improvements, enhanced connectivity between transportation modes, and safety initiatives as well as offer loans and credit assistance to public and private sponsors of rail and intermodal projects.



The following section describes these and other programs that have been available to Wyoming and other states specifically for rail assistance during the 5-year period 2008–2013, as well as those programs that might be eligible for rail-related funding in particular applications.

Passenger-Rail Improvement and Investment Act Programs

PRIIA legislation authorized a \$13-billion investment between 2009 and 2013 for Amtrak and aimed to stimulate new and improved intercity passenger-rail services. The PRIIA further established an intercity passenger-rail capital grant program for States, which are required to identify passenger-rail corridor improvement projects in the SRP.

Three new competitive grant programs for funding high-speed intercity passenger-rail improvements were launched as part of the PRIIA mandate. Each provides federal funding at 80 percent and requires a 20-percent non-federal match. Funding for these authorized PRIIA rail capital assistance programs is appropriated annually.

Intercity Passenger-Rail Service Corridor Capital Assistance Program

The purpose of this PRIIA program is to create a paradigm for a new intercity passenger-rail service corridor capital assistance program. The program authorizes the U.S. Department of Transportation (USDOT) to use appropriated funds to make grants to aid in financing the costs of infrastructure, facilities, and equipment necessary to provide or improve intercity passenger-rail transportation. Grant eligibility is limited to groups of States, interstate compacts, and public intercity passenger-rail agencies established by States. Projects must also be included in an approved SRP to be eligible for program funding.

Proposed intercity passenger-rail services in Wyoming are eligible under this program. There are no existing passenger-rail services in Wyoming as of 2014.

High-Speed Rail Corridor Development Program

The PRIIA further authorized \$1.5 billion annually to establish and implement a high-speed rail corridor development program. Funding is currently restricted to projects intended to implement intercity passenger-rail services that are reasonably expected to attain speeds of least 110 mph over any of the 10 federally designated high-speed rail corridors (does not include the Northeast Corridor). Eligibility is limited to States, interstate compacts, intercity rail agencies established by States, and Amtrak.

There are no federally designated high-speed rail corridors in Wyoming.

Congestion Relief Program

This PRIIA program component authorized grants to finance capital costs associated with infrastructure, facilities, and equipment in high-speed rail corridor projects that are aimed to reduce congestion or to enable intercity passenger-rail growth. The grants are made to States, or to Amtrak in cooperation with States, for a total of \$325 million annually.

There are no federally designated high-speed rail corridors in Wyoming.

2.1.5.3 U.S. Department of Transportation Budget Appropriations

Federal funding authorized under the PRIIA or other authorization programs is appropriated through annual budget or other legislative bills. USDOT's most recent budget appropriation (federal FY 2010) provided \$2.5 billion in funding for the high-speed rail state grant program authorized by the PRIIA. Funds were provided to States on a competitive basis for up to 50 percent of the capital cost to improve intercity passenger-rail service.

Previous USDOT appropriations also provided funding that could be used for intercity passenger-rail improvements under similar terms. The FY 2009 USDOT Appropriations Act provided \$90 million to States. Up to 10 percent of the funding available in this manner is available for rail corridor planning grants.

No appropriations for such grants were included in federal FY 2011 or 2012 budgets.

The State of Wyoming has not received any funds from this program.

2.1.5.4 American Recovery and Reinvestment Act (ARRA)

As a result of the economic recession of 2008, the federal government approved the American Recovery and Reinvestment Act (Public Law 111-5) in February 2009 to stimulate the economy partly through the funding of infrastructure projects that could be initiated in the short term. Programs that could be used for rail-related projects under this act are described below.

Flexible Highway Program

This program provided States a total of \$27.5 billion of flexible highway funding for surface transportation improvements, including rail improvements. Eligibility criteria included projects being "shovel ready" for early implementation.

The State of Wyoming has not received any funds from this program.

Intercity Passenger-Rail/High-Speed Rail Program

This program offered \$8 billion in funds from the High-Speed Intercity Passenger Rail (HSIPR) component of the ARRA to launch PRIIA-authorized intercity passenger-rail improvements. The federal share covered 100 percent of costs, and proposed projects were not required to be included in an approved SRP.

The State of Wyoming has not received any funds from this program.

2.1.5.5 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program

This program allowed local and state governments to apply for \$1.5 billion of discretionary funding. Grants were awarded on a competitive basis by USDOT for capital investment in rail, highway, bridge, public transportation, and port projects. Eligible parties include state, local, and tribal governments; transit agencies; port authorities; metropolitan planning organizations (MPOs); and multi-state or multi-jurisdictional groups through a lone lead applicant. USDOT made an additional \$600 million available under TIGER II in 2010, a



successor to the original grant program. The FY 2013 Appropriations Act made \$473.8 million in TIGER discretionary grants available for eligible parties.

The State of Wyoming has not received any funds from this program.

2.1.5.6 Federal Surface Transportation Programs

SAFETEA-LU, the authorization bill for the nation's surface transportation program, first expired on October 1, 2009, and remained in effect by extensions of the Surface Transportation Act until September 20, 2012.

SAFETEA-LU's replacement, Moving Ahead for Progress in the 21st Century (MAP-21), became law in July 2012 and authorizes funding from July through September 2012 and for federal fiscal years 2013 and 2014 (October 1, 2012, through September 30, 2014).

Federal Surface Transportation Rail Funding Programs

Section 130 Highway-Rail Grade Crossing Program

The Section 130 program provides federal support to minimize the incidence of accidents, injuries, and fatalities at public rail-highway crossings. States may use funds to improve rail crossings, which includes installing or upgrading warning devices or surface improvements, eliminating at-grade crossings through grade separation, or consolidating or closing crossings. The federal share is 90 percent for these funds, and States, railroads, or municipalities can provide the 10-percent match. MAP-21 sets aside \$220 million annually from the Highway Safety Improvement Program (HSIP) to fund this program.

Wyoming DOT receives an average of \$1.1 million in Section 130 funds annually. These funds are used to cover part of the cost to install signals at four to six grade crossings and to upgrade or resurface up to six additional crossings per year.

Rail Line Relocation and Improvement Capital Grant Program

Section 9002 of SAFETEA-LU authorized funds to provide financial assistance for local rail line and improvement projects. The program awarded \$90.1 million between FY 2008 and FY 2011. Eligibility was limited to any construction project that improved the route or structure of a rail line and involved a lateral or vertical relocation of any portion of the rail line or was carried out for the purpose of mitigating the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development. Eligible recipients included States or political subdivisions of States (Cities or Counties). The federal share for these funds was 90 percent, and no single award exceeded \$20 million. All available funding has been awarded, and no competition occurred in FY 2012.

The State of Wyoming has not received any funds from this program.

Rail Rehabilitation and Improvement Financing (RRIF)

Section 9003 of SAFETEA-LU provides loans and credit assistance to public and private sponsors of rail and intermodal projects. Projects involving acquisition, development, improvement, or rehabilitation of intermodal or rail equipment and facilities are eligible. According to FRA, direct loans can fund up to

100 percent of a capital project with repayment terms of up to 25 years and interest rates equal to the cost of borrowing to the government. A total of \$35 billion in funding was authorized for this program, of which \$7 billion was earmarked for regional and short-line railroads.

Eligible borrowers include railroads, state and local governments, government-sponsored authorities and corporations, and joint ventures including one or more railroads and limited-option freight shippers that intend to construct a new rail connection.

To date, railroad operations in Wyoming have not received any funds from this program.

Federal Surface Transportation Programs with Selected Rail Applications

Several other programs that are primarily intended for highway use are eligible for rail projects at the discretion of States and with the approval of an administering federal agency. These programs are described below.

National Highway System (NHS) Program

The National Highway System (NHS) program can be used to improve designated highway intermodal connections between the national highway system and intermodal facilities, including truck-rail transfer facilities. The federal share of NHS funding is 80 percent.

This program provided a funding contribution to the State of Wyoming for a rail-vehicle grade-separation project involving the construction of an overpass over the BNSF line at Torrington, which is estimated for completion in 2014.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The Congestion Mitigation and Air Quality (CMAQ) program funds transportation projects and initiatives that improve air quality by reducing transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and particulate matter. Examples of CMAQ-funded rail projects include the construction of intermodal facilities and new rail sidings, rail track rehabilitation, diesel engine retrofits, and locomotive idle-reduction efforts in rail yards. MAP-21 provided about \$2.2 billion in funding for FY 2013.

The federal share of CMAQ funding is 80 percent. State departments of transportation and MPOs review, select, and approve projects for funding.

The State of Wyoming has not received any funds from this program.

Surface Transportation Program (STP)

The Surface Transportation Program (STP) is a grant program available for improvements on any federal-aid highway, bridge, or transit capital project. Eligible rail improvements include lengthening of or increasing vertical clearance on bridges, betterment of intermodal connections, and elimination of highway-rail grade crossings. MAP-21 had an estimated \$10 billion for the program in FY 2013, based on the sum of estimated individual state STP apportionments.



The federal share of STP funding is 80 percent. State departments of transportation and MPOs review, select, and approve projects for funding.

This program provided a funding contribution to the State of Wyoming for a rail-vehicle grade-separation project involving the construction of an overpass over the UP line at Wamsutter.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides credit assistance to large-scale projects (classified as over \$50 million or one-third of a State's annual federal-aid funds) of regional or national significance that might otherwise be delayed or not constructed because of risk, cost, or complexity. A vast array of intermodal and rail infrastructure projects are eligible, involving investment in track, bridges, yards, buildings, facilities, shops, and equipment. TIFIA loans carry an interest rate equal to the U.S. Treasury rate and must be repaid within 35 years after a project's substantial completion. MAP-21 authorized \$750 million in TIFIA budget authority from the Highway Trust Fund to pay the subsidy cost of credit assistance for FY 2013.

The State of Wyoming has not received any funds from this program.

High-Priority Projects

This past program designated funding over a 5-year period for 5,091 projects (some of which were rail-related projects) identified in SAFETEA-LU.

The State of Wyoming has not received any funds from this program.

Transportation Alternatives Program

This program, which replaced the SAFETEA-LU Transportation Enhancement Program, offers funding opportunities to expand transportation choices and enhance the transportation experience through 12 eligible activities related to surface transportation. Rail-related eligible activities include rehabilitating historic transportation buildings or facilities, preserving abandoned rail corridors, and establishing transportation museums. The federal share of project costs is 80 percent, and projects are typically reviewed and selected at the local government level.

The State of Wyoming has not received any funds from this program.

Private-Activity Bonds

SAFETEA-LU established a new financial assistance program that reflects the federal government's aim to increase private-sector investment in U.S. infrastructure. The program provides up to \$15 billion in private-activity bonds for transportation infrastructure projects. States and local governments are allowed to issue tax-exempt bonds to finance projects sponsored by the private sector. Eligible projects include privately owned or privately operated highway and rail-truck transfer facilities.

The State of Wyoming has not used this program.

State Infrastructure Banks

State Infrastructure Banks (SIB) are revolving infrastructure investment funds for surface transportation that are created and administered by the States. This program allows States to set aside 10 percent of highway formula grants which can be used to provide loans and other credit solutions to public or private sponsors for eligible transportation projects. A multi-state SIB may be formed to fund projects that cross jurisdictional boundaries. States must provide 20 percent of the capitalization amount, and the debt must be repaid within 30 years.

The State of Wyoming has not used this program.

Moving Ahead for Progress in the 21st Century

MAP-21, the most recent federal transportation authorization legislation, was signed into law in July 2012. Several programs with elements of rail funding eligibility continue under MAP-21; however, a number of changes affected the availability of federal rail assistance.

As a result of the rail title being dropped from the final version of the MAP-21 bill, freight-rail projects remain ineligible for funding from the highway formula programs, and authorization for discretionary programs to fund intercity passenger rail ended with the close of the PRIIA in late 2013. TIGER grants were authorized for funding only through 2013, and funding for the Railroad Rehabilitation and Improvement Financing and Rail Line Relocation and Improvement programs was not authorized.

However, a number of new MAP-21 programs can benefit rail transportation. The Projects of National and Regional Significance program can fund highway, bridge, transit, and freight-rail projects. As with the TIGER program, funding (\$500 million) was authorized for only 2013 subject to the annual appropriations process, and no funding was authorized for 2014. This program is tailored to fund large-scope projects and is attractive for multi-state corridor projects that would likely not be undertaken with individual state formula funds.

A pilot grant program was also created to fund community-led planning for neighborhood revitalization along transit lines. A total of \$10 million annually was made available for station area improvement planning and transit-oriented development.

To date, the State of Wyoming has not received any funds from this program for railroad projects.

2.1.5.7 Other Federal Programs for Rail-Related Funding

In addition to transportation programs available under the Transportation Authorization bill, rail-related capital projects are eligible for funding assistance under other programs administered by federal agencies. These programs are described below.

U.S. Department of Commerce, Economic Development Administration

The U.S. Department of Commerce provides Economic Development Administration (EDA) grants for projects that promote job retention or creation in economically distressed industrial areas. Eligible projects must be located within EDA-designated redevelopment areas or economic development centers. Eligible rail projects include construction of rail sidings and industrial spurs as well as disaster recovery grants.



Grant assistance is generally available for up to 50 percent of the project cost, although EDA can provide up to 80 percent for projects in severely depressed areas.

The State of Wyoming has not received any funds from this program.

U.S. Department of Agriculture Programs

The U.S. Department of Agriculture Community Facility Program and Rural Development Program provide grant or loan funding mechanisms to fund construction, extension, enlargement, or improvement of community facilities providing essential services in rural areas and towns. Grant assistance is available for up to 75 percent of the project cost. Eligible rail-related facilities include community transportation infrastructure for municipal docks and industrial parks.

The State of Wyoming has not received any funds from this program.

U.S. Environmental Protection Agency

U.S. Environmental Protection Agency (EPA) funding is available for environmental remediation at Brownfield and other industrial sites where contaminants and other pollutants might be present, including properties once owned by railroads.

The State of Wyoming has not received any funds from this program.

Railroad Track Maintenance Tax Credit Program

The Railroad Track Maintenance Tax Credit Program (known also as the Section 45G tax credit or the short-line tax credit) was originally authorized within the Internal Revenue Code in 2005 to provide tax credits to qualified entities for an amount equal to 50 percent of qualified rail maintenance expenditures on rail lines owned or leased by Class II or Class III railroads. The maximum credit amount allowed was \$3,500 per mile of track. The credit has been applied to improvements and upgrades related to roadbed, track, and bridges. The American Short Line and Regional Railroad Association (ASLRRA) estimated in 2013 that the credit funds over \$300 million in improvements to rail infrastructure each year.

Although this program first expired at the end of 2007, the Emergency Economic Stabilization Act of 2008 extended the tax credits through December 31, 2009, and also qualified rail track maintenance expenditures made anytime during 2008 eligible for tax credits. The credits offered by Section 45G were subsequently extended through 2010 and 2011 via the Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Acts of 2010 and 2011. Subsequent so-called "fiscal cliff" legislation on January 1, 2013, authorized Section 45G retroactively for 2012 and extended it to December 31, 2013.

The Short Line Railroad Rehabilitation and Investment Act of 2013 was introduced in both chambers of Congress in February 2013, and, if passed in 2014, will retroactively extend the Section 45G credit through December 31, 2016. Under the proposed legislation, the credit would remain capped at \$3,500 per mile, and eligibility would be extended to Class II and Class III railroads that were created after January 1, 2005, and before January 1, 2013.

The short-line Bighorn Divide & Wyoming Railroad (BDW) is eligible for Section 45G and has used the tax credit over several years to cover a portion of the cost of ongoing rail and tie replacement and ballasting tamping to improve the condition of the track structure. Wyoming's other short lines could enjoy similar eligibility if the Short Line Railroad Rehabilitation and Investment Act of 2013 is passed into law.

2.1.5.8 Railroad Funding Challenges

The Wyoming state constitution and Wyoming statutes prohibit state funds from being used in rail construction and infrastructure improvements. Future state legislative changes would be required to reverse these conditions. State funding programs for use in rail-related initiatives will continue to be restricted to a small number of projects involving upgrading or improving rail-vehicle grade crossings and developing rail transportation options within City-owned industrial or business parks. The federal funding mentioned earlier in this chapter for use in rail initiatives is subject to availability, implementation of current and proposed federal regulations, and keen competition from other States.

2.1.6 Safety and Security Programs in Wyoming

Rail safety remains a top priority for railroads in the state and for Wyoming DOT. Safety has potential impacts on the efficiency of rail operations and on the public in general. The Class I railroads in Wyoming have long had employee safety programs and dedicated police and security forces, but the focus of rail security is more recently concerned with the threat of terrorism on the national rail network and the possibility that such acts could disrupt transportation or harm citizens.

Federal agencies cooperate with the freight railroads to improve rail safety and security in Wyoming. The State cooperates with federal agencies in this regard but has only a minor direct role.

2.1.6.1 Rail Accident History

Rail accidents and incidents that occurred in Wyoming for the full 10-year period (2004–2013) are presented in Table 2-31 below. Accidents are train derailments, collisions, and any accident to a person that occurs on railroad property that results in fatalities, injuries, or property damage exceeding an amount established by FRA. Highway-rail grade-crossing incidents or accidents are included. Non-fatal conditions are reportable injuries that occur to railroad employees or trespassers.

Table 2-31: FRA Reportable Railroad Incidents in Wyoming, 2004–2013

Incidents	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013*
Total Incidents	120	113	145	138	134	94	87	67	58	50
Deaths	0	4	0	6	1	3	0	1	3	1
Injuries	74	74	85	92	96	64	55	38	34	23
Train Accidents	48	39	61	47	42	28	39	28	19	25
Deaths	—	—	—	1	—	—	—	—	—	—
Injuries	1	—	3	2	1	2	6	2	—	—
Highway-Rail Incidents	3	1	4	3	4	4	1	2	2	4
Deaths	0	0	0	1	0	0	0	0	0	1
Injuries	2	1	1	1	2	0	0	0	0	2
Other Incidents	69	73	80	88	88	62	47	37	37	21
Deaths	0	4	0	4	1	3	0	1	3	0
Injuries	71	73	81	89	93	62	49	36	34	21

Source: FRA Office of Safety Analysis website:

safetydata.fra.dot.gov/officeofsafety/publicsite/Query/stateoverview.aspx

* 2013 data are for January–November inclusive only.

The data above illustrate a marked decline in all three types of FRA reportable incidents: train accidents, highway-rail incidents, and other incidents. This downturn in Wyoming parallels the U.S. trend, as shown in Table 2-32 below.

Table 2-32: FRA Reportable Railroad Incidents Nationwide, 2004–2013

Incidents	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013*
Total Incidents	14,523	14,311	13,803	13,934	12,948	11,238	11,580	11,186	10,951	10,194
Deaths	891	884	903	851	803	696	726	689	694	730
Injuries	9,194	9,550	8,797	9,667	9,059	8,014	8,348	8,149	8,304	7,471
Train Accidents	3,385	3,266	2,998	2,693	2,479	1,908	1,899	1,993	1,747	1,594
Deaths	13	33	6	9	27	4	8	6	9	7
Injuries	346	787	220	309	324	121	109	205	458	202
Highway-Rail Incidents	3,085	3,066	2,942	2,778	2,429	1,932	2,018	1,967	1,970	1,870
Deaths	371	359	369	339	290	249	257	245	232	228
Injuries	1,094	1,053	1,070	1,059	990	742	868	986	941	854
Other Incidents	8,053	7,979	7,863	8,463	8,040	7,398	7,663	7,226	7,234	6,730
Deaths	507	492	528	503	486	443	461	438	453	495
Injuries	7,754	7,710	7,507	8,299	7,745	7,151	7,371	6,958	6,905	6,415

Source: FRA Office of Safety Analysis website:

safetydata.fra.dot.gov/officeofsafety/publicsite/Query/stateoverview.aspx

* 2013 data are for January–November inclusive only.

2.1.6.2 Rail Safety

In Wyoming, rail safety requirements are provided mostly by federal law. Most safety-related rules and regulations are under the jurisdiction of FRA as defined in the Rail Safety Act of 1970 and other legislation, including the Rail Safety Improvement Act of 2008. Many of FRA's safety regulations are codified in Title 49 Code of Federal Regulations Parts 200–299.

Passenger-rail operations are subject to the same FRA safety standards regarding track safety, operating practices, and other areas as are freight railroads. Wyoming does not have any passenger-rail services at present.

Rail safety issues are classified into the following general categories:

- Railroad employee safety
- Inspection and maintenance of track, bridges, signals, and other infrastructure
- Inspection of locomotives and railcars
- Operating rules and operating practices
- Control of the use of drugs, alcohol, and controlled substances by railroad employees
- Radio communications
- Accident and incident reporting
- Rail-highway grade crossing safety
- Movement and handling of hazardous materials
- Development and implementation of new technologies
- Passenger equipment safety standards
- Passenger train emergency preparedness

The primary responsibility for enforcing these federal regulations falls under the jurisdiction of FRA. FRA's Region 8 (Northwest) administration based in Vancouver, Washington, is responsible for the oversight of railroads in Wyoming. At the state level, Wyoming DOT focuses primarily on grade crossing safety.

Highway/Rail Safety Program in Wyoming

The key elements of Wyoming DOT's efforts are summarized below.

- **Data Collection.** Wyoming DOT collects data on public highway-rail grade crossings in conjunction with the railroads and FRA. An inventory of Wyoming grade crossings is presented in Appendix B, Wyoming Public and Private Grade Crossing Inventory.
- **Funding Needs.** Wyoming DOT receives an average of \$1.1 million in Federal Highway Safety Program funds (formerly Section 130 funds) annually. This program provides federal support to minimize the incidence of accidents, injuries, and fatalities at public rail-highway crossings. States may use funds to improve rail crossings, which includes installing or upgrading warning devices or surface improvements, eliminating at-grade crossings through grade separation, or consolidating or closing crossings. The federal share is 90 percent for these funds, and States, railroads, or municipalities can provide the 10-percent match. In Wyoming, these funds are used to cover part of the cost to install signals at four to six grade crossings and to upgrade or resurface up to six additional crossings per year.

- **Highway/Rail Safety Review of State Highway Projects.** Apart from the administration of the improvement program funds, Wyoming DOT evaluates state highway improvement projects that involve crossing rail lines to ensure that appropriate warning devices and other safety improvements are included.
- **Grade Crossing Closure / Separation Projects.** To minimize the interface between the rail and highway systems and to reduce grade crossing maintenance and improvement costs, Wyoming DOT and the state's Class I railroads pursue crossing closures in cases when reasonable alternate access is available.
- **Support of Operation Lifesaver.** Operation Lifesaver is a national, nonprofit program charged with promoting education and awareness and reducing collisions, fatalities, and injuries at highway-rail at-grade crossings, and its mission is supported by Wyoming DOT. Discussion about Wyoming's Operation Lifesaver program is included later in this chapter.

Other State Agencies and Programs

Wyoming Public Service Commission

The Wyoming Public Service Commission no longer has a direct role in regulating railroads in the state. This responsibility was transferred to Wyoming DOT in 1993.

State Rail Inspection Program

Many States have a State Rail Inspection Program, which sets responsibilities for inspecting rail equipment, grade crossings, and tracks and noting safety, operations, or engineering hazards. The State of Wyoming does not currently have a State Rail Inspection Program.

Hazardous Materials Response

Response to hazardous materials (HAZMAT) emergencies and disasters in Wyoming is the responsibility of local residents and public officials. As described in the State Operations Plan (SOP) issued by the State of Wyoming's Office of Homeland Security in 2013, the responsibility for securing public safety and welfare rests at the county level in Wyoming with the County Commissioners. The SOP describes coordinating structures for emergency response and identifies immediate actions for saving lives, meeting basic human needs, and protecting property. It explains strategies for providing effective coordination of government agencies at the county, state, and federal levels and private companies and parties and proper utilization of assets necessary to issue an effective response. That response to hazardous materials incidents on Wyoming's rail network is facilitated quickly and effectively and in cooperation with the state's freight railroads, which have their own local management and systemwide HAZMAT coordination and education teams.

The shipper or originator of hazardous materials is often responsible for the costs of the HAZMAT response and remediation. Most HAZMAT clean-up efforts are handled by private contractors skilled in emergency and HAZMAT response. Any effort in this regard is conducted in coordination with the state's freight railroads and state and local authorities.

The state's freight railroads place a heavy emphasis on employee safety training and programs. As part of that commitment, the railroads provide their field personnel with HAZMAT training, which includes compliance with rules for the safe transportation of HAZMAT commodities (loaded cars and empty cars containing residue) and the proper response in case of a HAZMAT incident. This training takes into account USDOT and FRA regulations and all applicable railroad safety rules and special instructions regarding the proper handling of HAZMAT commodities.

Wyoming Operation Lifesaver

A UP employee troubled by the number of crashes, injuries, and fatalities at highway-rail grade crossings worked with Idaho communities in 1972 to establish a statewide public education program, called Operation Lifesaver, aimed at reducing the number of such tragedies. By the end of the year, Idaho's fatality rate dropped 39 percent, and the same program reduced that number by 46 percent in Nebraska in 1973. In 2014, the nonprofit Operation Lifesaver initiative is a robust cooperative program between railroads, public safety officials, and volunteers, and it has contingents in 49 U.S. states and parts of Canada.

Wyoming Operation Lifesaver (WYOL) is a chapter of the national Operation Lifesaver program. As the organization states, "Wyoming Operation Lifesaver is a free public service education program dedicated to preventing and reducing fatalities and injuries at highway-rail grade crossings and along railroad rights-of-way in Wyoming." WYOL uses presenters and car crash displays to educate the public about grade crossing safety and the dangers of trespassing on railroad property. Further, WYOL is involved in engineering efforts aimed at improving and maintaining crossings, and it works with local law enforcement agencies to ensure safety compliance at crossings. Representatives from Wyoming's DOT and Highway Patrol are on the WYOL board.

Positive Train Control

Positive Train Control (PTC) is an emerging rail safety technology intended to stop a train and prevent the following types of accidents:

- Collisions between trains
- Derailments caused by excessive speed or by trains operating through switches left in the wrong position
- Trains operating beyond the limits of authority provided by dispatcher or wayside signal

PTC technology is an overlay that will be integrated with existing wayside Centralized Traffic Control (CTC) systems. PTC is designed to determine the location and speed of trains, warn locomotive engineers of potential problems, and take action if engineers do not respond to a warning in the time prescribed.

The Rail Safety Improvement Act of 2008 requires U.S. railroads to install PTC systems by December 31, 2015, on Class I rail routes carrying over 5 million gross ton-miles of freight per mile with commuter or intercity passenger operations or any amount of toxic or poison-by-inhalation hazardous materials. PTC requirements currently exclude Class II (regional) or Class III (short-line) railroads that do not host passenger service. However, Class II and III railroad trains that operate over PTC-equipped Class I lines are also required to be PTC-equipped.

The rail industry considers the 2015 PTC implementation deadline generally unattainable, because about 60,000 miles of rail line nationwide will be affected over a 20-year period and at an estimated cost of about \$12 billion. As of late 2013, the U.S. Congress was considering an extension of the implementation deadline but had not yet acted. Despite the possible extension of the deadline, UP and BNSF are currently developing PTC systems for their respective networks, which would include implementing PTC on principal lines in Wyoming.

PTC's near-term implementation complies with federal law and would achieve the desired safety benefits. In the long term, it is anticipated that PTC technology will provide UP and BNSF with benefits in Wyoming, including the potential for increased line capacity and reduced operating costs.

2.1.6.3 Rail Security

The focus of rail security has changed markedly since the terrorist attacks against the United States on September 11, 2001. In response to potential future terrorist threats to the nation's multimodal transportation network, new federal agencies have been established to oversee and provide assistance to ensure security. This section addresses specific rail security issues and the State of Wyoming's involvement in rail security procedures.

Federal and State Roles in Rail Security

The primary agencies responsible for security related to transportation modes in Wyoming are the U.S. Department of Homeland Security and Wyoming Homeland Security. The U.S. Department of Homeland Security has addressed transportation security largely through identifying critical infrastructure assets, developing protection strategies for these assets, and developing emergency management plans. On the federal level, the U.S. Department of Homeland Security addresses rail system security in the following ways:

- Training and deploying staff and assets for high-risk areas
- Developing and testing new security technologies
- Performing security assessments of systems across the country
- Providing funding to state and local agencies

Wyoming's railroads are eligible to apply to the U.S. Department of Homeland Security for Freight Rail Security grants.

AAR is cooperating with the U.S. Department of Homeland Security and other federal agencies in the Rail Security Task Force. This task force developed a comprehensive risk analysis and security plan for the nation's rail system that includes:

- Database of critical railroad assets
- Assessments of railroad vulnerabilities
- Analysis of the threat of terrorism
- Calculation of risks and identification of countermeasures

The private railroad sector maintains communications with the U.S. Department of Defense, the U.S. Department of Homeland Security, the U.S. Department of Transportation, the Federal Bureau of Investigation, and state and local law enforcement agencies on all aspects of rail security.

The lead state agency for rail security in Wyoming is Wyoming Office of Homeland Security, which works in cooperation with the U.S. Department of Homeland Security to provide services and protect facilities deemed critical to the nation and state.

The Wyoming Office of Homeland Security sets forth the State's role in hazards-incidents management and the responsibilities of local and state governments in the 2013 Wyoming State Operations Plan (SOP). According to the SOP, Wyoming DOT is responsible for two Emergency Support Functions (ESF): Transportation (ESF No. 1) and Communication (ESF No. 2).

- In ESF No. 1, Wyoming DOT is the coordinating agency and primary agency. Wyoming DOT and support agencies provide assistance in domestic incident management as it pertains to transportation.
- In ESF No. 2, Wyoming DOT is a primary agency, and its role is to help coordinate communication and support to local governments during an emergency.

Strategic Rail Corridor Network

The Strategic Rail Corridor Network (STRACNET) is a 38,800-mile interconnected network of the rail lines that are most important to national defense, as identified by the U.S. Military Surface Deployment and Distribution Command's Transportation Engineering Agency. Key rail lines throughout Wyoming are included in STRACNET, including the following segments:

- **UP:** Nebraska–Wyoming border at Pine Bluff, Wyoming, to the Wyoming–Utah border at Evanston, Wyoming (via Cheyenne, Laramie, Rawlins, and Green River)
- **UP:** Granger, Wyoming, to the Wyoming–Idaho border at Border, Wyoming (via Kemmerer)
- **UP:** Borie, Wyoming (near Cheyenne) to the Wyoming–Colorado border near Gleason, Wyoming
- **BNSF:** South Dakota–Wyoming border near Newcastle, Wyoming, to the Wyoming–Montana border near Parkman, Wyoming (via Gillette and Sheridan)

In addition to providing mainline routes for defense purposes, these lines also provide access to major defense contractors and logistics sites that are critical to national defense activities.

2.1.7 Rail Transportation Impacts in Wyoming

In 2003, the American Association of State Highway and Transportation Officials (AASHTO) published the *Freight-Rail Bottom Line Report* in order to present AASHTO's views regarding freight railroads. The report concludes that railroads "make a significant contribution to the national economy and the economies of most states."³ The report describes economic benefits in terms of operational cost savings, reduced highway use

³ "Transportation: Invest in America: Freight-Rail Bottom Line Report," American Association of State Highway and Transportation Officials (AASHTO), Forward page

and congestion, and improved connectivity with international trade. The report also describes the significant environmental benefits of rail transportation.⁴

As stated by AAR, “America’s railroads account for 40 percent of intercity freight volume—more than any other mode of transportation—and provide the most efficient and affordable freight service in the world. Every year, America’s freight railroads save consumers billions of dollars while reducing energy consumption and pollution, lowering greenhouse gas emissions, cutting highway gridlock, and reducing the high costs of highway construction and maintenance.” The AAR paper *The Economic Impact of America’s Freight Railroads*, dated April 2013, also provides data on American jobs provided by freight railroads and their suppliers and on other economic and environmental benefits provided by freight railroads, such as:

- Enhancing global competitiveness
- Providing fuel efficiency four times that of trucks, on average
- Reducing greenhouse gas emissions
- Reducing highway congestion
- Reducing highway maintenance costs
- Improving productivity

Rail transport plays a key role in the economic vitality of Wyoming’s mining industries. The ability to move coal by rail supports jobs and reduces the environmental impact of the shipment of these materials. This efficiency extends to agricultural products as well.

2.1.7.1 Rail Economic Impacts

Rail service plays a crucial role in Wyoming’s economy. Coal accounted for the largest share of both tonnage and value of freight moved by rail in 2011.⁵ Mining industries, which include coal and employed 11.4 percent of wage and salary workers in Wyoming in 2011,⁶ depend on rail to move goods into and out of the state as efficiently as possible. These mining industries generated nearly one-third, or \$11.6 billion of the \$33.0 billion, of Wyoming’s gross domestic product (GDP) in 2011.⁷ This is a crucial component of the Wyoming economy that is critically dependent on rail.

These employment and gross state product numbers consider only the direct impacts of the industry and do not consider the indirect or induced impacts, which also improve the economy. In 2011, Wyoming mining workers earned more than \$3 billion in direct wages. These wages were then at least partially spent in the local economy, thereby indirectly supporting other industries and thus playing a key role in Wyoming’s economy. According to the Wyoming Department of Research and Planning,⁸ the mining industry is projected to add more than 11,000 new jobs between 2012 and 2022.

⁴ “Transportation: Invest in America: Freight-Rail Bottom Line Report,” pages 26–29

⁵ Freight Analysis Framework Provisional 2011 data

⁶ Bureau of Economic Analysis

⁷ Ibid.

⁸ “Occupational Projections 2012 to 2022,” Wyoming Department of Research & Planning, July 2013

Rail also plays a key role in the movement of chemicals and moved more than 75 percent of the chemicals exported from Wyoming in 2011. Chemical manufacturing accounted for \$468 million of Wyoming's GDP in 2011 and supported nearly 11,000 manufacturing jobs.

2.1.7.2 Sustainable Land Use and Economic Development Impacts

Long-term sustainability, including the protection of natural resources and the environment, is a key to the future. Wyoming has vast amounts of open space and a relatively small, but growing, population. It is important that future development takes place in a thoughtful, efficient manner. Integration of rail transport into this development will allow the character of Wyoming to remain as development continues.

Rail is relatively less land-intensive than other modes of transportation such as highways, and there is already an extensive rail network in Wyoming. Using, maintaining, and improving this existing network will allow continued growth in the mining and agricultural industries while maintaining the characteristics that make Wyoming a desirable place to live. This will also allow the potential for additional freight to be moved by rail to potentially mitigate some of the highway-related transport issues associated with weather closures on Wyoming roads. Climate-change impacts have the potential to increase these weather-related issues along the highway, and maintaining the rail network is one way to potentially mitigate detrimental effects.

The rail network is a central part of Cheyenne as it exists today, and the City has enacted a long-term plan, Plan Cheyenne, that demonstrates an intermodal vision that integrates parks, open spaces, transportation, and land use to create a livable, sustainable community that supports multimodal transportation. The plan seeks to integrate safe pedestrian and bicycle travel into the existing community while also improving bridges and crossings over rail lines and other barriers to improve safety and connectivity within the city. This type of plan will create a sustainable community while supporting multimodal transportation.

2.1.7.3 Energy Use and Costs

Railroad carriers are continually working to improve fuel efficiency, having achieved more than an 80-percent increase between 1980 and 2007.⁹ There is considerable evidence that rail transport is already less energy intensive and more cost efficient than highway transport. This applies to both passenger and freight transport, but the primary rail movements in Wyoming are freight related. According to AAR, U.S. freight railroads moved 1 ton of freight 476 miles on 1 gallon of diesel fuel in 2012—four times the efficiency of truck travel. Additionally, AASHTO has found that, for every 1 percent of long-haul freight moved by truck, a savings of 111 million gallons of fuel per year could be realized if the freight were switched to rail.

The 2003 *Freight-Rail Bottom Line Report* provided a case study on a rail corridor extending from the coal fields in the Powder River Basin in Wyoming to power plants in the Midwest and South. This study states that, if rail volumes follow a no-growth pattern rather than a baseline pattern, which implies minor capacity improvements to meet future demand, 77 million tons or 72.8 billion ton-miles will be shifted from rail to truck by 2020 along this corridor. Conservatively assuming that rail is only three times more efficient than truck, this would result in an additional 459 million gallons of diesel fuel consumption just from freight diverted along this corridor.

⁹ "Freight Railroads & Greenhouse Gas Emissions," Association of American Railroads, June 2008

Beyond diesel consumption, AAR states that there are efforts underway to find alternate fuel sources for locomotives. These alternate fuel sources provide potential opportunities for further increases in fuel efficiency that would reduce the intensity of energy use associated with rail.

2.1.7.4 Environmental Damage and Costs (Air Quality)

The January 2011 U.S. Government Accountability Office report GAO-11-134, *Surface Transportation: A Comparison of the Costs of Road, Rail, and Waterways Freight Shipments That Are Not Passed On to Consumers*, provides considerable information regarding the economic and environmental impacts of the major modes of U.S. freight transportation.

GAO-11-134 calculates national environmental damages and costs per million ton-miles by mode for three greenhouse gas emissions: fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}), nitrogen oxides (NO_x), and carbon dioxide (CO₂). The report states that the largest number of ton-miles is moved by truck, and trucks also had the highest rates of emissions per ton for each of the emissions. The total value per million ton-miles, in 2010 dollars, is \$41,480 for trucks and \$6,710 for rail.¹⁰ Thus one can say, for the state of Wyoming or for any other state, that rail transportation's economic and environmental impacts are considerably more benign than those of highway transportation.

2.1.7.5 Accident Rates and Costs

Rail is one of the safest modes of transportation. GAO-11-134 states that, on a billion-ton-miles basis, rail transportation results in considerably fewer injuries or fatalities in comparison with trucking, and injuries per billion ton-miles are 16 times higher with trucks compared with trains.¹¹ The National Highway Traffic Safety Administration reported at least 32,000 highway-related deaths and more than 2 million injuries in the United States each year from 2008 through 2012. Although the number of highway fatalities in Wyoming has been decreasing every year, there were still 123 in 2012. Of the 123 fatalities in 2012, 21 percent, or 26 crashes, involved at least one large truck.

Freight-rail transportation is a very safe mode of transport, and safety improvements are continually being made. All reportable accidents have declined by nearly 29 percent from 2004 to 2013. In 2013 there were only 1,942 reported rail accidents of any kind (derailment, collision, crossing incidents, fires on freight, passenger, or not-reported rail type), and, of these accidents, there were 25 freight-related fatalities and 131 freight-rail injuries.¹² In Wyoming, there was only one rail-related injury accident and no fatalities in 2013. Additional Wyoming and U.S. rail safety data are presented earlier in this chapter.

GAO-11-134 highlights the differences in safety between rail and truck transport on a ton-mile basis using data from 2003–2007. During this period, truck accidents in the United States greatly outnumbered rail accidents, with averages of 5,069 truck accidents with 111,800 injuries compared to 683 rail accidents with 5,747 injuries. Overall, the average number of fatalities per billion ton-miles of freight transported by rail was 15 percent that

¹⁰ This excludes values for CO₂, since damages per ton were not available.

¹¹ GAO-11-134, January 2011, Table 8, page 49

¹² Note that this excludes passenger incidents and not-reported rail types.

of trucks (0.39 for rail compared to 2.54 for trucks). Injuries per billion ton-miles show an even starker difference, with rail injuries at a rate of 3.32 for rail and 56.05 for trucks.

2.1.7.6 Livable and Sustainable Communities (Land Use)

Livability is a combination of attributes that determine how attractive a certain place is to live. These attributes try to tie quality and location of transportation facilities to access to broader opportunities such as good jobs, affordable housing, quality schools, safe streets, green space, clean air and water, and other similar characteristics. The transportation system and its impacts on the environment play a vital role in connecting these opportunities and characteristics and influence a person's assessment of overall livability in a particular area.

Though rail does generate pollution and noise impacts that adversely affect community areas, these effects are generally less than those from highway and truck traffic. As previously mentioned in Section 2.1.7.4, Environmental Damage and Costs (Air Quality), the emission impacts associated with rail are less than those associated with trucks. Noise pollution varies, since there is a federal requirement that rail operators sound a horn as notification on approaching and entering highway-rail crossings. Although this is a regulation, the rail industry is working on measures to reduce the overall noise impacts of trains. These measures include removing grade crossings and implementing rail quiet zones, where the engineer is not obligated to sound the horn approaching the crossing, except in cases of emergency. These quiet zones are typically implemented by the community subject to FRA specifications. Typical means of implementing the quiet zones include street closures and four-quadrant gates, among other means of increasing the safety of the area. Once these measures have been implemented, the engineer is required to sound the horn only if he or she feels that it will rectify an unsafe situation.

The livability of communities can be enhanced by freight rail if it provides efficient transport of goods and access to centers of economic activity. This is particularly true in Wyoming, where rail is the primary and most efficient means of moving coal. Other key industries also rely on freight to most efficiently move goods. Preserving and expanding the rail network in Wyoming to allow the most efficient delivery of goods increases the overall livability and sustainability of the state. Using rail freight transport instead of truck transport can provide lower shipping costs, greater reductions in fuel consumption, lower environmental emissions, fewer accidents, and less noise disruption.

2.1.7.7 Congestion Mitigation

Shifting freight movement from the highways to the rails reduces overall congestion on roads, thereby increasing mobility for all users. This is particularly true on the Interstate 80 corridor in Wyoming, where nearly half of the vehicles on the road are trucks. Reducing the number of trucks on the road would decrease congestion while simultaneously increasing safety. Congested roads are inefficient roads; they increase the costs to shippers, and shippers ultimately pass these costs on to consumers.

Maintaining and improving capacity on the rails is essential to meet future demand and prevent a modal switch from rail to highway. As stated in the *Freight-Rail Bottom Line Report*, if nothing is done to maintain rail capacity along the Powder River Basin corridor, coal shipments will be diverted to truck, leading to increased highway congestion, emissions, and safety risks.

2.2 Wyoming's Existing Rail System: Trends and Forecasts

This section describes the trends that will affect the need for rail in Wyoming in the future. These trends include demographic and economic growth factors and industrial-sector trends and projections that will affect the future demand for rail service. The following discussion provides the historic basis for rail service and identifies the future rail needs for Wyoming.

2.2.1 Demographic and Economic Growth Factors

This section describes the demographic and economic trends and projections for Wyoming, including an industrial outlook for the major rail-transporting sectors.

2.2.1.1 Population

Though Wyoming is the 10th-largest state in terms of land mass, it has the smallest population of any U.S. state at 582,658 residents as of July 1, 2013. The population of Wyoming increased 3.4 percent between 2010 and 2013, compared to the U.S. population increase of 2.4 percent during that period.¹³ This growth trend is expected to continue into the future with a projected population of 668,830 by 2030,¹⁴ which is a 15-percent increase over the 2013 population estimate.

The median age in Wyoming is slightly below the national average (36.9 years compared to 37.4 years).¹⁵ Nearly 92 percent of the population over the age of 25 graduated from high school, with 24.7 percent earning a bachelor's degree or higher. The high school graduation rate is higher than that of the United States as a whole, though the share of people with a higher level of education is slightly lower.

2.2.1.2 Employment

Wyoming had an average civilian labor force of 301,560 people from 2008 to 2012. During this period, the average number of people employed was 284,703, leading to an average unemployment rate of 5.6 percent.¹⁶ Total employment is expected to increase to 334,733 workers by 2022.¹⁷

2.2.1.3 Personal Income

Workers in Wyoming earned a total of \$13.49 billion in wages in 2012, with average weekly earnings of \$870.¹⁸ Wyoming had an average per-capita personal income of \$50,567 in 2012.¹⁹

¹³ United States Census Bureau: State and County Quick Facts

¹⁴ Wyoming Department of Administration & Information, Economic Analysis Division, October 2011

¹⁵ United States Census American Community Survey 2012 1-year estimates

¹⁶ www.wyomingatwork.com

¹⁷ "Occupational Projections 2012 to 2022"; Research and Planning Wyoming DWS; Published July 2013

¹⁸ U.S. Bureau of Economic Analysis

¹⁹ Ibid.

2.2.1.4 Industrial Outlook by Sector

Few states or nations have the diversity and abundance of natural resources present in Wyoming. This section discusses key industry sectors in Wyoming that are supported by rail transportation and provide the majority of rail tonnage originating in Wyoming. This section also discusses emerging energy sectors that could contribute to rail traffic in Wyoming.

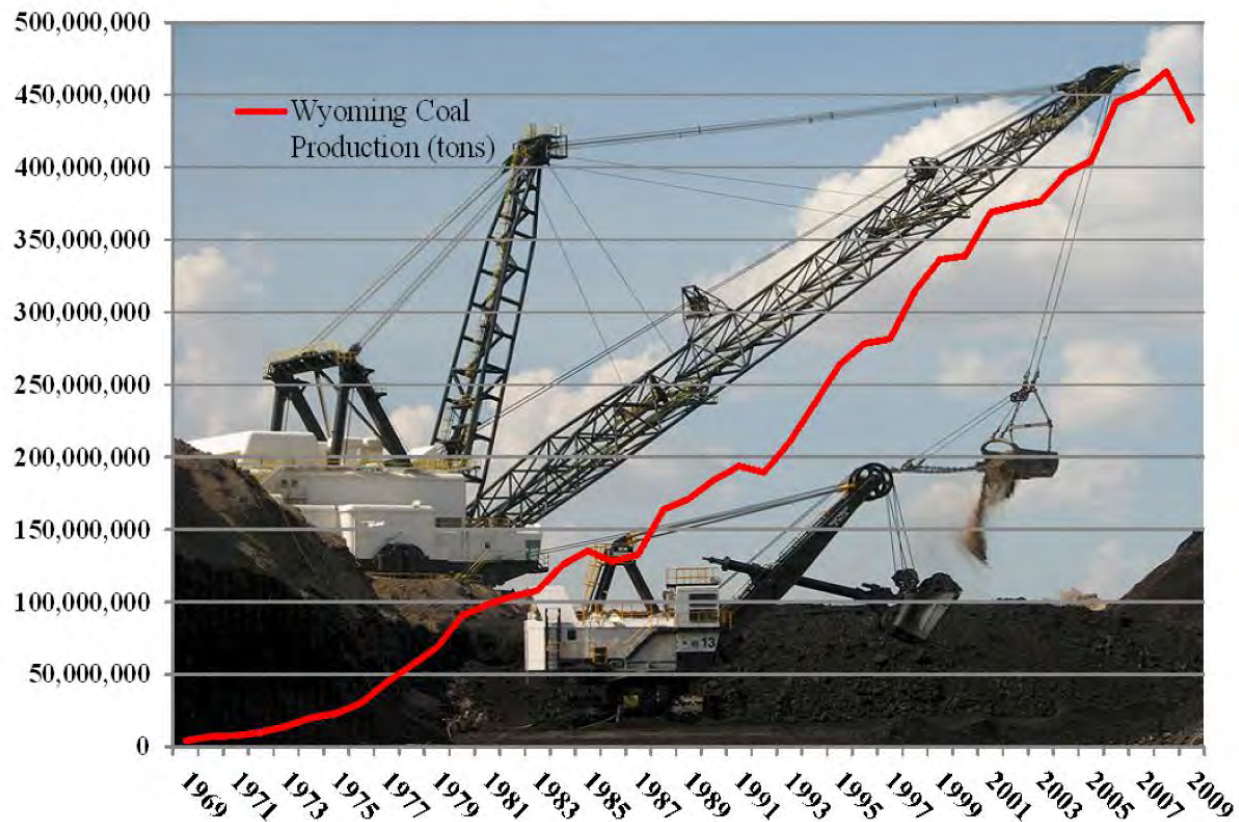
Coal

Coal was about 43 percent of the total tonnage moved by U.S. railroads in 2011 and generated gross Class I rail revenues of \$16.1 billion from its transportation.²⁰ Wyoming and unprecedented coal production have become synonymous during the last 40 years, and this combination has eclipsed coal extraction in once-dominant historic mining regions in the East. Over 6.5 billion tons of Wyoming coal have been mined since 1994, and Wyoming continues to be the largest coal-producing state in the United States. In 2012, more than 401 million tons of coal were extracted from 17 surface mines and one underground mine in nine of the state's 23 counties, according to the Wyoming State Geological Survey. Wyoming produces 39 percent of the U.S. domestic supply of coal, which is more coal than originates in the next six largest coal-mining states combined. Wyoming mined its 10 billionth ton of coal in May 2013.²¹ Figure 2-13 below tracks Wyoming's historic coal-production rates.

²⁰ Association of American Railroads: Railroads and Coal, June 2012

²¹ Coal Age online news, "Wyoming Coal Strikes Historic Milestone," May 3, 2013

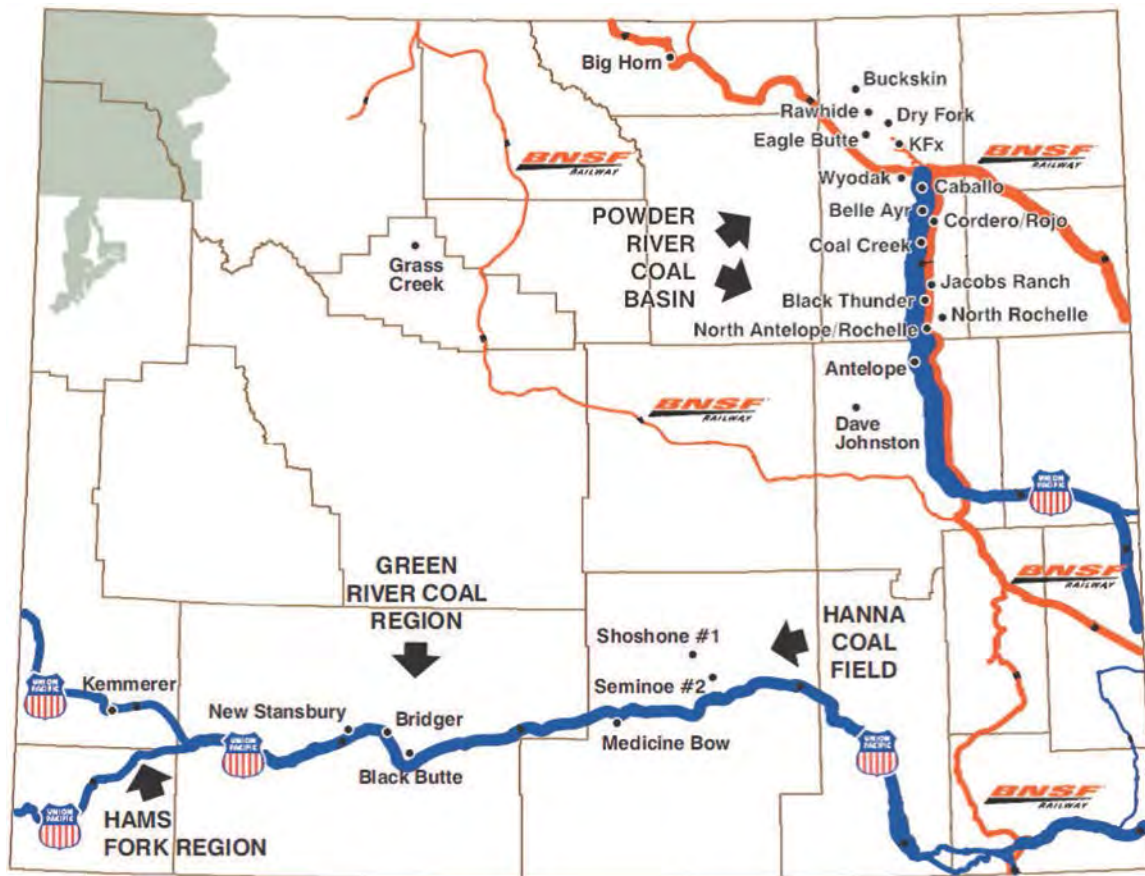
Figure 2-13: Wyoming Coal Production, 1969–2009



Source: Wyoming Mining Association, 2010

Over half of the state lies on top of coal deposits of one type or another, but the coal deposits in the Southern Powder River Basin region underlying northeastern Wyoming supply most of the coal in the state and provide the largest single source of rail traffic to Class I railroads in the United States and Wyoming (coal accounted for about 96 percent of rail freight traffic that originated in Wyoming in 2010). In 2012, for example, 74 percent of the coal shipped by UP originated in the PRB region. Coal is also extracted from the Green River and Hanna Basins in southern Wyoming in much smaller volumes. Most coal is mined in Butte, Campbell, Carbon, Converse, Sheridan, and Sweetwater Counties. Figure 2-14 below shows the locations in 2010 of Wyoming coal regions and coal mines in relation to the Class I networks (BNSF and UP) that provide transportation.

Figure 2-14: Wyoming Class I Railroads and Major Coal Mines



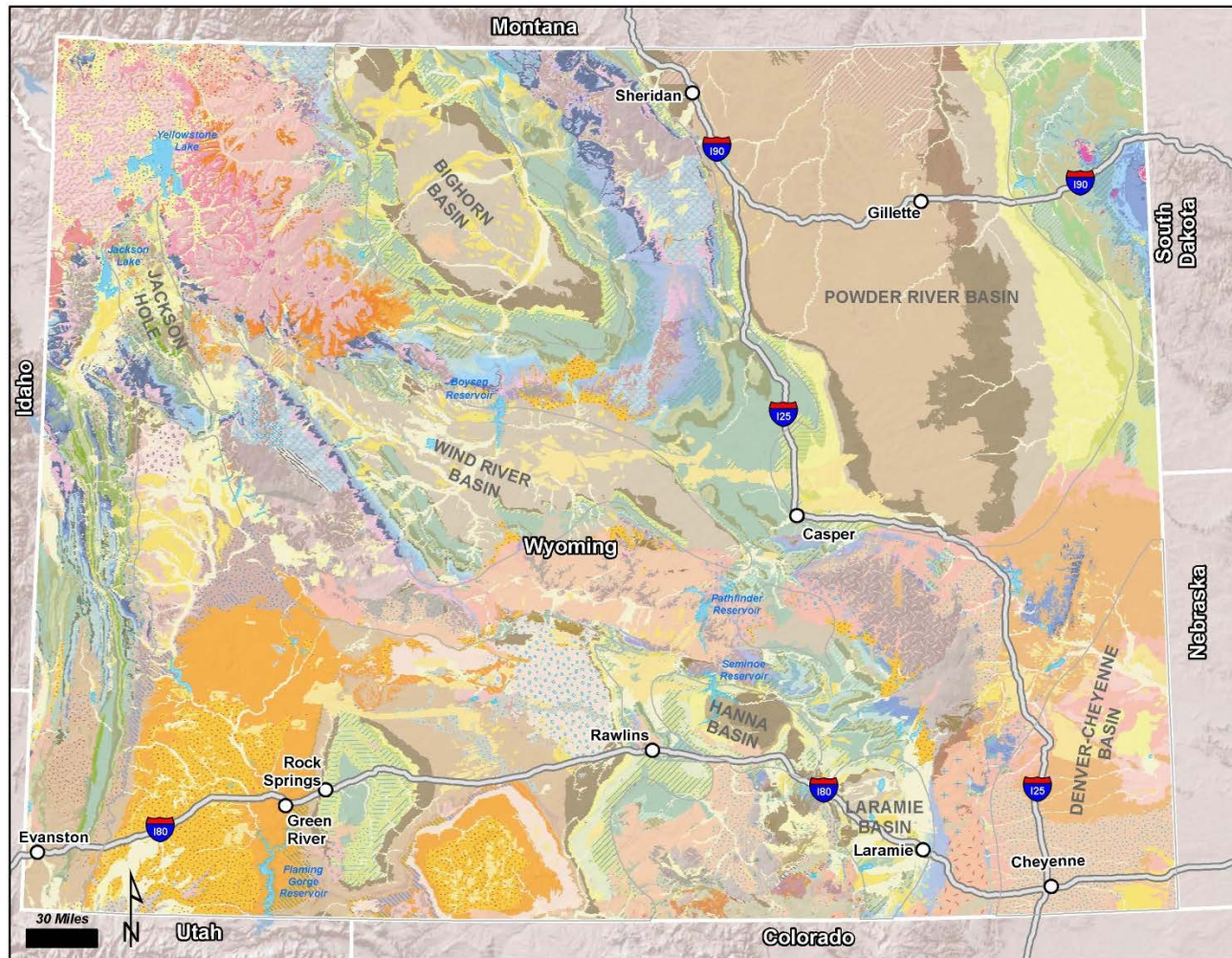
Source: Wyoming Department of Transportation and Wyoming Mining Association

Sub-bituminous coal from the PRB region has relatively high BTU (energy output in British thermal units) and low sulfur and ash content and complies generally with Clean Air Act regulations for consumption in the energy market. Wyoming coal is overwhelmingly shipped to power plants in other states (primary destinations include utilities in Illinois, Missouri, and Texas), where it is used to create steam to generate electricity. About 99 percent of Wyoming coal was consumed in the United States, with the balance exported to international markets in 2012, according to the Wyoming State Geological Survey. Not all coal leaves Wyoming; intrastate coal movements from mines to electricity-producers elsewhere in the state are a large component of the traffic flow for this commodity.

The volume and longevity of the full coal reserve in the PRB of northeastern Wyoming and adjacent southeastern Montana has been a subject of conjecture since the region was first exploited for coal in the 1970s. The answer depends on the depth and geographic location of the deposits and whether they are technically or economically feasible to recover, sell, and transport. The answer also depends on evolving environmental regulations that could reduce the domestic market for PRB coal. In 2013, the U.S. Geological Survey (USGS) reported that the entire bi-state PRB region, which is the largest coal-production region in the world, has about 162 billion short tons of recoverable coal from a total of 1.07 trillion short tons of in-place

resources.²² For the Wyoming portion only, USGS estimates 855 billion tons of original in-place resource, a coal availability of 768 billion tons, and recoverable coal at about 127 billion tons. Figure 2-15 below shows resource deposits in 10 coal fields in Wyoming.

Figure 2-15: Wyoming Coal Map



Source: Wyoming State Geological Survey

BNSF and UP reported that coal traffic in 2012 declined over 2011 levels, and this decline was attributed to coal stockpiling during an unseasonably warm winter and low natural gas prices, both of which displaced some coal used in the generation of electricity. In the case of UP specifically, the carrier reported that its 2012 coal traffic declined 14 percent below 2011 levels, largely as a result of the aforementioned causes.

²² United States Geological Survey: *Assessment of the Coal Geology, Resources, and Reserve Base in the Powder River Basin*, Fact Sheet 2012-3143

Agricultural Products

Wyoming's crop production is small compared to that of neighboring Midwestern states. According to National Agricultural Statistics Service data from 2011, Wyoming's top agricultural commodities in terms of production are hay, corn, barley, beans, wheat, and sugar beets in the crop category. The state's modest yields do not produce the consistent, heavy-volume grain shipment opportunities required to support shuttle-train loading facilities. These facilities are common in the Midwestern states and can rapidly assemble a full unit train for delivery to a single destination.

Rail-served elevators with more-traditional loading capacities and operations are clustered predominantly in the eastern part of the state. Table 2-33 below lists all such facilities in Wyoming.

Table 2-33: Wyoming Grain Elevator Facilities

Location	Operator	Railcar Capacity	Rail Carrier
Albin, WY	Champ LLC	25	UP
Basin, WY	Big Horn Cooperative Marketing Association	8	BNSF
Burns, WY	Farmers Elevator Company	25	UP
Coors Spur, WY	Adolph Coors	21	BNSF
Garland, WY	ADM Edible Bean Specialties	3	BNSF
Gillette, WY	Farmers Coop Association	10	BNSF
Lindbergh, WY	Farmers Elevator Company	4	UP
Lingle, WY	Elevator	2	BNSF
Lovell, WY	Western Sugar	48	BNSF
Manderson, WY	Yellowstone Bean Company	5	BNSF
Pine Bluffs, WY	Farmers Elevator Company	50	UP
Pine Bluffs, WY	Pine Bluffs Feed and Grain	5	UP
Powell, WY	Big Horn Cooperative Marketing Association	12	BNSF
Powell, WY	Treasure Valley Seed Company	12	BNSF
Ralston, WY	Riverland Ag Corp.	26	BNSF
South Torrington, WY	Yoder Wyoming Grain	10	UP
Torrington, WY	Kelley Bean Company	5	BNSF
Torrington, WY	Panhandle Co-Op	4	BNSF
Torrington, WY	Western Sugar	4	BNSF
Worland, WY	Adolph Coors	15	BNSF

Source: BNSF, UP, Wyoming Business Council, and Yoder Wyoming Grain

Clay, Concrete, Glass, and Stone Products

Bentonite is dense clay with unique chemical properties that allows it to swell up to 18 times its original dry mass when it is saturated by water. Its primary ingredient, hydrous silicate of alumina, attracts and retains water molecules to its negatively charged side, which accounts for this unusual phenomenon. The clay is named after the Benton Formation in Wyoming where it was first commercially discovered. Major exploitation and processing of the material began in the 1920s.

In the early years of production, it was used as a sealant and in the manufacture of foundry molds, cosmetics, and drilling mud. In subsequent years, it was discovered to be an effective binder with a low-grade iron ore known as taconite and was mixed together to form small pellets which allowed efficient transportation of taconite from mines to steel mills via rail and ship. Wyoming has about 70 percent of the world's known supply of this clay and is the number-one bentonite-producing state in the United States.

According to 2011 data from USGS, bentonite produced in the United States was used in the following manner: 30 percent for absorbents, 26 percent for drilling mud, 13 percent for iron ore pelletizing, 12 percent for foundry sand bonds and castings, and 19 percent for miscellaneous uses including animal feed, groundwater control, sealing agents, and the manufacture of cat litter and cosmetics.

In 2008, Wyoming produced just over 4 million tons of bentonite,²³ and the industry was expected to boom since the material is a building block in the rebounding consumer goods market as well as the surging domestic oil industry. Principal bentonite-producing areas are located in north-central and northeastern Wyoming in Big Horn, Crook, Hot Springs, Johnson, Natrona, Washakie, and Weston Counties. BNSF and Canadian Pacific Railway (CP) serve the bentonite production areas and handle this rail traffic out of Wyoming.

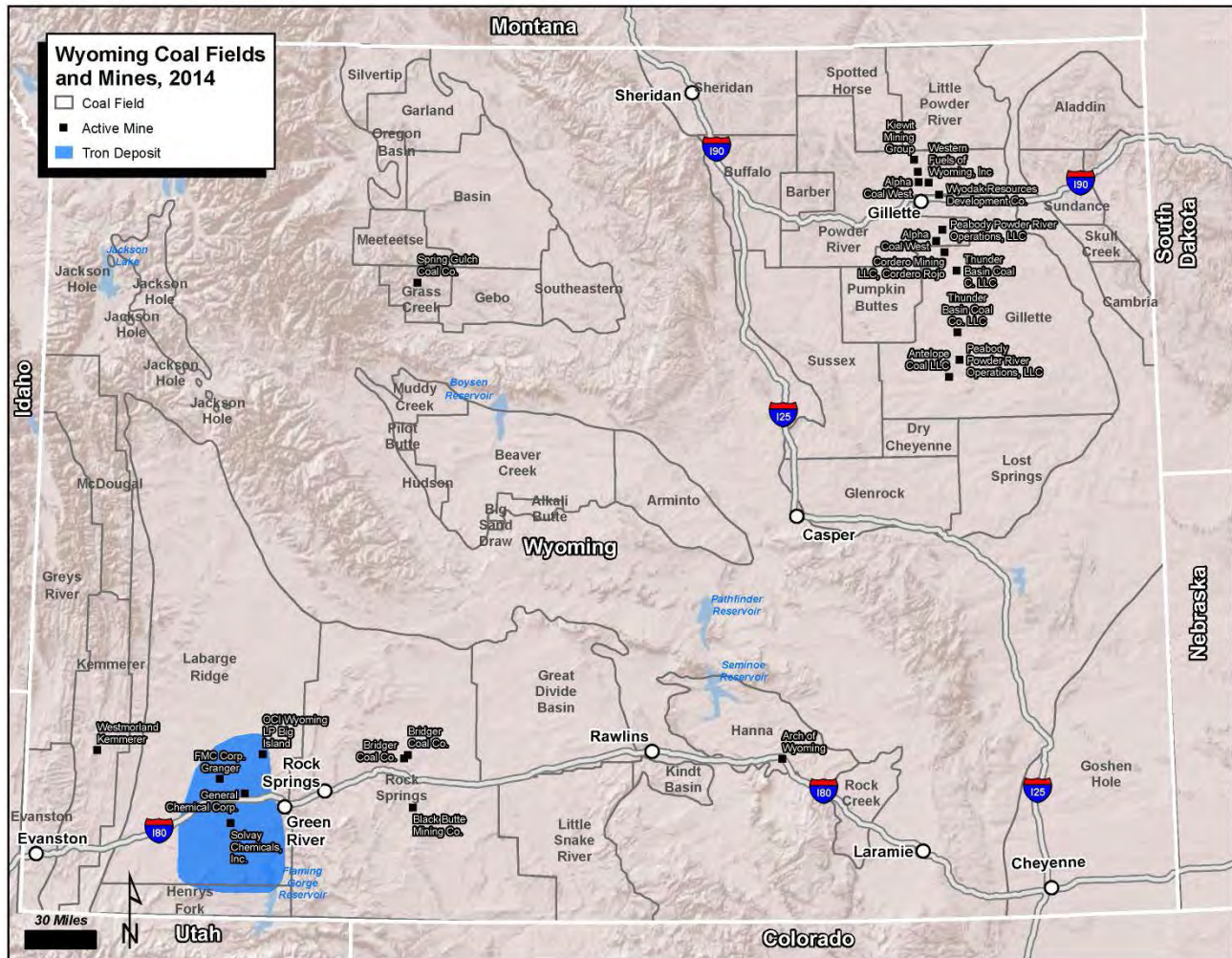
Trona and Soda Ash

The largest trona deposits in the world, estimated to be as voluminous as 127 billion tons, are found in Wyoming. Over 40 separate trona beds are located predominantly in Sweetwater County in the southwestern corner of the state. These sodium-rich deposits were created about 50 million years ago from volcanic ash and minerals left behind as sediment when ancient Lake Gosiute, covering 15,000 square miles of Wyoming's Green River Basin, evaporated. Trona was first mined in the state in 1947, and today four companies operate five total mines in the state. Figure 2-16 below shows the location of trona deposits and underground mines.

After mining, trona ore is processed into sodium carbonate or soda ash (about 1.5 lb of trona yields 1 lb of soda ash). According to 2011 data from USGS, 90 percent of U.S. soda ash is produced in Wyoming, and, of that volume, 48 percent is used in glass production, 29 percent in chemical manufacturing, 10 percent to make soaps and detergents, 5 percent for distributors, 4 percent for flue gas desulfurization, 2 percent for pulp and paper, and 2 percent for miscellaneous uses, including water treatment. According to the Wyoming Mining Association, the state produced nearly 17 million tons of trona in 2011, and about half of which was exported to international markets. About 95 percent of Wyoming's soda ash rail traffic is handled by UP, whose mainlines overlay the primary trona production areas.

²³ United States Geological Survey, *Wyoming 2008 Minerals Yearbook*, July 2012

Figure 2-16: Trona Deposits and Mines in Wyoming



Source: Wyoming State Geological Survey

Sulfur

Sulfur is obtained from various sources, primarily during the processing of natural gas and refining of crude oil.

USGS, which produces an annual yearbook, reports that global demand for sulfur, which is used in fertilizer production and myriad other industrial uses, remains strong. Its major derivative, sulfuric acid, is one of the most important industrial materials.²⁴ In 2011, 649,000 metric tons (715,198 short tons) of sulfur were shipped from Wyoming.²⁵

The 2004 Wyoming Rail Plan reported a total origin rail tonnage from Wyoming of 1,638,000 tons and suggested that total rail sulfur movements would remain flat or decline over time. This prediction has held true, inasmuch as sulfur movements from Wyoming have declined.

²⁴ U.S. Geological Survey (USGS) 2011 Minerals Yearbook, page 74.1

²⁵ USGS *op. cit.*, Table 2, page 74.8

The principal sulfur-producing counties in Wyoming are Carbon, Fremont, Laramie, Lincoln, Natrona, Park, Sweetwater, and Uinta Counties. Nearly all of the sulfur produced in Wyoming is transported by rail.

Natural Gas

Wyoming generated 9 percent of marketed natural gas in the United States in 2011, according to the U.S. Energy Information Administration (EIA). EIA's *Annual Energy Outlook 2013* projections include continued increasing production of natural gas, primarily shale gas, based on improved drilling efficiencies and increased demand for exports. Furthermore, relatively high prices for crude oil have encouraged the hydraulic fracturing ("fracking") of shale plays, which results in the extraction of both crude oil and natural gas.

The recently developed hydraulic fracturing process—which has made available underground gas and oil previously deemed unrecoverable—has been a phenomenal success. Shale gas formations underlie portions of Wyoming.

As one news article reported, "The U.S. market for fossil fuels is getting crowded, now that drilling advances have unlocked enormous new supplies of oil and gas from shale-rock formations." This "holds big implications for foreign trade, national security, and the environment. U.S. natural-gas output in 2012 far exceeded demand, causing prices to hover near the lowest levels in a decade. The boom may turn the U.S. into a major natural-gas exporter."²⁶

Oil

In the United States, oil is used mostly for transportation or home heating purposes, although a small percentage is used as fuel for electricity-generating plants.²⁷

AAR reports that petroleum products (and coal products) accounted for only 816,000 tons originated by rail in 2011, the latest data available on AAR's website. However, movements of crude oil from Wyoming origins are increasing as a result of recently developed hydraulic fracturing techniques which have changed the face of U.S. domestic oil and natural gas production.

Permitting has been issued for several new crude oil facilities across Wyoming in response. Table 2-34 below provides information about the unit train oil loading facilities under development in Wyoming and their connections to the state rail network.

²⁶ "Abundance of Oil, Natural Gas Is Upending Fuel Markets," *Wall Street Journal*, January 2, 2013, page A8

²⁷ U.S. Environmental Protection Agency website, July 2013

Table 2-34: New Wyoming Crude Oil Loading Facilities

Location	Name of Terminal	Status	Developer	Anticipated Production	Rail Access
Casper, WY	Casper Logistics Hub	Anticipated completion 2014	Cogent Energy Solutions / Granite Peak Development	Storage for 900,000 barrels of crude initially, which can be expanded to 3 million; capable of loading two 118-car trains simultaneously	BNSF (via BDW)
Douglas, WY (north of, along the BNSF Orin Subdivision)	Pronghorn Rail Facility	Anticipated completion 2014	Genesis Energy	Unknown	BNSF, UP
Douglas, WY (south of, along the BNSF)	Douglas Rail Terminal	Operational 2014	Enserco Midstream / Inergy Midstream	Rail-loading capacity of 60,000 barrels of crude oil per day, with expansion capacity to 120,000 barrels; loads unit trains	BNSF
Fort Laramie, WY	Eighty-Eight Oil	Operational 2014	Eighty-Eight Oil	Will tie into existing facility with 2-million-barrel oil-storage capacity; terminal expected to load 80,000 barrels per day, but can increase production; will have three loop tracks for unit trains and the capability to load two trains simultaneously	BNSF
Wright, WY	Black Thunder Terminal	Anticipated completion late 2013	Meritage Midstream Services / Arch Coal	Terminal is expected to load about 10,000 barrels per day but can increase production to 120,000 barrels per day	BNSF

Source: Wyoming Business Report, Eighty-Eight Oil, Business Wire, and various oil company websites

Two of the facilities being constructed in Wyoming are particularly noteworthy. First, the Eighty-Eight Oil facility, once it is operational, will be the first rail transloading installation capable of loading multiple types of crude, including oil from the Williston Basin (Bakken Shale), Powder River Basin (Niobrara Shale), Southwest Wyoming, Big Horn Basin, and Canada. The facility will tie into Eighty-Eight Oil's existing pipeline infrastructure, which receives crude from the Butte, Belle Fourche, Platte, and Rocky Mountain pipelines. Second, the Pronghorn Rail Facility being constructed along the joint BNSF/UP Orin Subdivision north of Douglas will be the only one in the Powder River Basin region with access to the BNSF and UP networks.

Oil Shale

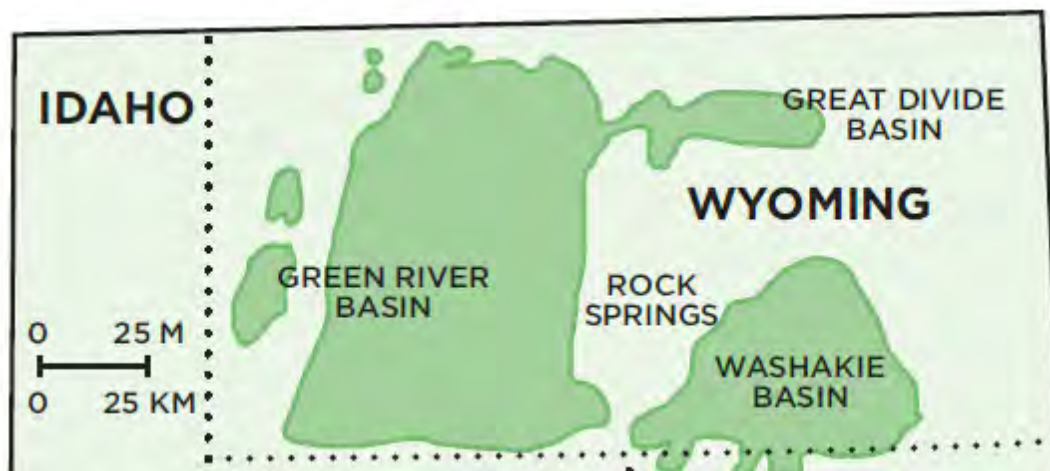
Oil shale is a sedimentary rock containing kerogen, which is heated to create liquid oil. Advancements in production technology have made it economically viable and within environmental regulations to exploit these resources.

Much has been written in recent times about gas and oil extracted from underground shale formations by the U.S.-developed process of hydraulic fracturing (also called “fracking”). This development has resulted in some observers saying that the United States might have all the fuel needed for its energy needs for many years to come, and, furthermore, that the United States is now able to export these fuels to other countries.

EIA has reported large increases in U.S. crude oil production as a result of hydraulic fracturing. The International Energy Agency reported that “the U.S. could overtake Saudi Arabia and Russia to become the world’s largest oil producer by 2020.”²⁸

The United States is ranked as the number-two country with technically recoverable shale oil resources, at 58 billion barrels of shale oil.²⁹ Figure 2-17 below shows the oil shale basins of southwestern Wyoming.

Figure 2-17: Oil Shale Basins of Southwestern Wyoming



Source: American Petroleum Institute

²⁸ “Oil Output Near 15-Year High: Fueled by Fracking, U.S. Production Averaged 6.5 Million Barrels in September,” *Wall Street Journal*, December 5, 2012, page B2

²⁹ U.S. Energy Information Administration, *Technically Recoverable Shale Oil and Shale Gas Resources: An Assessment of 137 Shale Formations in 41 Countries Outside the United States*; June 10, 2013

Coal Bed Methane

Coal bed methane is a form of natural gas extracted from coal beds before coal is mined. It has been identified as a relatively clean-burning source of energy. Methane is the primary energy source of natural gas. Coal bed methane has in recent decades become an important source of natural gas. It is a relatively untapped energy source, with extensive reserves in the United States. Methane from unmined coal is recovered through drilling vertical or horizontal wells into the coal seam. EIA data indicate that, in 2010, Wyoming was the leading producer of coal bed methane.

EPA sponsors a voluntary Coalbed Methane Outreach Program, the goal of which is to reduce methane emissions from coal-mining activities. Methane is a greenhouse gas that is considered many times more harmful than carbon dioxide.

Modal Analysis

In 2011, 560 million tons of various commodities were shipped by rail to, from, through, and within Wyoming. The largest rail-borne commodity is coal that originates in the Powder River Basin. Coal is a heavy, bulk commodity best shipped by rail, given the volumes and distances involved. The story of Powder River Basin coal is well known. A modal analysis regarding transportation of other commodities originating in Wyoming was captured in case studies conducted in early 2014 and presented in Appendix A, Modal Analysis: Truck and Rail. The analysis involved interviewing producers of three other commodities to learn what factors they consider when making modal routing decisions.

2.2.2 Freight Demand and Growth

An important function of this SRP is establishing and presenting a clear understanding of the goods that are transported by rail in Wyoming. It is important to understand how much freight originates and terminates in the state and how much rail traffic travels through Wyoming. This information, combined with an evaluation of freight-rail movements and major truck and water movements, facilitates understanding intermodal connectivity and potential opportunities to divert freight movements onto the rail system.

Two primary data sources were used in this freight and commodity analysis for Wyoming: the STB Carload Waybill Sample and the Federal Highway Administration (FHWA) Freight Analysis Framework (FAF).

Carload Waybill Sample. The Carload Waybill Sample is a sampling of railroads that terminate (deliver) more than 4,500 rail cars per year; freight railroads that handle less than 4,500 rail cars annually are not counted. The data are considered representative of rail freight moved and provide insight into inbound, outbound, internal, and through movements by various measures. This SRP incorporates data from 2011, which was the most recent information available.

The complete waybill database for Wyoming was requested by Wyoming DOT for this analysis. Given that more than 98 percent of the route-miles in Wyoming are owned by Class I railroads, each carrying well in excess of 4,500 rail cars annually, the data reporting likely includes most of the statewide freight-rail volumes. Because of STB's confidentiality requirements, which are designed to protect the data of various carriers, the

most detailed information related to individual railroad commodity flows cannot be published. For this reason, the analysis of commodity data is presented in the aggregate for the state.

Freight Analysis Framework. The FAF is a publicly available freight database with a geographic coverage of all states and major metropolitan areas. The FAF provides data classified by freight tonnage and freight value as well as mode share. It also provides a forecast of freight tonnage and value for each mode. The key limitation of these data is that they do not cover through trips.

All freight data provided by the FAF and the Carload Waybill Sample classify freight using a two-digit Standard Transportation Commodity Code (STCC), which identifies the type of freight moved and assigns commodity descriptions. A forecast of Wyoming rail flows through 2040 was developed by CDMSmith based on the Carload Waybill Sample data and other industry sources. The remainder of this section describes and analyzes rail freight demand and growth projections based on commodity transportation in terms of commodity and geography.

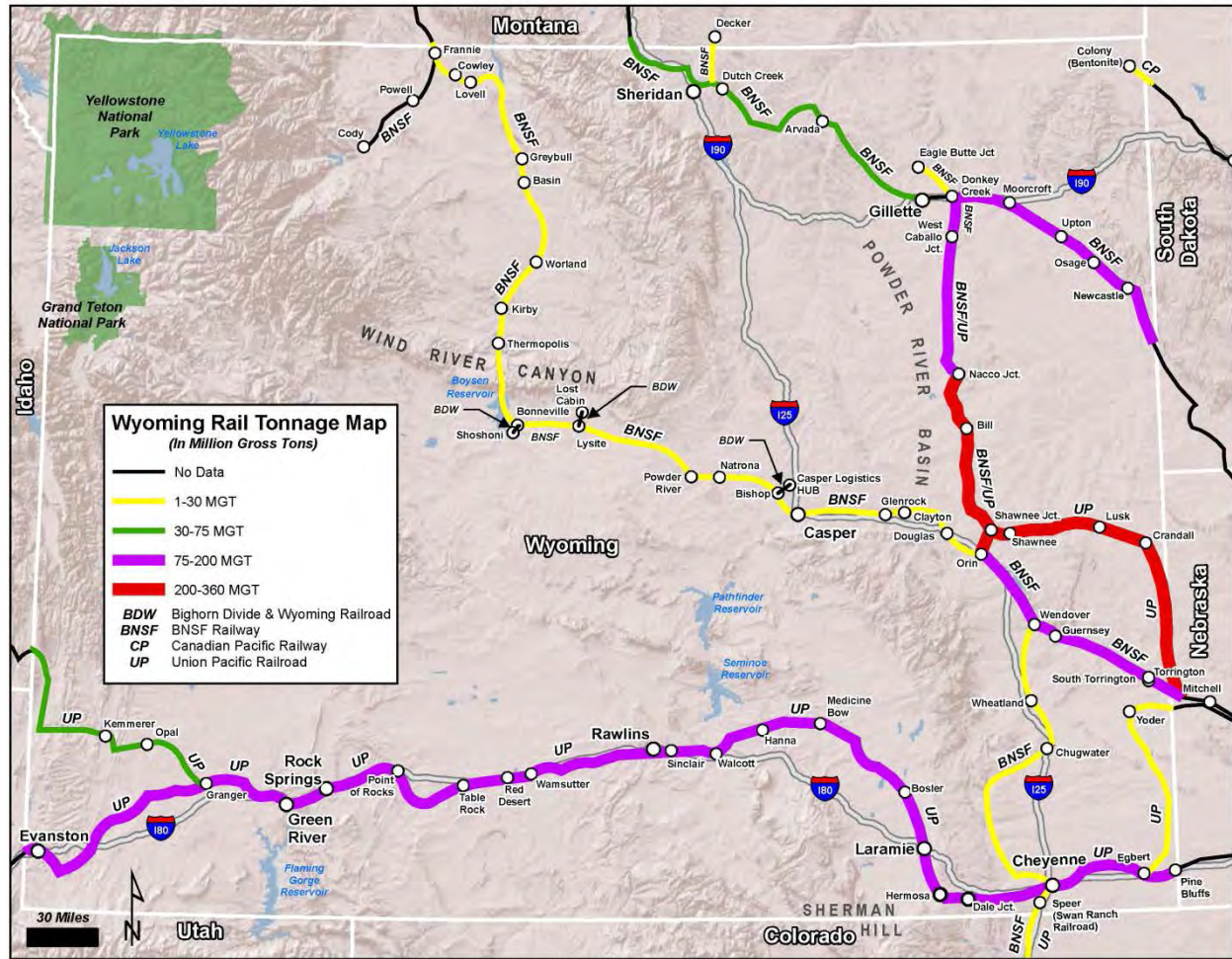
2.2.2.1 Rail Freight Commodity Flows by Direction

Moving freight by rail provides a number of potential impacts and benefits. This section assesses the major trade flows in Wyoming and its trading partners. The commodity flow analysis focuses on the different types of flows, freight trends, opportunities for growth, and an analysis of the various commodities shipped. Trade flows evaluated in this SRP include four major types of rail commodity movements:

- **Inbound (interstate):** Freight originating outside the state with a destination in Wyoming
- **Outbound (interstate):** Freight originating in Wyoming with a destination outside the state
- **Internal (intrastate):** Freight that has both an origin and destination in Wyoming
- **Through:** Freight with an origin and destination outside of Wyoming traveling along Wyoming's rail infrastructure to reach the destination

Freight-rail traffic density is measured by gross ton-miles per mile of track (GTM). A ton-mile is calculated as 1 ton of train weight, including the weight of locomotives and railcars, moved a distance of 1 mile. Taken in the aggregate, coal and transcontinental traffic in Wyoming results in some of the highest rail traffic densities globally. Figure 2-18 below depicts the traffic density of the Wyoming rail network in 2012.

Figure 2-18: Wyoming Rail Traffic Density in Millions of Gross Tons per Mile



Source: HDR with data from BNSF, CP, and UP

The remainder of this section describes and analyzes freight transportation in terms of freight transportation by mode, freight transportation by commodity, and a freight rail geographic profile.

The vast majority of Wyoming rail freight, 82 percent in terms of tonnage, originates in Wyoming and is shipped out of state, as shown in Table 2-35 below. The volume of freight being transported out of state by rail is so large that it dwarfs through traffic and intrastate movements even though their combined flows are over 97 million tons. The fewest tons of freight by rail terminate in Wyoming from other states. According to AAR, in 2011 Wyoming ranked 32nd in terms of terminating rail tonnage but ranked first in originating tonnage.

Table 2-35: Wyoming Freight-Rail Flows, 2011

Traffic Type	Carloads	Tons (in thousands)	Percentage
Origin	3,893,209	460,478	82.3
Termination	25,466	2,188	0.4
Intrastate	132,023	14,875	2.7
Through	1,808,117	82,175	14.7
Total	5,858,815	559,716	100.0

Source: 2011 Carload Waybill Sample

Major Commodities

The rail system in Wyoming handles a variety of freight, but it is dominated by coal shipments. Other major commodities transported by rail include chemicals, food, and farm products. Table 2-36 below shows the top 10 total commodities shipped via rail. These commodities represent mostly bulk items.

Although farmland in Wyoming is 30 million acres, or 49 percent of the total land area in the state, and the 2011 final farm output in dollars for Wyoming was \$1.8 billion, coal shipped in Wyoming is still 23.5 times larger than farm products, based on tonnage. Coal shipments alone are 6 times larger than all other commodities shipped in Wyoming, according to the STB Carload Waybill Sample data. Table 2-36 below compares origin, destination, intrastate, and through traffic for freight in the state. Details related to each of these flows follow the table.

Table 2-36: Wyoming Commodities by Movement Type in Thousands of Tons, 2011

STCC	Commodity Name	Origin	Destination	Intrastate	Through	Total
11	Coal	440,051	0	14,641	24,486	479,178
28	Chemicals or allied products	12,996	584	0	6,809	20,390
20	Food or kindred products	337	64	0	13,337	13,738
1	Farm products	158	0	0	10,842	11,000
46	Miscellaneous mixed shipments	0	0	0	8,233	8,233
32	Clay, concrete, glass, or stone products	4,335	124	111	579	5,148
24	Lumber or wood products, except furniture	187	12	0	4,289	4,488
14	Nonmetallic minerals, except fuels	1,231	878	88	1,703	3,899
29	Petroleum or coal products	816	221	19	1,573	2,630
37	Transportation equipment	15	56	17	2,160	2,247
	All other commodities	352	249	0	8,164	8,766
	Total	460,478	2,188	14,875	82,175	559,716

Source: 2011 Carload Waybill Sample

Aside from coal, the major resource-based commodities shipped from Wyoming are clay, concrete, glass, or stone; nonmetallic minerals; and petroleum products. The major value-added products shipped from Wyoming via rail are chemicals and allied products followed by food and wood products. Given Wyoming's location and rail network, through traffic is the next-largest flow of rail freight after originating freight. It is important to note that these 2011 commodity figures are not recent enough to account for the slight decrease in outbound coal traffic originating in Wyoming or the increase in inbound frac sand shipments during 2012 and 2013.

Inbound Interstate Rail Traffic

Inbound shipments by rail are less than 1 percent of all freight-rail flows in Wyoming. The total inbound tonnage in 2011 was nearly 2.2 million tons and 25,460 carloads. On the inbound side, primary products are almost half of the tonnage carried by rail and include nonmetallic minerals and clay, concrete, glass, or stone products. The value-added products include chemicals, petroleum products, primary metal, transportation equipment, food, wood products, and machinery. The following sections describe the freight origins.

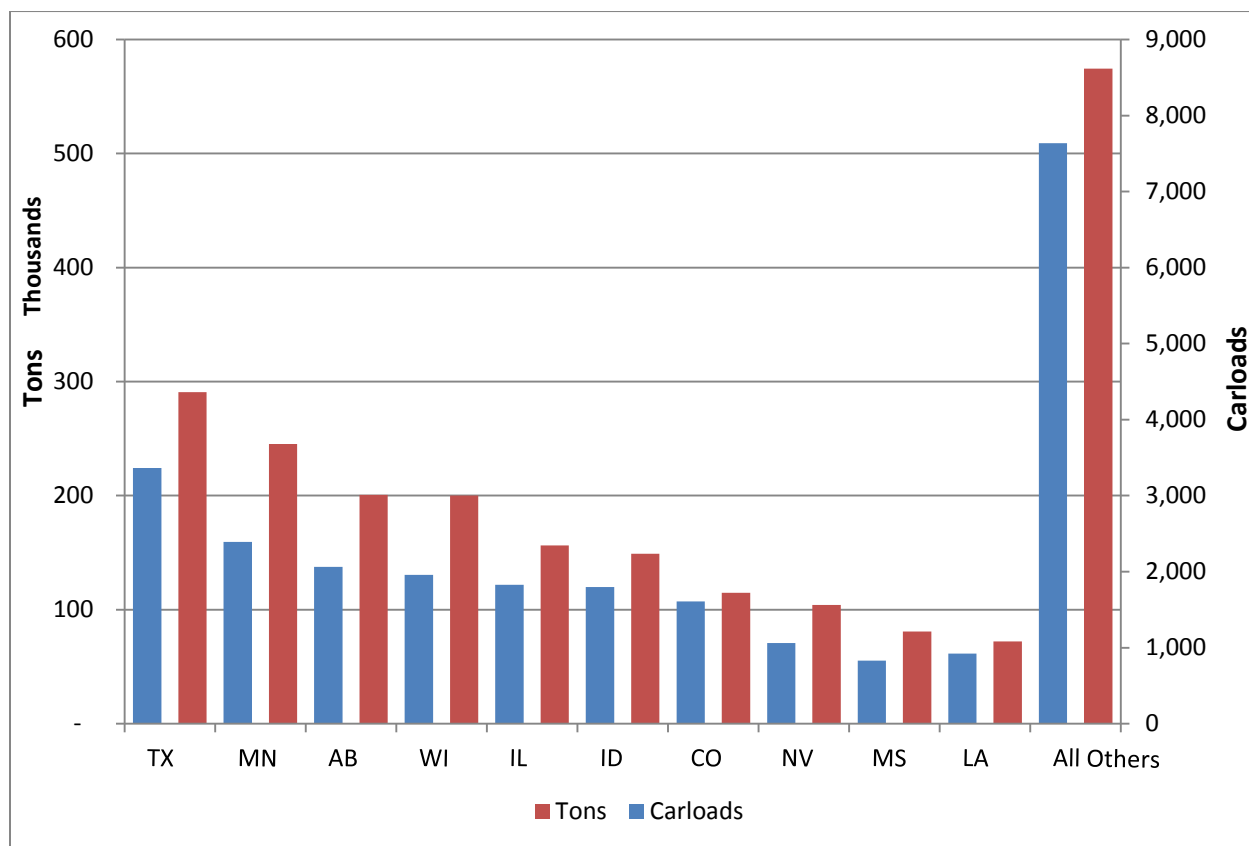
Table 2-37: Top 10 Freight Commodities by Weight Terminating in Wyoming, 2011

STCC	Commodity Name	Tons (in thousands)
14	Nonmetallic minerals, except fuels	878
28	Chemicals or allied products	584
33	Primary metal products	226
29	Petroleum or coal products	221
32	Clay, concrete, glass, or stone products	124
20	Food or kindred products	64
37	Transportation equipment	56
40	Waste or scrap materials	18
24	Lumber or wood products, except furniture	12
35	Machinery, except electrical	4
	<i>All other commodities</i>	2
	Total	2,188

Source: 2011 Carload Waybill Sample

Inbound rail traffic to Wyoming is the smallest of the directional freight-rail flows and is illustrated in Figure 2-19 below. The top 10 trading partners accounted for almost 74 percent of the inbound tonnage destined for Wyoming. The largest inbound origination of freight destined for Wyoming is Texas with just over 290,000 tons shipped in 2011, followed by Minnesota and Alberta, Canada. The inbound freight from Texas consisted primarily of primary metal products, chemicals or allied products, and petroleum or coal products. These three commodity types accounted for 81 percent of the rail freight from Texas. The ratio of tons per carload is similar for all of Wyoming's top inbound trading partners.

Figure 2-19: Origins of Inbound Rail Traffic Destined for Wyoming



Source: 2011 Carload Waybill Sample

Outbound Interstate Rail Traffic

Outbound rail traffic accounts for 82 percent of Wyoming's freight-rail tonnage, and coal tonnage is the largest outbound flow and largest commodity moved via rail for Wyoming. According to AAR, Wyoming's originating coal tonnage is 55 percent of all coal shipments originating in the United States for electricity generation. The major value-added commodities produced in Wyoming and shipped outbound by rail are chemicals, food, wood products, and petroleum products. Transportation equipment and primary metal products are also shipped out of Wyoming via rail but are just outside the top 10 outbound flows. The following sections describe the freight destinations.

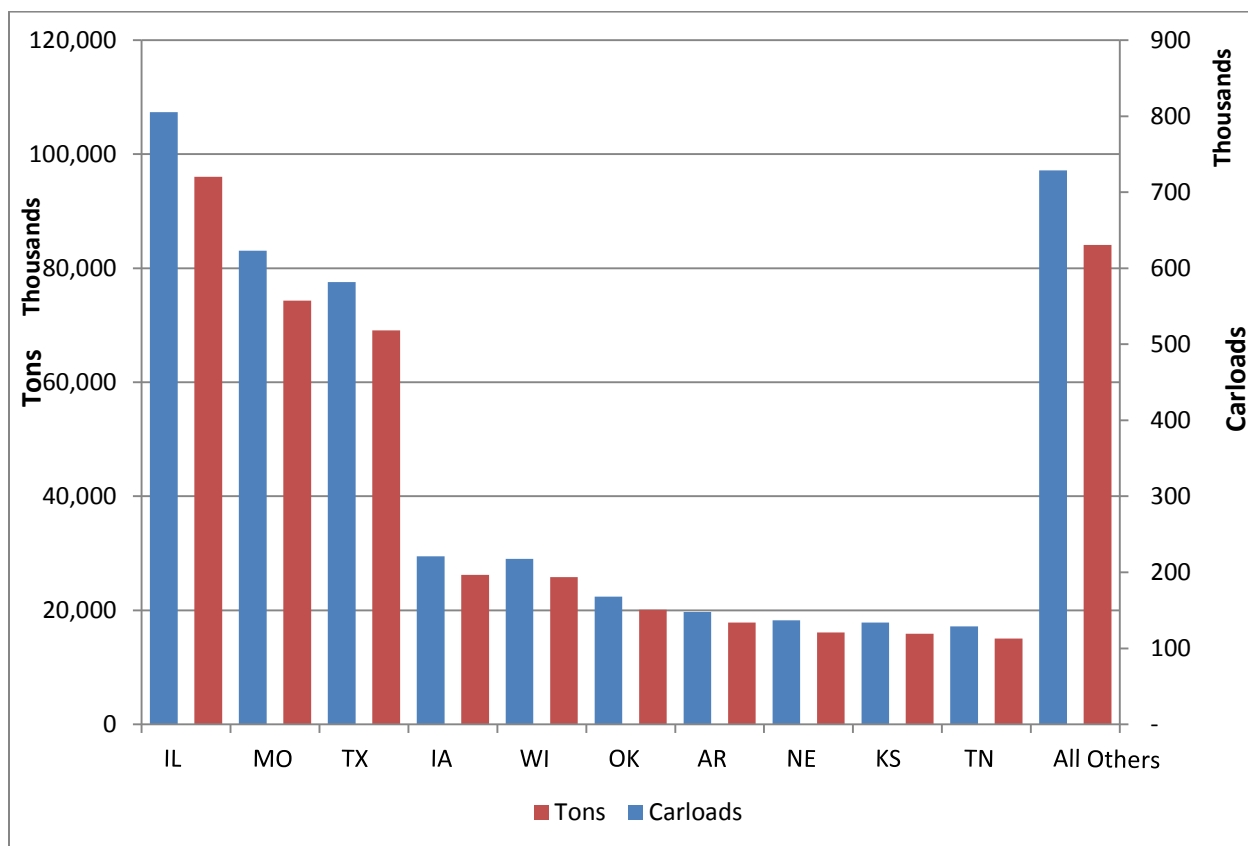
Table 2-38: Top 10 Freight Commodities by Weight Originating in Wyoming, 2011

STCC	Commodity Name	Tons (in thousands)
11	Coal	440,051
28	Chemicals or allied products	12,996
32	Clay, concrete, glass, or stone products	4,335
14	Nonmetallic minerals, except fuels	1,231
29	Petroleum or coal products	816
20	Food or kindred products	337
40	Waste or scrap materials	296
24	Lumber or wood products, except furniture	187
1	Farm products	158
13	Crude petroleum natural gas or gasoline	49
	<i>All other commodities</i>	23
	Total	460,478

Source: 2011 Carload Waybill Sample

Figure 2-20 below shows the top 10 destinations of outbound freight carried by rail in 2011. On the primary (left) y-axis is total tonnage, and on the secondary (right) y-axis are the total outbound carloads. The figure shows the proportional relationship between carloads and tons shipped to the top 10 states from Wyoming. The tonnage and carload shipments of the outbound freight to other parts of the United States and Canada were primarily coal, and therefore the average tons per carload are similar for each destination. All of the top 10 destinations for freight originating in Wyoming are within the United States and account for 82 percent of all outbound shipments. The top destination, in terms of both carloads and tons, is Illinois, accounting for more than 96 million tons of rail freight.

Figure 2-20: Destinations of Outbound Rail Traffic Originated in Wyoming



Source: 2011 Carload Waybill Sample

Through Rail Traffic

Through traffic is the second-largest share of all rail traffic in Wyoming, accounting for almost 15 percent of all shipments. As Table 2-39 below shows, the two largest commodities after coal are farm and food products, which represent nearly 40 percent of Wyoming's through shipments. These are followed by mixed shipments, chemicals, lumber, transportation equipment, pulp and paper products, primary metal products, and nonmetallic minerals. Through traffic in 2011 generated 1.8 million carloads of freight. The following paragraphs describe the through freight origin and destination pairs.

Table 2-39: Top 10 Freight Commodities by Weight Through Wyoming, 2011

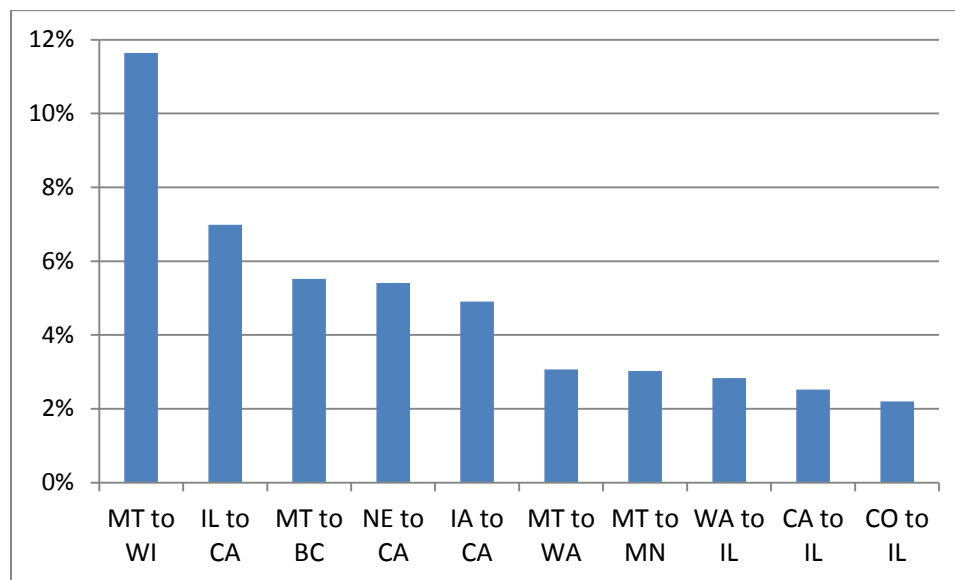
STCC	Commodity Name	Tons (in thousands)
11	Coal	24,486
20	Food or kindred products	13,337
1	Farm products	10,842
46	Miscellaneous mixed shipments	8,233
28	Chemicals or allied products	6,809
24	Lumber or wood products, except furniture	4,289
37	Transportation equipment	2,160
26	Pulp paper or allied products	1,970
33	Primary metal products including galvanized	1,809
14	Nonmetallic minerals, except fuels	1,703
	<i>All other commodities</i>	6,537
	Total	82,175

Source: 2011 Carload Waybill Sample

Through traffic is the second-largest directional flow of freight traffic in Wyoming and consists mostly of coal, food, and farm products. Figure 2-21 below shows the major freight flows by origin and destination pair, sorted by tonnage, that travel through Wyoming. The top 10 origin and destination pairs include four that originate in Montana; these pairs transport freight either to the West Coast states and Canada or to the Midwest. In total, 29 percent of freight, or 23.8 million tons of through traffic, originates in Montana.

The second-largest share of tonnage, 9 million tons, originates in Illinois. With nearly 18 million tons or 22 percent of the total through volume, freight destined for California accounts for the largest share passing through Wyoming. The largest number of carloads moving through Wyoming, at 28 percent or almost 506,000, originates in Illinois. The next-largest shares are from Washington and Montana. The two largest destinations by number of cars are California, accounting for nearly 30 percent, and Illinois, accounting for nearly 20 percent. Illinois to California is the largest origin-destination pair on a carload basis.

Figure 2-21: Top 10 Origins and Destinations Flows of Through Rail Tonnage



Source: 2011 Carload Waybill Sample

The largest share of through traffic travels from Montana to Wisconsin, followed by Illinois to California, with Montana to British Columbia and Nebraska to California a close third and fourth. Domestically, California, Wisconsin, Illinois, and Washington are the major destinations for freight tonnage traveling through Wyoming. Each of these destinations is a state with at least one port that can accommodate the bulk commodities shipped. These destinations are opportunities for additional future freight-rail growth in outbound and through traffic because they provide an additional mode of travel and the ability of the freight to reach more markets by water. As the figure shows, the largest shipments are from Montana to Wisconsin, and these shipments are predominantly coal.

Intrastate Rail Traffic

Intrastate rail shipments represent about 3 percent of all freight-rail traffic in Wyoming, largely due to the 14.6 million tons of coal shipped. If not for the intrastate shipments of coal, the total intrastate rail shipments would account for less than 1 percent of the total shipments in Wyoming. Table 2-40 below shows all of the intrastate shipments by commodity for Wyoming. As with the inbound and outbound shipments, intrastate shipments include nonmetallic minerals; clay, concrete glass, and stone products; petroleum products; and transportation equipment.

Table 2-40: All Freight Commodities by Weight Intrastate in Wyoming, 2011

STCC	Commodity Name	Tons (in thousands)
11	Coal	14,641
32	Clay, concrete, glass, or stone products	111
14	Nonmetallic minerals; except fuels	88
29	Petroleum or coal products	19
37	Transportation equipment	17
	<i>All other commodities</i>	0
	Total	14,875

Source: 2011 Carload Waybill Sample

2.2.2.2 Freight Transportation by Mode

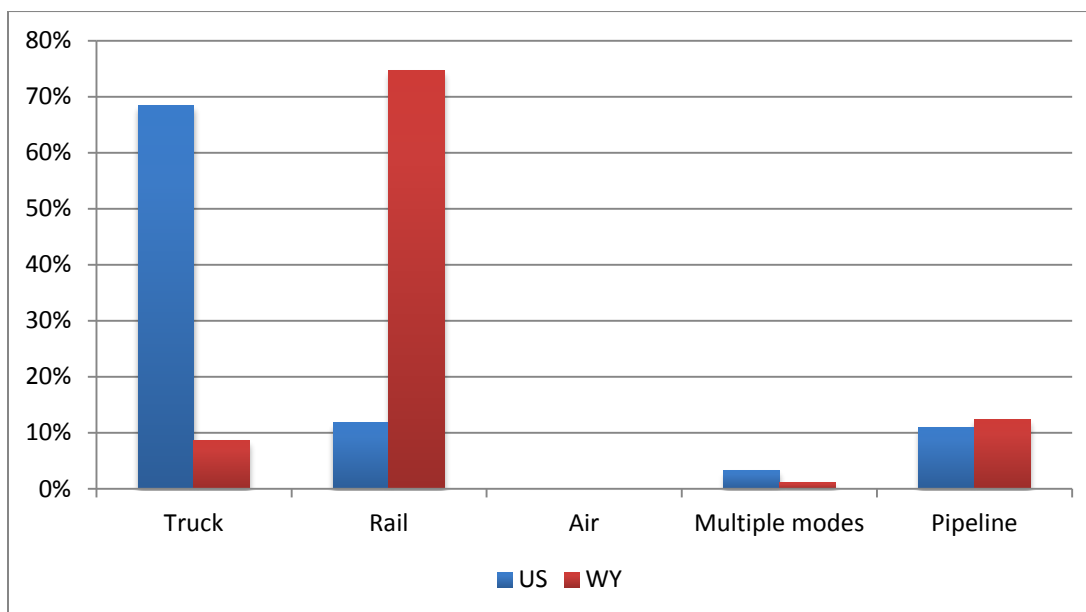
In 2011, 17.4 billion tons of freight were shipped in the United States, of which 2.1 billion were shipped via rail, representing 12 percent of the total freight moved in the United States. Of that, 243.9 million tons were shipped by rail in Wyoming. In terms of tonnage, the majority of Wyoming's freight is shipped by rail, followed by truck, which in 2011 shipped 55.2 million tons, excluding through traffic. The remainder of freight travels by pipeline, multiple modes, and air.³⁰ Figure 2-22 below illustrates freight tonnage carried by mode for Wyoming and the United States in 2011.

In terms of the value of goods shipped, rail ranks third behind truck and pipeline in Wyoming. This is not surprising and reinforces the notion that rail traditionally ships heavy and bulk commodities, which have a lower value per ton, and are generally not as time sensitive as air or truck movements. The advantage of shipping freight via rail is the large hauling capacity and relatively low costs. Based on weight, Wyoming's freight-rail transportation system proportionally carries a much larger share of freight due to Wyoming's resource-based economy with large, heavy, long-haul shipments that are well suited for transport by rail.

Compared to the United States overall, Wyoming carries a much smaller share of the total freight value shipped by truck, which is offset by a larger pipeline and rail freight presence. These results reinforce the notion that heavy, bulk, low-value commodities are shipped by rail, whereas the high-value, low-weight items shipped in Wyoming are transported via truck. In the state, pipeline transport also represents a relatively large share of the total freight by value. The total value of freight shipped through Wyoming in 2011 was \$18.9 billion, of which rail transported \$700.1 million, as shown in Figure 2-23 below.

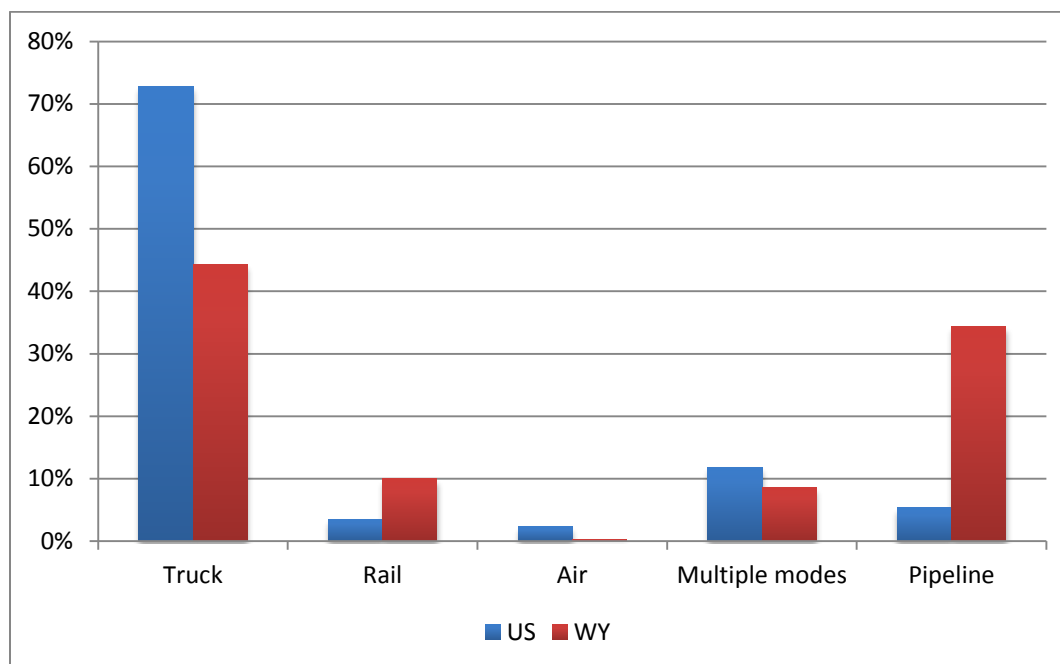
³⁰ FHWA FAF3 Provisional Database

Figure 2-22: Freight Tonnage by Mode for Wyoming and the United States, 2011



Source: FHWA FAF3 Provisional

Figure 2-23: Freight Value by Mode for Wyoming and the United States, 2011

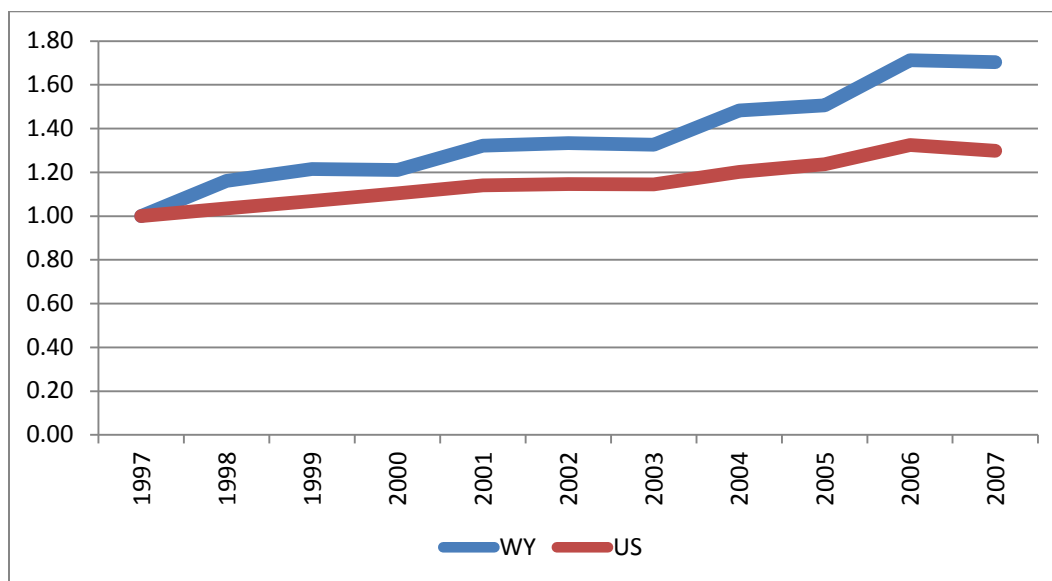


Source: FHWA FAF3, in 2007 constant dollars

2.2.2.3 Rail Traffic Growth

Information compiled from AAR shows trends from 1997 to 2007 (Figure 2-24). The indices presented in the figure below show that rail tonnages carried nationally and in Wyoming have experienced steady growth. According to AAR, tons carried by freight rail grew faster in Wyoming than in the rest of the United States from 1997 to 2007. The growth in Wyoming's freight rail follows a similar trend as that in the United States overall, though at a larger annual growth rate.

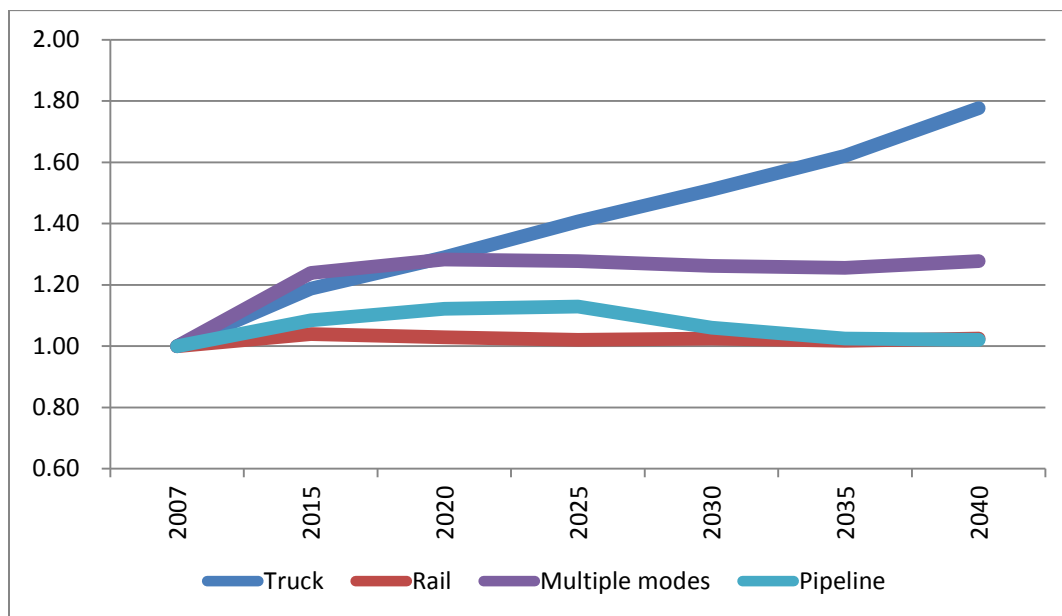
Figure 2-24: Ten-Year Freight-Rail Tons Carried Growth Index, 1997 to 2007



Source: Association of American Railroads

Figure 2-25 below shows forecasted growth indices of freight tonnage by mode for Wyoming based on the FAF forecast. All modes have experienced growth since 2007. Although rail is still expected to transport the most freight in terms of tonnage, the most significant growth is expected to be in truck transport. Based on the FAF forecasts, and given the large share of freight transported, rail is expected to remain the dominant mode despite the anticipated slow growth in rail tonnage. Figure 2-25 also shows a potential increase in multimodal freight, a portion of which might also be transported by a combination of modes including rail and truck. The potential demand for last-mile freight connections, feeder service, or intermodal shipments might further increase opportunities for growth in freight rail in the future.

Figure 2-25: Wyoming Mode Share Index Based on Tonnage, Excluding Through Traffic



Source: FHWA FAF3

2.2.2.4 Forecast

The 2011 Carload Waybill Sample data provided the starting point for building forecasts of future rail movements in Wyoming by direction and commodity. In deriving the 2040 movements, growth rates between 2011 and 2040 were applied by direction and commodity.³¹ For the largest-volume commodity transported by rail in Wyoming—coal—the future growth rates are based on EIA’s latest *Annual Energy Outlook*.³² Coal-related growth rates for outbound and intrastate movements are Wyoming-specific, while those for through movements are based on future coal production in Montana as the dominant origin state for coal shipments to other states through Wyoming.

For all the other (non-coal) commodities, future growth rates are based on the 2011-to-2040 growth rates projected in the FAF3³³ database of rail movements in Wyoming and the rest of the United States. Applying growth rates by direction and commodity to 2011 freight transported by rail in Wyoming, year 2040 Wyoming rail forecasts were derived, as presented in Table 2-41 below.

³¹ Note that the ensuing freight forecasts are a function of the projected relevant growth rates by well-recognized and widely -used sources, but they are incapable of foreseeing unpredictable factors, which have either positive or negative influence on the freight rail flows, such as catastrophic climate change, international plagues or health epidemics, acts of international terrorism, drastic political change, immigration reforms, famine, extreme energy shocks, natural disasters, or any other significantly destabilizing *force majeure* factors.

³² Annual Energy Outlook, EIA, 2013. Retrieved from: [http://www.eia.gov/forecasts/aeo/pdf/0383\(2013\).pdf](http://www.eia.gov/forecasts/aeo/pdf/0383(2013).pdf)

³³ Freight Analysis Framework (FAF3). Retrieved from: http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/index.htm

Overall tonnage transported by rail in Wyoming (all directions and all commodities) is projected to amount to 678 million tons, equating to a compound average annual growth rate (CAAGR) of about 0.7 percent between 2011 and 2040. Outbound and intrastate movements, which are Wyoming coal-dominated, are forecasted to grow at a slower pace than the total (about 0.4 percent per year), reaching 521 million tons and 17 million tons by 2040, respectively. Inbound flows are expected to increase to 3.4 million tons (CAAGR of 1.5 percent), while the through movement is expected to grow at the average pace of 1.8 percent annually, reaching the levels of 137 million tons by 2040 (Table 2-41).

Table 2-41: Wyoming 2040 Rail Flows by Direction and Commodity (in tons)

STCC Code	Commodity Name	Outbound	Inbound	Intrastate	Through	Total
11	Coal	485,565,000	0	16,155,000	43,137,000	544,857,000
28	Chemicals or Allied Products	17,577,000	758,000	0	14,014,000	32,349,000
20	Food or Kindred Products	930,000	55,000	0	18,474,000	19,459,000
1	Farm Products	260,000	0	0	8,640,000	8,899,000
46	Miscellaneous Mixed Shipments	0	0	0	24,485,000	24,485,000
32	Clay Concrete Glass or Stone Products	12,366,000	214,000	252,000	245,000	13,077,000
24	Lumber or Wood Products	206,000	12,000	0	5,857,000	6,075,000
14	Nonmetallic Minerals	2,647,000	1,747,000	129,000	5,742,000	10,264,000
29	Petroleum or Coal Products	739,000	274,000	17,000	1,726,000	2,755,000
37	Transportation Equipment	23,000	56,000	17,000	3,168,000	3,263,000
	All Other Commodities	638,000	287,000	0	11,976,000	12,902,000
	Totals	520,951,000	3,403,000	16,570,000	137,464,000	678,385,000
	2011-40 CAAGR	0.4%	1.5%	0.4%	1.8%	0.7%

Note: Tonnage values are rounded to the nearest thousand tons.

In summary, about 678 million tons of rail freight are expected to move in Wyoming in 2040, with an overall compound annual growth rate of about 0.7 percent for all directions. Outbound movements are expected to continue to account for the majority of rail freight, at about 520 million tons of primarily coal. Table 2-42 summarizes 2040 Wyoming rail flows.

Table 2-42: Wyoming 2040 Rail Flows Summary (in tons)

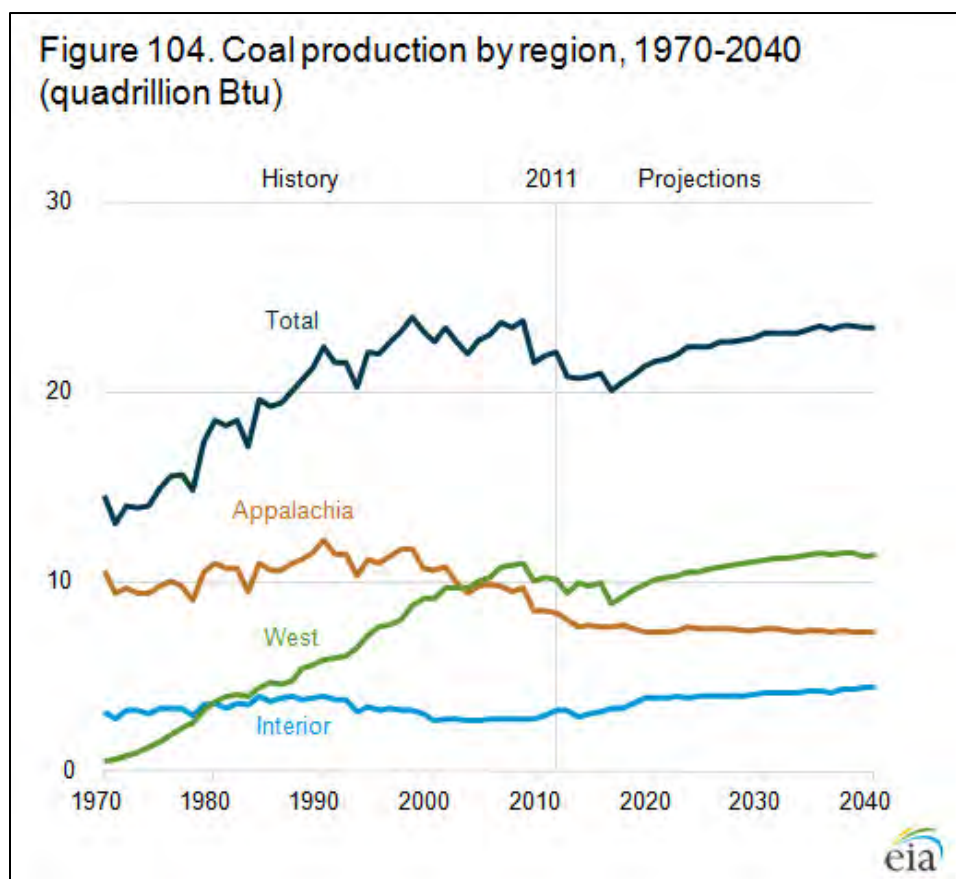
Direction	Tons
Outbound	520,950,000
Inbound	3,403,000
Intrastate	16,570,000
Through	137,463,000
Total	678,386,000
2011-40 CAAGR	0.7%

Note: Tonnage values are rounded to the nearest thousand tons.

Coal Market Trends Summary

Larger coal market trends (Figure 2-26) are expected to affect Wyoming rail tonnage movements. Because coal is the major commodity moved in Wyoming, the market trends for coal are especially important. Coal rail tonnage movements in Wyoming are expected to be influenced by overall coal production in the United States, fuel prices, mining productivity, and environmental policies. The following EIA discussion summarizes these major coal market trends.³⁴

Figure 2-26: Coal Production by Region, 1970–2040



Early declines in coal production are followed by growth after 2016

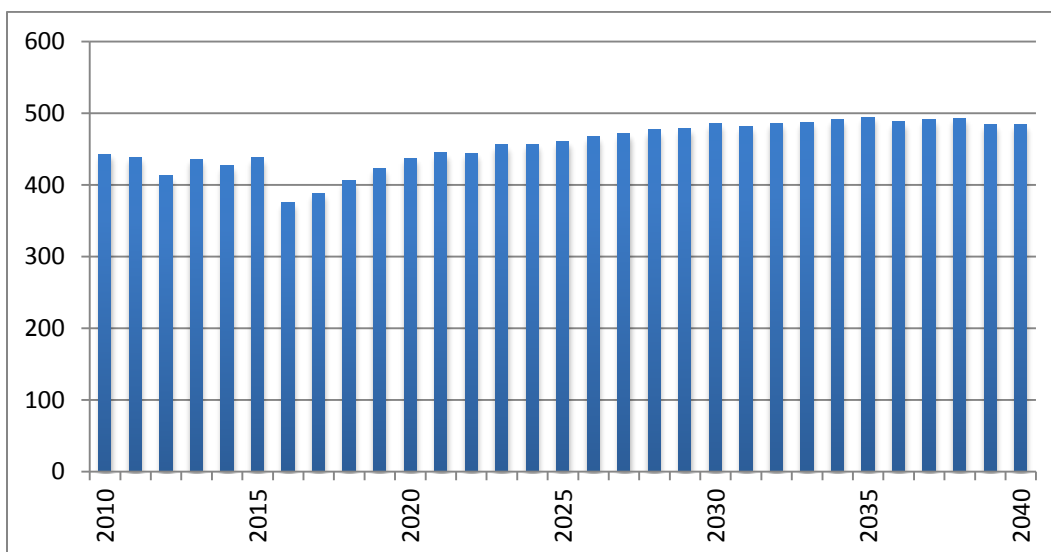
U.S. coal production largely follows the trend of domestic coal consumption but increasingly is influenced by coal exports. In the near term, the combination of relatively low natural gas prices and high coal prices, the lack of a strong recovery in electricity demand, and increasing generation of electricity from renewables are expected to suppress domestic coal consumption. In addition, new requirements to control emissions of mercury and acid gases are expected to result in the retirement of some coal-fired generators, contributing to a near-term decline in coal demand. After 2016, coal production (in the Reference/Base case) is projected to increase by an average of 0.6 percent per year through 2040 (Figure 2-27 below) as a result of growing coal

³⁴ Appendix taken from Energy Information Administration (EIA); http://www.eia.gov/forecasts/aeo/MT_coal.cfm#early_declines

exports and increasing use of coal in the electricity sector as electricity demand grows and natural gas prices rise.

On a regional basis, the Interior and Western regions are expected to show similar growth in production, while Appalachian output is expected to decline. Following some early setbacks, Western coal production is projected to increase steadily through 2035 before leveling off. Coal from the West would satisfy much of the additional need for fuel at coal-fired power plants, and it would also be boosted by increasing exports and production of synthetic liquids. Historical and projected Wyoming coal production is shown in Figure 2-27.

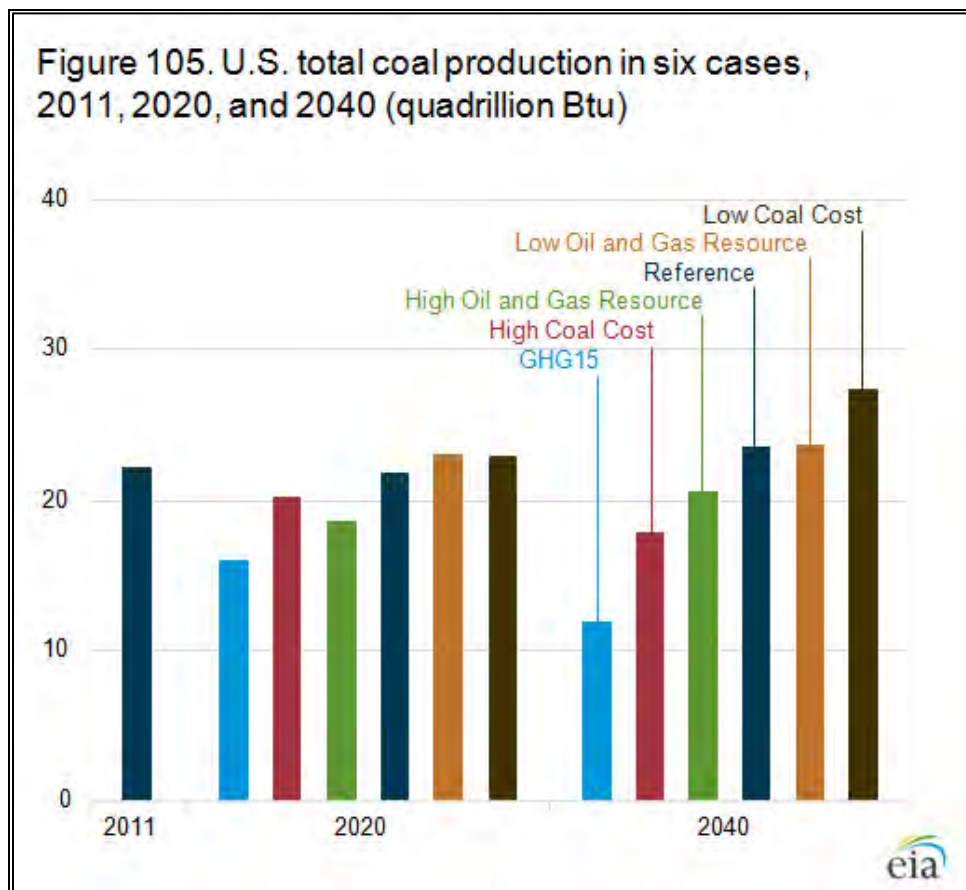
Figure 2-27: Historical and Projected Wyoming Coal Production in Millions of Short Tons, 2010–2040



Source: U.S. Energy Information Administration, AEO2013 National Energy Modeling System

Coal production in the Interior region, which has trended downward slightly since the early 1990s, would reach new highs in the AEO2013 case. Additional production from the region would originate mostly from mines tapping into the substantial reserves of bituminous coal in Illinois, Indiana, and western Kentucky. Appalachian coal production would decline substantially from current levels, as coal produced from the extensively mined, higher-cost reserves of central Appalachia is supplanted by lower-cost coal from other regions. An expected increase in production from the northern part of the Appalachian basin would moderate the overall decline.

Figure 2-28. U.S. Total Coal Production in Six Cases, 2011, 2020, and 2040

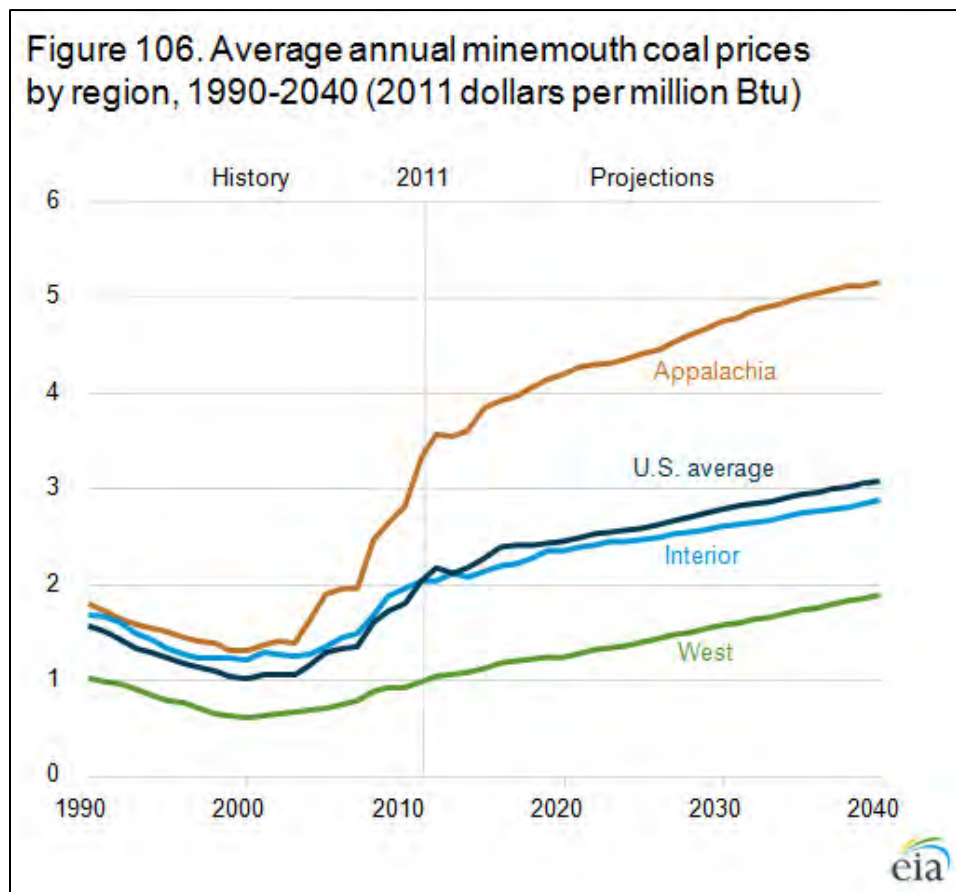


Fuel price uncertainties affect U.S. coal production

U.S. coal production varies across the AEO2013 cases, reflecting the effects of different assumptions about the costs of producing and transporting coal, the outlook for natural gas prices, and possible controls on greenhouse gas (GHG) emissions (Figure 2-28 above). In general, assumptions that reduce the competitiveness of coal versus natural gas result in less coal production. Similarly, actions to reduce GHG emissions can reduce the competitiveness of coal, because its high carbon content can translate into a price penalty, in the form of GHG fees, relative to other fuels. Of the cases shown in Figure 2-28, the most substantial decline in U.S. coal production occurs in the GHG₁₅ case, where an economy-wide CO₂ emissions price that rises to \$53 per metric ton in 2040 leads to a 50-percent drop in coal production from the Reference case level in 2040. Across the remaining cases, variations range from 15 percent lower to 6 percent higher than production in the Reference case in 2020; and by 2040, as the gap in coal prices widens over time, the range of differences increases to 24 percent below and 16 percent above the Reference case in the High Coal Cost and Low Coal Cost cases, respectively.

In two additional GHG cases developed for AEO2013 (not shown in Figure 2-28), economy-wide CO₂ allowance fees are assumed to increase to \$36 per metric ton in the GHG₁₀ case and \$89 per metric ton in the GHG₂₅ case in 2040, resulting in total coal production in 2040 that is 25 percent lower and 72 percent lower, respectively, than in the Reference case.

Figure 2-29. Average Annual Minemouth Coal Prices by Region, 1990–2040



Mining productivity declines lead to further increases in average minemouth prices

In the AEO2013 cases, the average real minemouth price for U.S. coal increases by 1.4 percent per year, from \$2.04 per million BTU in 2011 to \$3.08 per million BTU in 2040, continuing the upward trend in coal prices that began in 2000 (Figure 2-29 above). A key factor underlying the higher coal prices in the projection is an expectation that coal-mining productivity will continue to decline, but at slower rates than during the 2000s.

In the Western and Interior coal supply regions, declines in mining productivity, combined with increasing production, are projected to lead to increases in the real minemouth price of coal, averaging 2.3 percent per year for the Western region and 1.2 percent per year for the Interior region from 2011 to 2040.

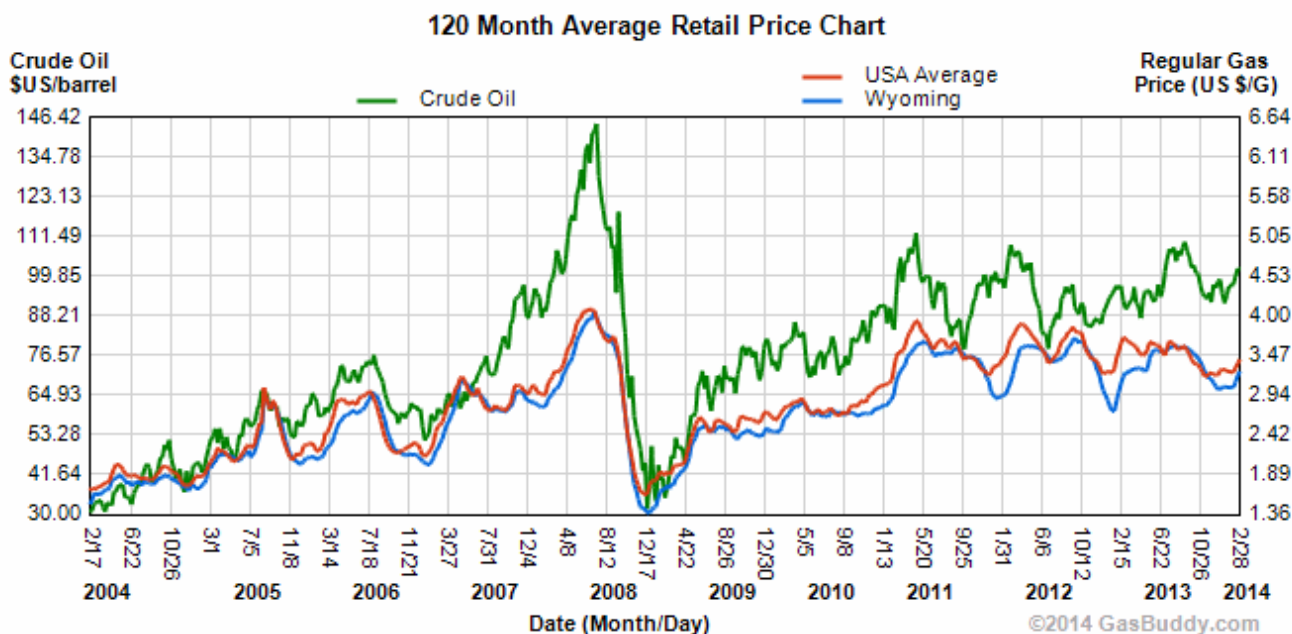
2.2.3 Passenger Travel Demand and Growth

There are currently no efforts underway to establish regularly scheduled long-distance, intercity, high-speed, or commuter-rail service to Wyoming. Any future attempts would be in concert with the State's Rail Vision, in cooperation with all public and private stakeholders and other planning bodies statewide, and would be maximized in terms of efficiency and service integration with the multimodal transportation network and neighboring states as directed by the PRIIA.

2.2.4 Fuel Cost Trends

Figure 2-30 below shows trends in both crude oil and regular gasoline prices over the last 10 years. Costs were increasing steadily until the recession in 2008, with a large spike in crude oil and gasoline prices before a sharp decline. Since 2008, prices have again been rising steadily. Figure 2-30 also shows the regular fuel price for both Wyoming and the total U.S. average. As shown in the figure, though they generally follow the same pattern, the prices in Wyoming are typically slightly lower than the U.S. average. Wyoming's reliance on Canadian crude oil, which is typically cheaper than crude oil from other countries, as well as low fuel taxes keep the overall prices low relative to the U.S. average. It should also be noted that, due to the increased drilling of Marcellus Shale, natural gas prices are also decreasing in Wyoming.

Figure 2-30. Ten-Year Fuel Cost Trends



2.2.5 Rail Congestion Trends

The 2007 *National Rail Freight Infrastructure Capacity and Investment Study*, sponsored by AAR, showed two congested rail segments in Wyoming at that time: the UP line between Rawlins and Granger and the BNSF line between the South Dakota–Wyoming state line near Newcastle and Donkey Creek Junction (east of Gillette). Without ongoing capacity improvements, the rail network in Wyoming will not be able to handle the 2035 projected volumes, with nearly the entire rail network at a future level of service of E or F. Freight railroads will continue to monitor capacity issues and capitalize infrastructure improvements to mitigate congestion as appropriate.

Railroads have been essential to the transportation needs of Wyoming since UP arrived in Cheyenne in 1867. Owing to Wyoming's inland geographical position, exploitation and forwarding of Wyoming's vast inland natural resources would not have been efficient or economically feasible without rail transportation.

Wyoming's rail network is among the most heavily trafficked state rail networks in the U.S. today. Most of the rail activity in Wyoming is derived from a substantial volume of transcontinental traffic that passes through the state or trains carrying coal, soda ash, or other minerals extracted or processed in Wyoming that originate in solid trainloads and depart the state for customers elsewhere.

Wyoming carries a disproportionately large percentage of national freight-rail tonnage, considering its ranking at number 33 in terms of total rail-miles by state. According to 2010 data from AAR, Wyoming ranks in the top 10 of U.S. states in the following three categories used to gauge the railroad industry:

- Wyoming ranked first in rail tonnage originated by state, at 566.5 million tons.
- Wyoming ranked first in rail tonnage carried by state, at 566.5 million tons.
- Wyoming ranked tenth in rail carloads carried by state, at 5,766,800 carloads.

These figures are attributable primarily to the abundance of coal traffic that originates in Wyoming and the state's position along on a primary transcontinental trade route.

According to AAR, the 566.5 million tons of rail freight that originated or terminated in or traveled through Wyoming in 2010 would require about 31.5 million truckloads to move the equivalent bulk weight over the state's highways.

The following additional AAR data from 2010 show the state's strength and diversity in other rail traffic markets:

- **Chemicals traffic:** Wyoming originated 10,795,000 tons, or 7.2 percent of the U.S. total.
- **Stone, clay, and glass products traffic:** Wyoming originated 3,192,000 tons, or 8.4 percent of the U.S. total.

2.2.6 Highway and Airport Congestion Trends

When discussing the rail system, it is important to also discuss alternative modes such as highway and aviation. These systems all work together to create a network to move goods and people. When one of these systems becomes congested, the impacts spill over to other systems, making it important to monitor trends and conditions across all modes. This section discusses highway and airport use and congestion trends in Wyoming.

2.2.6.1 Highway Congestion Trends

Owing to the large land mass and low population density of Wyoming, there is a heavy reliance on the highway system for travel throughout the state. According to FHWA, the total vehicle-miles traveled on Wyoming roads were 9.27 billion in 2012, up from 8.09 billion in 2000. The per-capita average miles driven in Wyoming were much higher than the national average in 2012, with Wyoming drivers averaging 16,078 miles per year compared to 9,459 nationally. The majority of these miles (69 percent) are driven in rural areas. This is a much larger share than the national average of 33 percent.

As part of Wyoming's Long-Range Transportation Plan, a corridor vision was created for each of 16 identified state significant corridors. These visions intend to establish the best multimodal transportation system

possible given the realities of funding and use constraints. These corridors make up 2,820 of the 6,742 miles in the Wyoming highway network, which includes these corridors, regional corridors, and urban/local corridors. Precisely 47 percent of the roadway miles on these state significant corridors carry a medium or high volume of trucks.

The volatility of the mining industries in Wyoming leads to difficulty in forecasting the demand on the highway and rail networks. During the past few years, the amount of natural gas and oil shale mining has increased greatly, thereby adding stress to the transportation infrastructure, leaving maintenance funding gaps, and causing congestion. If the upward trend in natural gas and oil shale mining continues, there exists a potential for future congestion issues on the highway network. As stated in Section 2.2.3, Passenger Travel Demand and Growth, highway freight traffic is expected to increase faster than other modes over the next 30 years.

2.2.6.2 Airport Congestion Trends

Airports provide quick and efficient travel, which is critically important in states such as Wyoming with expansive land areas. Though Wyoming has a sparse population compared with other states, there is a robust travel and tourism industry that brings people into and out of the state, often by air. Wyoming has 10 commercial-service airports and has 32 general-aviation airports without commercial passenger service.

Airport efficiency is typically measured in terms of capacity and the ability to serve passengers and carriers without undue delay. This is generally measured as the ability to meet the carrier demand for take-offs and landings at any particular airport during a particular period.

The current standard for measuring airport capacity is the annual service volume (ASV), defined by the Federal Aviation Administration (FAA), which measures the annual level of aircraft operations (take-offs or landings) that an airport can accommodate without unreasonable delay. This really represents a maximum operations level of an airport and serves as a benchmark for airport planning. FAA suggests that, once the share of ASV met by current operations exceeds 60 percent, the airport should begin planning capacity enhancements. At 80 percent of capacity, the improvements should be implemented, and thus ideally a situation where demand is over capacity would never be reached. The primary thought behind the metric is to recognize and reduce congestion before it becomes a problem. Congestion and delays at airports are particularly detrimental since delays grow exponentially due to the nature of the air system.

In total, the airports in Wyoming have an ASV of 230,000 annual operations. While several of the airports in Wyoming have multiple runways, they are not parallel and thus do not increase capacity, as planes cannot take off and land from intersecting runways at the same time. Comparing the forecast operations from the 2013 FAA Terminal Area Forecast, none of Wyoming's airports are expected to have capacity issues between now and 2040. Table 2-43 below shows the 10 commercial airports in Wyoming with their 2013 operations levels and projections for 2040. Note that the data in Table 2-43 are take-offs and landings and do not reflect the number of passengers.

Table 2-43: Wyoming Commercial Airport Operations, 2013 and 2040

Airport Name (Associated City)	2013 Airport Operations	2040 Airport Operations
Cheyenne Regional–Jerry Olsen Field (Cheyenne)	53,745	53,779
Casper–Natrona County International Airport (Casper)	43,698	48,858
Sheridan County Airport (Sheridan)	39,652	39,652
Yellowstone Regional Airport (Cody)	38,295	50,851
Jackson Hole Airport (Jackson Hole)	24,474	32,769
Gillette–Campbell County Airport (Gillette)	19,337	19,337
Rock Springs–Sweetwater County (Rock Springs)	14,075	14,075
Laramie Regional Airport (Laramie)	11,762	11,762
Riverton Regional airport (Riverton)	6,693	6,774
Worland Municipal Airport (Worland)	3,950	3,950

Source: Federal Aviation Administration Terminal Area Forecast 2013

Though there are no foreseeable capacity issues, the Wyoming state legislature is supportive of aviation enhancements. In 2004, the legislature passed an Air Service Enhancement Program that allows \$1.5 million in annual spending to support air service initiatives. These funds must be met with local matches, but the goal is to provide facility enhancements, incentives to airlines, and marketing funds to advertise services or attract new carriers. The program has seen success to date, with six communities participating and an increase in passenger ridership at the 10 commercial airports since the program's inception.

2.2.7 Land-Use Trends

Wyoming is a vast state with varied terrain including mountains, rivers, and wide-open lands that support a wide variety of species and natural resources. Many of the resources in Wyoming provide economic opportunity, though it is also important to balance the harvesting of these resources with potentially detrimental depletion. For the State of Wyoming, preserving and protecting sensitive wildlife and ecosystems are just as important as economic growth, and the State strives to strike a balance between growth and preservation with partnerships, planning, and cooperation.

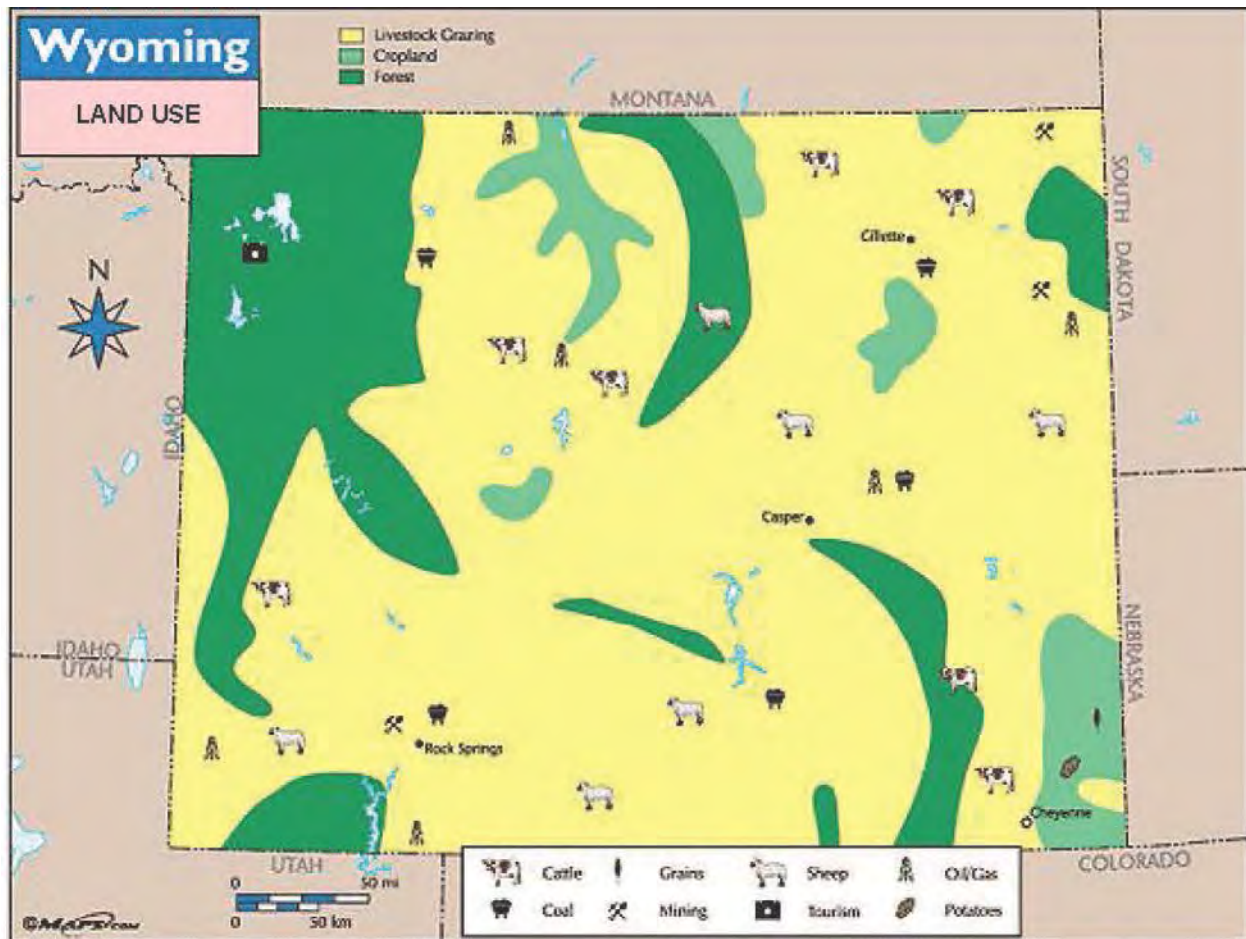
About 48 percent of Wyoming land is federally owned, including nine national forests, seven national parks, six national trails, and eight areas that are maintained by the U.S. Fish and Wildlife Service. Many of these lands are connected by the interstate highway system and the previously mentioned state significant highway network.

Wyoming is a primarily rural state with very few urban areas and a very low population density. The cities and towns cover only 77 square miles but incorporate the majority of the population. The state has seen growth in multiple economic areas over the last 20 years, including resource development and mining, tourism, retail chain development, and outdoor recreation.³⁵ Although the federally owned lands are not expected to change

³⁵ *Understanding Wyoming's Land Resources: Land-Use Patterns and Development Trends*; December 2013

drastically, municipal areas will continue to grow and change to meet the increasing demands associated with population and industry growth. Figure 2-31 below illustrates current Wyoming land uses.

Figure 2-31: Current Wyoming Land Uses



Source: maps.com

2.3 Wyoming's Existing Rail System: Rail Service Needs and Opportunities

Chapter 4, Proposed Freight-Rail Improvements and Investments, presents identification of and opportunities to address rail service issues, service gaps, intermodal connectivity, economic development, and general needs for the state's rail network in response to increased demand for rail system access, economic opportunities, and growth and shifts in freight movements.



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Chapter 3. Proposed Passenger-Rail Improvements and Investments

There are presently no efforts underway to establish regularly scheduled long-distance, intercity, high-speed, or commuter-rail service in Wyoming. Any effort to implement passenger-rail service will be deferred to future planning attempts and would be in concert with the State's rail vision and this SRP, in cooperation with all public and private stakeholders and other planning bodies statewide, and would be maximized in terms of efficiency and service integration with the multimodal transportation network and neighboring states as directed by the PRIIA.

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Chapter 4. Proposed Freight-Rail Improvements and Investments

4.1 Introduction

This chapter describes the improvements and investments made by the state's freight railroads during the last 5 years and also identifies possible future improvements and investments that could address the freight-rail needs of Wyoming. Many of these projects address the opportunity for enhanced access to the state's rail network, rail service gaps, options for infrastructure improvements, the safety and efficiency of rail operations, climate change adaptation, and economic development. Projects specific to Class I and short-line railroads, rail users (freight shippers), and the communities served by the state's rail network are included in the discussion. Options for funding rail projects are discussed in Chapter 2, Wyoming's Existing Rail System.

4.2 Wyoming Rail Carrier Needs

Wyoming is served by three Class I railroads (BNSF, UP, and CP) and two Class III railroads (BDW and SRRR). The needs of Class I railroads in the state vary from the needs of the Class III railroads in terms of the Class I railroads' ability to fund and facilitate infrastructure improvements. This section presents the challenges facing both classes of carrier and each individual railroad serving the state, as determined by surveying the state's carriers. Private railroads are under no obligation to provide complete information on their capital improvement plans. The information presented in this chapter was made available to Wyoming DOT by the state's railroads during the development of this SRP.

4.2.1 Class I Railroads

Class I railroad companies in Wyoming must use private financing to cover the cost of equipment acquisition (that is, locomotives and railcars) and infrastructure improvements aimed at renewing, upgrading, or expanding the state rail network (that is, rail, ties, bridges, signal systems). Railroads rely on a regulatory framework that provides sufficient return on investment as a means to accommodate these capital expenditures.

Investment in rail infrastructure in the state of Wyoming by the Class I railroads has been robust and continuous since the opening of the Southern Powder River Basin and transportation of coal by rail in the 1970s. Historically, most projects were aimed at developing the capacity necessary to efficiently handle the surge of coal shipments out of Wyoming. These efforts spawned full upgrades to and multiple-tracking of existing mainlines, construction of new lines, and expansion and creation of new terminal facilities. Funds are budgeted by the Class I railroads each year to facilitate ongoing capital investment in the state's rail network. Systemwide capital expenditure budgets for BNSF, UP, and CP in 2013 were \$4.1 billion, \$3.6 billion, and \$1.1 billion, respectively. The Class I railroads did not identify specifically how much of this funding was used for rail projects in Wyoming.

The Class I railroads have continued to invest heavily in their networks during the last 5 years in order to solve ongoing factors constraining the capacity, efficiency, and velocity of the high volumes of through traffic and coal shipments in Wyoming; to eliminate or mitigate operational chokepoints; to handle various upgrades associated with maintenance and safety (including implementation of federally mandated positive train control [PTC] systems, which reduce the likelihood of train overspeed incidents and collisions between trains); and to accommodate routine infrastructure renewal. Some of those projects are listed below. The Class I railroads have also identified some ongoing projects for the state. Class I needs were discussed with each of the carriers during the stakeholder outreach process.

4.2.1.1 BNSF Railway

Between 2008 and 2011, BNSF invested about \$335 million for capacity expansion and maintenance in Wyoming, which included the triple- and quadruple-tracking of BNSF's Orin Subdivision (joint with UP between West Caballo Junction and Shawnee Junction) in the Southern Powder River Basin coal production area. As a result, the Orin Subdivision is now triple-track between Donkey Creek Junction (east of Gillette) and Shawnee Junction and quadruple-track between Milepost 59.7 and West Bill, for a total of 117 miles of multiple tracks. Additional double-tracking projects on single-track lines to improve the velocity of the network leading into and out of the Powder River Basin were also completed during that timeframe.

In 2012, BNSF invested an additional \$60 million on rail capacity and maintenance projects in Wyoming, which included surfacing and undercutting 1,115 miles of track and replacing 31 miles of rail and 36,000 ties.

BNSF did not identify any ongoing projects or any specific operations bottlenecks or constraints in Wyoming in 2013.

4.2.1.2 Union Pacific Railroad

This section lists the UP infrastructure projects in Wyoming funded by capital expenditure and completed during the last 5 years.

Rawlins Subdivision Renewal

In 2008, UP invested \$3.9 million on the Rawlins Subdivision between Bitter Creek and Green River to install 29,300 new ties and 11,700 tons of crushed rock ballast to stabilize the roadbed. As part of the project, the surfacing at 32 highway-rail grade crossings was replaced.

In 2012, UP invested \$10 million to further renew the Rawlins Subdivision between Green River and Rawlins. The project involved replacing more than 2 miles of rail in curves and 75,000 ties, installing 34,600 tons of crushed rock ballast, and renewing surfaces at 11 highway-rail grade crossings.

Sidney Subdivision and Powder River Subdivision Renewal

In 2011, UP invested \$17 million to renew the Sidney Subdivision between Egbert, Wyoming, and Hershey, Nebraska. The Wyoming portion of this project involved replacing about 66,000 ties, installing about 44,800 tons of ballast, and renewing 62 crossing surfaces. UP also approved an additional expenditure of

about \$31 million to replace rail and three switches, install 75,000 concrete ties, and renew the surfacing at seven highway-rail grade crossings on the Powder River Subdivision between Lusk and Shawnee.

Ongoing UP Capital Projects

Ongoing UP capital projects for Wyoming include the Laramie Subdivision Renewal and the Pocatello Subdivision Upgrade.

Laramie Subdivision Renewal

This \$12-million project involves replacing about 5 miles of rail in curves and 69,000 ties, installing 27,000 tons of crushed rock ballast, and renewing the surfaces at 26 highway-rail grade crossings on the line segment between Rawlins and Granite. The project began in April 2013 and was completed at the end of 2013.

Pocatello Subdivision Upgrade

UP completed an extension to the siding at Pixley (near Cokeville) in 2013 to improve operational capacity and efficiency.

UP did not identify any current specific operations bottlenecks or constraints in Wyoming.

4.2.1.3 Canadian Pacific Railway

In 2013, CP reported that the Dakota, Minnesota & Eastern Railroad (DM&E)—its predecessor in Wyoming—undertook a major rehabilitation of the Black Hills Subdivision between Bentonite (Colony), Wyoming, and Rapid City, South Dakota, in 2007, which involved rail and tie replacement, surfacing, and highway-rail grade crossing improvements. CP also reported that it did not recognize any immediate or near-future infrastructure or capacity needs for the 7 miles of its network in Wyoming. No operational chokepoints were identified by CP. According to CP, routine track, bridge, and crossing maintenance will continue at prescribed intervals.

On January 2, 2014, CP announced that it would sell this DM&E trackage to short-line railroad conglomerate Genesee & Wyoming (G&W) of Darien, Connecticut. This new G&W railroad, which would be called the Rapid City, Pierre & Eastern Railroad, would add a third Class III railroad to Wyoming. The sale is subject to approval by the Surface Transportation Board and is anticipated by G&W to close in mid/late-2014. At the time of the announcement, G&W did not state the need for any future improvements on the CP line in Wyoming.

4.3 Class III Railroads

Class III railroads, or short-line railroads, face a different set of challenges to meet their needs, since they do not have the capital and technical resources, operating capacity and flexibility, or modern infrastructure of the larger Class I railroads. Typically, the largest constraints on U.S. short-line railroads involve accommodating railcars with a 286,000-pound (lb) maximum gross weight (these heavier car loadings are an advancement over lighter cars and are fast becoming the industry standard) and operational chokepoints caused by insufficient operating capacity.

Railcars with larger loading capacity provide greater operating efficiency by reducing labor, fuel, and maintenance costs while increasing capacity and synergy for rail operations and rail shippers. Most Class III railroads have a legacy infrastructure suited to low-density operations and railcars of lighter weight (263,000-lb and 268,000-lb gross weight capacity). In order to accommodate the 286,000-lb cars, short-line railroads must make upgrades to the track structure and substructure (that is, rail, switches, ties, and ballast section) and bridges to handle the additional stress caused by transporting the heavier cars. Short-line railroads that are unable to make the appropriate upgrades might lose business to transportation competitors, namely trucks or other nearby railroads that are capable of handling the 286,000-lb cars.

Short-line railroad chokepoints are often attributed to legacy infrastructure tailored to historical railroad practice, which can limit capacity and hamper efficient modern operations. Such factors include yard capacity that is insufficient for building trains; switching; and staging cars and sidings that are of inadequate number, length, or location to accommodate the demands of present-day train operations and schedules. Some short-line railroads are further constrained by delays that stem from interchanging railcars with another carrier or in the use of trackage rights to access an isolated segment of their network. These deficiencies not only compromise rail transit times and operations safety and cause mainline and yard congestion, but they have the unintended consequence of affecting the quality of life for adjacent communities. Among other things, this condition can lead to protracted delays for motorists and emergency vehicles at highway-rail grade crossings.

Wyoming's short-line railroads were queried during the stakeholder outreach process about the specific challenges they face now and for the next 10 years in terms of capacity constraints, infrastructure needs and upgrades, railroad regulation, and capital funding needs.

4.3.1 Bighorn Divide & Wyoming Railroad

Bighorn Divide & Wyoming (BDW) Railroad listed the cost of PTC implementation and healthcare as serious concerns for the railroads. BDW said that the capital outlay necessary to build or maintain a rail line is a major factor in growing business and said that its concerns were regulations and capital funding for new rail and for repairing and maintaining existing rail.

BDW can already accept railcars of 286,000-lb maximum gross weight. Furthermore, it did not report any operational chokepoints.

4.3.2 Swan Ranch Railroad

Swan Ranch Railroad (SRRR) said that its concern was constructing infrastructure to accommodate future business growth and full connectivity with the state's Class I network. Shippers on SRRR will have dual access to the state's Class I network after completion of an interchange track (now under development) to the UP network. Additional industrial trackage and customer facilities at the Cheyenne Logistics Hub at Swan Ranch are presently under construction or projected to be constructed.

SRRR can already accept railcars of 286,000-lb maximum gross weight. Furthermore, it did not report any operational chokepoints.

4.4 Passenger Railroad Needs

No needs were identified for passenger-rail service providers, since there are no Amtrak intercity or long-distance trains, commuter-rail services, or transit lines currently operating in Wyoming. There are presently no efforts underway to implement long-distance, intercity, high-speed, or commuter-rail service in Wyoming. Discussion of proposed passenger-rail improvements and future investments in the state's rail network to sustain passenger-rail services would be deferred to future planning efforts.

4.5 Wyoming Rail User and Community Needs

Improvements aimed at delivering economic benefits, safety improvements, and rail service enhancements were identified in Wyoming during 2013. The data presented in Table 4-1 below were provided by the Wyoming Business Council, Wyoming DOT, local economic development agencies, and community leaders for use in developing the SRP and prioritizing future investment in new or expanded rail-served industrial parks, transloads, rail spurs, and rail bypasses. For each project, the tables includes a project description and need, the project's access to Class I railroads, and an estimate of project readiness. Chapter 5, Wyoming's Rail Service and Investment Program, and Chapter 6, Coordination and Review, identify additional short- and long-term needs discovered during the comprehensive outreach and coordination process undertaken as part of the development of the Wyoming SRP.

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Table 4-1: Wyoming Rail Project Inventory, 2013

Project Name	Project Type	Project Description	County	Class I Railroad Access (BNSF, UP, or Both)	Project Readiness
Evanston Pioneer Rail Site	Rail-served industrial park	The City of Evanston purchased 8 acres of property in the industrial area of Evanston (former Pioneer Rail Site). The 8-acre site includes two rail spurs, a 100-foot truck scale, a boiler with underground infrastructure, a truck loading rack, a rail pump, an asphalt reclaimers, steam and condensate piping, and product piping for up to nine rail tank cars. The rail spur siding can accommodate 36 cars with 18 positions to unload. Served by UP, the facility is expected to make the city more competitive with businesses that request rail access. According to Pioneer, the site is permitted for storage tanks and also for transloading of ethanol, diesel, biodiesel, and powder materials such as barite.	Uinta	UP	Active
Sheridan Rail Bypass	Rail bypass	Forward Sheridan (an economic development agency) is currently spearheading a feasibility study weighing the costs and benefits of relocating the north-south BNSF mainline to the north of the city. Currently, about 32 trains per day pass through the at-grade intersections along 5th Street and restrict traffic movement. The potential for shipping larger amounts of coal to Asia could spur additional Powder River Basin production and exacerbate the problem. The Forward Sheridan study maps out several routes between the current Decker Subdivision—a route that runs north-south from Montana’s Decker Mine to Wyarno Road—and Big Horn County (Montana) that can support construction of a new rail line. Forward Sheridan estimates that the new rail segment would cost between \$87.5 million and \$162.5 million.	Sheridan	BNSF	Long term (5+ years)
Cheyenne Logistics Hub at Swan Ranch, Granite Peak Development	Rail-served industrial park	The Swan Ranch Railroad (SRRR) began operations in December 2011 and operates within the new Swan Ranch Industrial Park in Cheyenne, which is the largest logistics hub in the Rocky Mountain region. Designed to meet the rapidly growing transportation needs of the energy sector, the logistics park is located at the intersection of UP and BNSF rail lines as well as Interstates 25 and 80. When fully developed, the Swan Ranch Industrial Park will encompass about 7,200 acres. The SRRR is operated by Watco Transportation Services and consists of 17,192 feet of track.	Laramie	Both	Active
Casper Logistics Hub, Granite Peak Development	Rail-served industrial park	Casper Logistics Hub (CLH) consists of 700 acres of industrial land strategically positioned next to a BNSF line, the Casper/Natrona County International Airport, the Foreign Trade Zone, and major U.S. and interstate highways. Services include transloading, trucking, erecting, storage, warehousing, and switching. The transload facility is managed by Casper Transloading (CTAN) and is operated by Bighorn Divide & Wyoming Railroad (BDW). The Casper Crude to Rail (CCR) terminal is being developed within the CLH by Granite Peak Development, Houston-based Cogent Energy Solutions, LLC, and New York City-based Stonepeak Infrastructure Partners. Expected to be completed in the spring of 2014, the terminal will be served by BNSF and will accommodate unit train and manifest loadings of both heavy and light crude. The facility will feature an initial storage capacity of 750,000 barrels of crude and can be expanded to eventually handle 2 million barrels.	Natrona	BNSF	Active
Cole Creek (Bishop) Industrial Park, Granite Peak Development	Rail-served industrial park	The Cole Creek Industrial Rail Park in Evansville consists of 72 acres of industrial land positioned on a BNSF line with access to Interstate 25 and state highways. Two rail spurs are located within the park.	Natrona	BNSF	Active
Upton Regional Industrial Site	Rail-served industrial park	The Upton Regional Industrial Site is a 600-acre park designated for industrial development. Located near Upton along the BNSF line, it will serve as a transloading site for materials to be distributed across the Powder River Basin. Commodities such as cement and ammonium nitrate are gathered at the Upton Regional Industrial Park to support diverse energy development. Orica, a commercial explosives company, has built an ammonium nitrate terminal at the park, and Bonneville Transloaders, Inc., hauls the material to Campbell County coal mines. Western Biomass Energy is operating a pilot cellulosic-ethanol plant, and Materi Operating and Materi Inspection is also located at the park.	Weston	BNSF	Active

Table 4-1: Wyoming Rail Project Inventory, 2013

Project Name	Project Type	Project Description	County	Class I Railroad Access (BNSF, UP, or Both)	Project Readiness
Gillette Energy Park	Rail-served industrial park	The City of Gillette purchased a rail spur in the Gillette Energy Park in 2003 and subsequently addressed important safety and rail alignment issues. The City of Gillette and the Campbell County Economic Development Corporation believe that the future of industry in Gillette would be well served by extending and looping this rail spur. The existing spur is currently used by three companies: Homax Oil Sales, Viking Explosives, and Mountain Mud Service and Supply. Of the 17 businesses in the Energy Park's vicinity, four others have expressed interest in using an enhanced spur.	Campbell	BNSF	
South Laramie Rail Spur	Rail-served industrial park	Laramie Economic Development Corporation (LEDC) has formed a limited-liability company to develop a 5.65-acre freight delivery site south of Laramie. Funding sources for the project include the Wyoming Business Council, Albany County, and Wyoming DOT.	Albany	UP	Active
Powder River Basin Industrial Complex, LLC	Crude oil transload	On September 4, 2013, Enserco Midstream, LLC, and Inergy Midstream, LP, announced a joint venture to build and operate a crude oil transloading terminal to serve producers in the Niobrara and Bakken shale formations. The Douglas Rail Terminal will have unit train capability on the BNSF network along with crude oil storage capacity. Future plans include handling transload of natural gas liquids. Manifest service began in August 2013, and unit train service is expected to begin during the first quarter of 2014. Once fully operational, the rail-loading capacity will be about 60,000 barrels per day.	Converse	BNSF	Medium term (3–5 years)
Guernsey Crude Oil Transload Facility Eighty-Eight Oil, LLC	Crude oil transload	On January 29, 2013, Eighty-Eight Oil, LLC, announced its plans to construct and operate a unit train facility on BNSF's mainline near the Guernsey crude oil pipeline hub. The facility will be directly connected to Eighty-Eight's existing Guernsey crude oil terminal, which has 2 million barrels of storage and currently receives crude oil from Butte Pipeline, Belle Fourche Pipeline, Platte Pipeline, and the Rocky Mountain Pipeline System. The Guernsey terminal also maintains truck onloading facilities and will be the first rail transloading terminal capable of loading multiple crude types, including those from the Williston Basin (Bakken), the Powder River Basin (Niobrara), Southwest Wyoming, the Big Horn Basin, and Canada. The facility will initially include three rail loop tracks and a capacity of about 80,000 barrels per day.	Goshen	BNSF	Active
Black Thunder Terminal, LLC	Crude oil transload	On May 15, 2013, Meritage Midstream Services and Arch Coal announced that the companies executed a letter of intent to create a joint venture. Black Thunder Terminal, LLC, will develop a rail terminal to provide crude oil handling, storage, rail loading, and marketing services to producers in Wyoming's Powder River Basin and downstream refiners. The Black Thunder Terminal will have an initial capacity of 10,000 barrels per day with the ability to increase outbound shipping capacity to 120,000 barrels of crude oil per day via outbound unit trains.	Campbell	Both	Medium term (3–5 years)
Town of Mills Intermodal Facility	Industrial Park	The Town of Mills Intermodal Facility is a proposed 200-acre industrial park spanning the BNSF Casper Subdivision mainline between mileposts 204.8 and 205.7.	Natrona	BNSF	Medium term (3–5 years)
Wyoming Intercity / Big Horn Basin Passenger Service	Passenger rail	Greybull community leaders and the mayor of Greybull identified the possibility of implementing an intercity passenger-rail service on BNSF routes through Wyoming that would connect existing Amtrak long-distance routes at Denver (<i>California Zephyr</i> between Chicago and the San Francisco Bay area) and an undefined location in northern Montana (to connect with the <i>Empire Builder</i> between Chicago and Seattle/Portland) with population centers and points of interest in the state. The proposed corridor for the passenger trains is via the BNSF network and would be routed from north to south via Cheyenne, Douglas, Casper, the Wind River Canyon (between Bonneville and Thermopolis), Greybull (with connecting Big Horn Transportation Authority bus and tour services to Yellowstone National Park and the Buffalo Bill Museum), and Billings. The route has not had through passenger service since the late 1960s, when the last of the trains of the Chicago, Burlington & Quincy Railroad were discontinued. Greybull reported its dependence on the BNSF network for freight services and that it has worked with BNSF on various projects. Greybull has discussed the possibility of building a passenger terminal to accommodate the proposed trains, buses, and tour services.	Laramie, Platte, Converse, Natrona, Fremont, Hot Springs, Washakie, Big Horn	BNSF	Long term (5+ years)
Chugwater Spur	Rail spur	Identification of potential for future rail service on a privately owned grain elevator siding.	Platte	BNSF	Medium term (3–5 years)

Table 4-1: Wyoming Rail Project Inventory, 2013

Project Name	Project Type	Project Description	County	Class I Railroad Access (BNSF, UP, or Both)	Project Readiness
Yoder Spur	Rail spur	Identification of potential for future rail service on a grain elevator siding.	Goshen	UP	Medium term (3–5 years)
Cody Spur	Rail spur	Track to decommissioned oil refinery has potential repurpose for shipping chemical products.	Park	BNSF	Medium term (3–5 years)
Kemmerer Spur	Rail spur	Identification of potential for future rail service on an existing spur 1.2 miles south of Kemmerer, along the east side of Highway 189, which accesses the UP network via the Cumberland Siding. A site along the spur, once a major laydown yard for the Ruby Pipeline, has been identified for future rail park use.	Lincoln	UP	Medium term (3–5 years)
Glencoe Junction Sulfur Loading Facility	Other	Identification of potential for future rail service to the Encana site, about 8 miles south of Kemmerer.	Lincoln	UP	Medium term (3–5 years)
Sage Junction	Rail spur	Identification of potential for future rail service to a rail spur 22 miles west of Kemmerer and south of Highway 30. The siding was used for a chemical company, Stauffer, which was later acquired by Astra Zeneca.	Lincoln	UP	Medium term (3–5 years)
Exxon Mobil Rail Spur	Rail spur	Identification of potential for future rail service on an unused rail spur that joins the UP network 2 miles east of Opal on Highway 30 and extends 16 miles to the Exxon Shute Creek Plant.	Lincoln	UP	Medium term (3–5 years)
Cumberland Siding	Rail spur	Identification of potential for future rail service to an existing siding south of Kemmerer.	Lincoln	UP	Medium term (3–5 years)
Millas Site	Rail spur	Identification of potential for future rail service to a 10-acre site about 6 miles south of Evanston.	Uinta	UP	Medium term (3–5 years)
Carter	Rail spur	Identification of potential for future rail service to a large undeveloped tract. Site will require a mainline siding with two switches since the existing siding is between the north and south mainlines.	Uinta	UP	Medium term (3–5 years)
Blacks Fork Gas Plant Loading Facility	Rail spur	Identification of potential for future rail service at a new facility north of Interstate 80 near Granger and the Sweetwater County border. The facility has gas plant piping to the loadout site. Other potential sites exist along the UP line in the immediate vicinity.	Sweetwater	UP	Medium term (3–5 years)
Union Center Industrial Park	Rail spur	The City of Evanston has identified a piece of property (about 200 acres) for a new industrial park. The facility is estimated to require two switches and 7,000 feet of trackage for access to the UP network.	Uinta	UP	Medium term (3–5 years)
Neiman Siding	Rail spur	Identification of potential for future rail service at the former Pope and Talbot Sawmill, which is currently used by Devils Tower Forest Products to load wood chips and lumber.			Medium term (3–5 years)
Ramaco Site	Rail spur	Identification of potential for future rail service near Monarch.	Sheridan	BNSF	Medium term (3–5 years)
Greybull	Rail spur	Identification of potential for future rail service in an existing rail yard.	Big Horn	BNSF	Medium term (3–5 years)
North Rock Springs	Rail spur	A private developer is in the planning stage of a transload off Yellowstone Road on the north side of Rock Springs.	Sweetwater	UP	Medium term (3–5 years)
Rawlins	Rail spur	Power Company of Wyoming is working with UP to design and build a spur for the offloading of components for its wind farm between Rawlins and Sinclair.	Carbon	UP	Medium term (3–5 years)
Wamsutter	Rail spur	Identification of potential for future rail service on a siding to an abandoned mill.	Sweetwater	UP	Medium term (3–5 years)
Hanna	Rail spur	Identification of potential for future rail service on an existing siding to an abandoned coal mine.	Carbon	UP	Medium term (3–5 years)

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Chapter 5. Wyoming's Rail Service and Investment Program

5.1 Introduction

This chapter describes the State's long-term vision for rail service and its role in the statewide multimodal transportation system. It addresses the specific projects, programs, policies, laws, and funding necessary to achieve the rail vision and describes the related financial and physical impacts of these proposed actions.

5.2 State Rail Vision

Wyoming's Rail Vision was developed through reviewing the common themes from the public and stakeholder outreach effort described in Chapter 6, Coordination and Review. The Rail Vision statement adopted by Wyoming DOT is provided below along with its supporting freight- and passenger-rail-service objectives.

Open-house participants at public meetings conducted during the development of this SRP identified elements that could be included in a state Rail Vision. In addition, comments were gathered from Wyoming's freight railroads, rail shippers, and passenger-rail advocates about what they need and want as users of the state's rail system.

Based on the comments obtained through this outreach effort, Wyoming DOT has developed the following vision statement for rail transportation in the state:

The future Wyoming rail system will provide safe, efficient, and reliable mobility for people and goods. In addition, it will contribute to a more balanced transportation system, economic growth, a better environment, and energy conservation. The state's rail infrastructure and levels of service will expand to provide increased transportation efficiency, cost effectiveness, accessibility, capacity, and intermodal connectivity to meet freight and passenger market demands through an investment plan which includes public-private partnerships. To further this vision, the state will support the business council and economic development associations in planning rail service improvements.

Rail service objectives aligned with the Rail Vision were developed based on the rail-related benefits, issues, and obstacles that had been identified. These objectives are described in the next section.

5.2.1 Freight-Rail Objectives

With a Rail Vision articulated, the SRP needs to define specific service objectives to guide State action in the development of its rail system. Listed below are objectives for freight-rail operations and investments in Wyoming. Origins for these objectives were obtained from the stakeholder outreach process described in Chapter 4, Proposed Freight-Rail Improvements and Investments.

- Support as applicable the interchange of Class I rail traffic in the state.
- Minimize accidents, injuries, and fatalities at highway-rail grade crossings in Wyoming through crossing closures, safety improvements, and grade separations.
- Encourage economic development in Wyoming through investments in the rail system; for example, improved access to the national rail network via new industrial leads and spurs and intermodal facilities that promote interconnectivity with truck transportation.
- Leverage public-private partnerships for funding rail improvements.

5.2.2 Passenger-Rail Objectives

Listed below are objectives for potential future passenger-rail operations in Wyoming:

- Continue outreach to stakeholders.
- Encourage multimodal integration.
- Support the identification of funding strategies for passenger-rail initiatives, as applicable.

5.3 Integration of the Rail Vision with Other Transportation Plans

This SRP is intended to integrate and expand on the Wyoming Long-Range Transportation Plan (LRTP).

As stated in Chapter 1, The Role of Rail in Wyoming's Statewide Transportation System, the goal of the LRTP is to create a Comprehensive Vision to provide all parties—the public, legislators, and Wyoming DOT executives and managers—with a clear understanding of the direction of Wyoming DOT and the condition and performance of the transportation systems in the state to allow these decision-makers to make more effective and informed decisions regarding the transportation system. This Comprehensive Vision is part of the *Wyoming Connects* planning process and provides a systemwide overview. The SRP is another piece of the *Wyoming Connects* process under the Strategic Vision which provides management and evaluation of major components of the transportation system to achieve Wyoming DOT's goals. The third step in the *Wyoming Connects* process is the Operational Vision, which identifies and provides solutions for project-level issues and needs within the transportation system.

These three components come together to help Wyoming DOT focus on advancing its mission and goals. Wyoming DOT's mission is to provide a safe, high-quality, and efficient transportation system with the following goals:

- Keep people safe on the state transportation system.
- Serve our customers.
- Take care of all physical aspects of the state transportation system.
- Develop and care for our people.
- Respectfully perform our lawful responsibilities.
- Exercise good stewardship of our resources.

As part of the Comprehensive Vision within the *Wyoming Connects* planning process, the LRTP, combined with the Transportation Asset Management Plan and nine Goal Areas, provides a comprehensive view of the Wyoming transportation system, its needs, and a direction to meet those needs. As part of the Strategic Vision, the SRP provides the condition and performance of one of the many transportation systems in the state to aid Wyoming DOT's decision-makers in making consistent decisions across the entire transportation network.

The SRP serves to address the goals of Wyoming DOT through the following objectives:

- Providing an overview of railroad assets and all related issues to address any issues with the physical aspects of the system
- Focusing on safety, including highway-rail safety such as grade-crossings, to address any issues
- Linking the economic view and needs of rail freight with economic vitality in Wyoming to best serve the residents and users of the system as well as to develop and care for the residents of the state

Because Wyoming shares rail corridors and services with adjacent states, it is also essential to coordinate with these other States through both direct interaction and through comprehensive review and analysis of the SRPs prepared by each State in the region. Wyoming DOT will submit the draft SRP to surrounding States for their review and comment. Because the regions' States have developed and completed their plans over the course of the past 5 years, it is likely that this coordination of SRP content will increase as States begin to update their plans. These updates are required every 5 years per PRIIA.

FRA was directed by PRIIA legislation to develop a Preliminary National Rail Plan to address the rail needs of the United States. The Preliminary National Rail Plan, which was published in October 2009, provided objectives for rail as a means of improving the performance of the national transportation system. These objectives are:

- Increased passenger- and freight-rail performance
- Integration of all transportation modes to form a more complementary transportation system
- Identification of projects of national significance
- Providing for increased public awareness

A final National Rail Plan will account for state rail planning practices and will reflect the issues and priorities addressed in various SRPs. The National Rail Plan is intended to be developed through the integration of

individual SRPs. The final National Rail Plan remains under development as of 2014. Wyoming DOT will work with FRA and other States in the region to ensure that the regions' rail perspectives and issues are adequately addressed in the final National Rail Plan when it is published.

In addition to the need to coordinate the Wyoming SRP with the National Rail Plan and the national freight network, the State of Wyoming will also coordinate as necessary with the U.S. Military Surface Deployment and Distribution Command's Transportation Engineering Agency, which oversees the federal National Strategic Rail Corridor Network (STRACNET). STRACNET and rail transportation's role in defining a national defense network are discussed in Chapter 2, Wyoming's Existing Rail System.

5.4 Proposed Organizational or Policy Changes

There is currently no designated state rail authority in Wyoming. Rather, Wyoming DOT conducts rail planning along with other modal planning.

5.5 Expected Effects of Rail Program Implementation

This section identifies the passenger- and freight-rail projects for this 20-year SRP along with the expected effects of these projects. Described below are both freight-rail projects and projects that would enhance the safety of at-grade crossings through safety improvements, closures, and grade separations.

5.5.1 Passenger-Rail Investments

There are currently no passenger-rail operations in Wyoming. Identification of proposed passenger-rail improvements and future investments in the state's rail network to sustain passenger-rail services would be deferred to future planning. Past studies and high-level conceptual cost estimates are discussed in Chapter 1, The Role of Rail in Wyoming's Statewide Transportation System.

5.5.2 Freight-Rail Investments

5.5.2.1 Class 1 Freight Rail Investments

Class I railroads in Wyoming must use private financing to cover the cost of acquiring equipment and making infrastructure improvements aimed at renewing, upgrading, or expanding the state rail network. Railroads rely on a regulatory framework that provides sufficient return on investment as a means to accommodate these capital expenditures.

Projects acknowledged by the Class I railroads during the 2008–2013 period are discussed in Chapter 4, Proposed Freight-Rail Improvements and Investments. During the creation of this SRP, the Class I railroads did not identify any future planned investments.

5.5.2.2 Short-Line Railroad Investments

Class IIIs, or short-line railroads, face a different set of challenges to meet their needs, since they do not have the capital and technical resources, operating capacity and flexibility, or modern infrastructure of the larger Class I railroads. Typically, the largest constraints on U.S. short-line railroads involve accommodation of railcars with a 286,000-lb maximum gross weight and operational chokepoints caused by insufficient operating capacity.

As of 2013, Wyoming's short-line railroads were all capable of handling 286,000-lb maximum gross weight railcars, and no needs for improved track and bridge infrastructure were identified. Likewise, during the creation of this SRP, the state's short-line railroads did not identify any operational chokepoints or specific future planned investments.

5.5.2.3 Crossing Safety Improvements

Wyoming DOT's annual program for grade-crossing improvements totals about \$1.1 million per year. The chief public benefit is enhanced safety at the crossings. The funding source is the federal Highway Safety Program (formerly known as Section 130 funds). Recent crossing improvement projects have been identified.

For 2013, Wyoming DOT identified multiple projects at grade crossings on BNSF and UP lines that involved the upgrade of signal circuitry and signal houses and crossing surfaces. Similarly, Wyoming DOT identified multiple projects for 2014, which would involve upgrades to signal circuitry, surfacing, and grade crossing approach signage on BNSF and UP lines statewide.

5.5.2.4 Grade-Separation Projects

Wyoming DOT does not have an annual program for grade separations, but it does participate in such improvements as federal funding becomes available. The primary public benefits of the projects are enhanced safety and improved mobility. Specific grade-separation projects for 2015–2016 are:

- Laramie: Harney Street viaduct constructed over the UP line. Includes removing the older Clark Street viaduct over the UP line.
- Lovell: U.S. Highway 310 bridge replacement over the BNSF line.
- Sheridan: Interstate 90 bridge replacement over the BNSF line.

5.6 Passenger-Rail Project Impact and Financing Analysis

There are currently no passenger-rail projects proposed for Wyoming.

5.7 Freight-Rail Project Impact and Financing Analysis

In recent years, Wyoming DOT has focused its freight rail–related efforts in one main area: enhancing safety at crossings by implementing safety improvements, crossing closures, and rail line relocations. The State’s proposed short-range and long-range freight projects reflect a continued focus in these areas.

As stated in Chapter 1, The Role of Rail in Wyoming’s Statewide Transportation System, Wyoming DOT is currently not spending state funds for the benefit of private railroads. However, with the establishment of a designated Rail Program, Wyoming DOT could expand its efforts to help fund rail improvements on private rail networks that serve Wyoming shippers and perhaps host new passenger-rail services in the state.

5.8 Recommended Planning Studies

Analysis of Wyoming’s rail network and comments received through the SRP’s outreach effort pointed to interest in possible new intercity passenger-rail options, which could be studied. These included:

- Multi-modal facility planning.
- Intercity or commuter passenger-rail service between Cheyenne and the major metropolitan areas along Colorado’s Front Range to the south, including Fort Collins and Denver.
- Intercity passenger-rail service on BNSF routes through Wyoming that would connect existing Amtrak long-distance routes at Denver (*California Zephyr* between Chicago and the San Francisco Bay area) and an undefined location in northern Montana (to connect with the *Empire Builder* between Chicago and Seattle/Portland) with population centers and points of interest in the state. The potential route for the service through Wyoming would be via Cheyenne, Douglas, Casper, Thermopolis, and Greybull.

5.9 Passenger-Rail and Freight-Rail Capital Projects

Wyoming’s role in identifying and prioritizing passenger- and freight-rail service and infrastructure projects and the benefits of each is limited for the following reasons: (1) Wyoming DOT does not currently have a state Rail Program and does not anticipate implementing one in the short term; (2) the State of Wyoming may not obligate any state aid or debt in the construction of any rail system, as per the Wyoming state constitution; (3) the state’s Class I freight railroads are under no obligation to report potential improvements and capital project priorities for their networks or to divulge the schedule and capital costs associated with such projects; and (4) no passenger-rail services exist or are anticipated for short-term implementation in Wyoming.

For future state rail planning and study efforts, Wyoming DOT will explore a Rail Service and Investment Program (RSIP), prioritizing rail service and infrastructure projects for short-term (4 years) and long-term (20 years) implementation in Wyoming and identifying the potential capital cost of each project. In the interim, a Wyoming Rail Project Inventory has been assembled by Wyoming DOT with inputs from the SRP stakeholder outreach process and through coordination with the Wyoming Business Council and other economic development groups to identify projects for potential implementation in the near term that are in concert with the State’s rail vision. This project inventory is presented in Chapter 4, Proposed Freight-Rail Improvements and Investments, of this SRP.

Chapter 6. Coordination and Review

6.1 Introduction

Wyoming DOT, in conjunction with the Wyoming Business Council, is developing this SRP in compliance with PRIIA and FRA requirements as described earlier in this SRP. This SRP relies heavily on state agency and public input in order to direct future freight- and passenger-rail transportation planning in the state. Priorities will be incorporated into the SRP based on key, common interests for stakeholders statewide. This SRP will serve as the foundation for federal funding requests to maintain and improve Wyoming's railroads.

This SRP will be a living document that addresses an expansive spectrum of issues including passenger-rail service objectives and a long-range investment program for freight- and passenger-rail infrastructure. This plan will enable Wyoming DOT to implement a broad approach to statewide planning that will integrate passenger- and freight-rail elements into the larger Statewide Long-Range Transportation Plan, enhance economic development opportunities, and improve rail network safety and efficiency.

This SRP satisfies areas of interest for improving the state's rail network, including:

- Long-term service and investment needs
- Minimum levels of service for passenger rail
- Possible new rail lines
- Financing for rail improvements
- Intermodal connectivity and development
- Rail safety and security
- Enhanced performance of freight and passenger service

6.2 Stakeholder Outreach

As part of the development of this SRP, a tailored stakeholder outreach approach was developed in order to solicit public input and agency collaboration. This approach centered on stakeholder engagement (including agency representatives, elected officials, and property owners) that would be involved in informing the project at key milestones. The project team provided opportunities for continued education and active participation and created valuable partnerships and support at key project milestones. This resulted in more-informed decision-making and a plan that reflects the community's needs. The following sections provide a detailed description of the outreach process and the feedback acquired during that effort.

6.2.1 State Rail Plan Website

The project website acted as the primary resource for information to the public. It provided project updates and information and was updated in a timely manner to ensure that the content remained current and consistent for the public. As an online resource, it could be accessed at any time by anyone with an internet connection.

The website includes a project overview, the purpose and plan, a schedule, a library of background documents and project collateral, an online comment form and instructions for providing formal comments, a link to the online survey, and project contact information.

The website was reviewed by the project team every month for a 12-month period in order to assess any necessary changes to content. The website address is www.wyomingstatewiderailplan.com.

Wyoming DOT also had an SRP-specific page on its website to offer project information to the public online. The SRP page included general SRP and contact information and provided links to the official SRP website as well as a link to participate in an online survey. The webpage address is www.dot.state.wy.us/news/statewide-rail-plan-survey-available-online.

6.2.2 Stakeholder Outreach

At the onset of the SRP process, HDR's public involvement (PI) team identified public and agency stakeholders that could be affected or might be willing to participate. These stakeholders included federal, state, and local public agencies and officials; transportation interest groups; economic development organizations; nongovernmental organizations (NGOs); and the public.

The project team implemented various outreach methods to educate the public on the SRP and raise awareness about the importance of public input. In addition to targeted media outreach, Wyoming DOT used emails and newsletters to solicit public input. Copies of the emails and newsletters that were distributed are provided in Attachment A of this chapter.

6.2.3 Media

Media outreach was determined to be the most effective way to solicit public input on a statewide level. This allowed SRP representatives to publicize the purpose of the project and invite people to participate by commenting on the SRP. Media efforts consisted of press releases and print display advertisements in newspapers.

Both a press release and a print display advertisement were released to announce a public meeting and a request for public comments. Both listed ways that the public could provide comments on the SRP. Copies of the press release and display advertisement are provided in Attachment B of this chapter.

6.2.4 Public Meeting

Wyoming DOT held a public meeting on October 8, 2013, at 301 E. Lathrop Road in Casper from 2 p.m. to 6 p.m. The purpose of the meeting was to educate the public about the need for the SRP and to invite the public to provide feedback and formal comments.

A presentation at the meeting explained the need to begin planning for potential rail opportunities in Wyoming, especially since statewide rail planning is gaining momentum nationwide. The presentation also focused on encouraging the public to use one of the available methods to provide a formal comment. Wyoming DOT and project representatives answered questions in an open-house format prior to and after the formal presentation. Meeting materials included business cards with contact information, a project banner, comment forms, and a PowerPoint presentation. The meeting presentation was posted on the project website after the meeting. A copy of all meeting materials is provided in Attachment C of this chapter.

6.2.5 Online Survey and Public Comment

The project team used many outreach methods (website, newsletter, email, press release, public meeting, etc.) to promote stakeholder response by answering an online survey or providing email comments.

The online survey was made available for stakeholder response on October 17, 2013, through February 2014, 2014, and consisted of 57 questions. A link to the survey was posted on the SRP website, on Wyoming DOT's SRP website, and in project advertising and outreach materials such as email notifications, press releases, display advertisements, and newsletters. The survey was designed to gather feedback on the general perception of rail in the state and the potential for future improvements. Questions focused on stakeholders' perspective on the existing rail system, their interest in passenger-rail and freight-rail services, and access to other modes of transportation. Questions also focused on how stakeholders perceive the safety of the state's rail network.

A total of 64 people responded to the survey, with responses indicating a favorable to more-than-favorable attitude toward rail transportation and future improvements to the state's rail network. In particular, respondents were favorable to passenger rail as a transportation option between adjacent towns or even adjacent states. Comments from the survey included the following:

- "Such service would be beneficial and could also help tourism in the long run."
- "I believe good access to rail could be enhanced."
- "Huge opportunities in economic development for our community."
- "We would have to find the finances."
- "Passenger service would be nice but probably not financially feasible."
- "System is adequate as is. Adding passenger service between SLC [Salt Lake City, Utah] and Laramie/Cheyenne is a luxury, not a need."

A copy of all survey responses is provided in Attachment D of this chapter.



Formal comments from the public on the SRP were solicited between October 17, 2013, and February 2014, 2014. The public was encouraged to comment at the public hearing and via the website comment form, email, phone, and mail-in form. A total of 12 comments were submitted to the project team from stakeholders using the following methods: meeting comment form (three), meeting (one), web comment form (one), email (five), and media (two). These respondents also indicated a favorable attitude toward rail service and future improvements to the state's rail network. A reply to each formal comment was addressed in the SRP document. A copy of all public comments is provided in Attachment D of this chapter.

Attachment A. *State Rail Plan Email and Newsletter*



Email Subject Line: Input Wanted for the Wyoming Statewide Rail Plan

Email Body: The Wyoming Department of Transportation, in conjunction with the Wyoming Business Council, is developing a Statewide Rail Plan. This plan will be developed with help from agencies and the public and will provide direction for future freight and passenger rail transportation policy in Wyoming. Public input is necessary to the development of a Plan that accurately reflects the current needs and future opportunities for rail and rail-related economic development in Wyoming.

A variety of forums are available to get more information and to provide your thoughts and ideas about the Statewide Rail Plan, including an upcoming public meeting. **The public meeting will be held on Tuesday, October 8th from 2 p.m. to 6 p.m. at the C'mon Inn, 301 East Lathrop Road in Casper, Wyoming. A presentation will take place at 5:30 p.m.**

We have attached a press release that provides more project details and additional contact information. Please visit the project website at www.WyomingStatewideRailPlan.com if you'd like to learn more about the Statewide Rail Plan or submit a comment.

Thank you!

Attachment: Finalized press release.

INPUT WANTED FOR WYOMING STATEWIDE RAIL PLAN

The Wyoming Department of Transportation (WYDOT), in conjunction with the Wyoming Business Council, is developing a Statewide Rail Plan (SRP). This plan will be developed with help from agencies and the public and will provide direction for future freight and passenger rail transportation policy in Wyoming. The SRP will enable WYDOT to implement a broad approach to statewide planning that will integrate passenger and freight rail elements into the larger Statewide Long Range Transportation Plan and, although rail infrastructure improvements are not funded by WYDOT, the plan will expand economic development opportunities for grants and public-private partnerships, and improve network safety and efficiency.

Public input is necessary to the development of a Plan that accurately reflects the current needs and future opportunities for rail and rail-related economic development in Wyoming.

A variety of forums are available to get more information and to provide thoughts and ideas about the Statewide Rail Plan:

- The Statewide Rail Plan website at www.WyomingStatewideRailPlan.com provides Plan information and an opportunity to submit comments.
- Email the project team at: info@wyomingstatewiderailplan.com
- Contact members of the project team directly:
 - Dan Kline, Wyoming Department of Transportation, Systems Planning & Railroads
5300 Bishop Boulevard, Cheyenne, WY 82009-3340
(307) 777-4189
 - Laycee Kolkman, HDR Engineering, Inc., Project Representative
1720 Carey Avenue, Suite 612, Cheyenne, WY 82001
(970) 416-4405

Public Meeting

Tuesday, October 8th, 2013

2 p.m. to 6 p.m.

C'mon Inn

301 East Lathrop Road

Casper, Wyoming

FAST FACTS

- *In 2010, more freight terminated, originated or moved through the Wyoming (566.5 million tons) than in any other U.S. state, according to the Association of American Railroads (AAR).*
- *The 146-year-old Wyoming rail system, unlike those in most other states, has not experienced considerable rationalization or consolidation – and in fact – it has seen considerable growth during the last 50 years.*
- *The Association of American Railroads estimates that every dollar spent on investment in our nation's railroads—tracks, equipment, locomotives, bridges—yields \$3 in economic output. In addition, each \$1 billion of rail investment creates 20,000 jobs.*

Attachment B. State Rail Plan Press Release and Display Ad



PUBLIC INPUT WANTED FOR WYOMING STATEWIDE RAIL PLAN

Public Meeting to be held October 8th in Casper, Wyoming

The Wyoming Department of Transportation (WYDOT), in conjunction with the Wyoming Business Council, is developing a Statewide Rail Plan (SRP). This plan will be developed with help from agencies and the public and will provide direction for future freight and passenger rail transportation policy in Wyoming. The SRP will enable WYDOT to implement a broad approach to statewide planning that will integrate passenger and freight rail elements into the larger Statewide Long Range Transportation Plan and, although rail infrastructure improvements are not funded by WYDOT, the plan will expand economic development opportunities for grants and public-private partnerships and improve network safety and efficiency.

Public input is necessary to the development of a Plan that accurately reflects the current needs and future opportunities for rail and rail-related economic development in Wyoming. WYDOT has been in communication with a variety of public and private stakeholders throughout the SRP development process and would like to encourage members of the public to share their opinions.

A variety of forums are available to get more information and to provide thoughts and ideas about the Statewide Rail Plan:

- WYDOT will be hosting a public meeting on Tuesday, October 8th from 2 p.m. to 6 p.m. at the C'mon Inn, 301 East Lathrop Road in Casper, Wyoming.
- The Statewide Rail Plan website at www.WyomingStatewideRailPlan.com provides Plan information and an opportunity to submit comments.
- Email the project team at: info@wyomingstatewiderailplan.com
- Contact members of the project team directly:
 - Dan Kline, Wyoming Department of Transportation, Systems Planning & Railroads
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1720 Carey Avenue, Suite 612, Cheyenne, WY 82001
(970) 416-4405

Public Meeting
Tuesday, October 8th, 2013
2 p.m. to 6 p.m.
C'mon Inn
301 East Lathrop Road
Casper, Wyoming

INPUT WANTED FOR WYOMING STATEWIDE RAIL PLAN

The Wyoming Department of Transportation (WYDOT), in conjunction with the Wyoming Business Council, is developing a Statewide Rail Plan (SRP). This plan will be developed with help from agencies and the public and will provide direction for future freight and passenger rail transportation policy in Wyoming. Although rail infrastructure is not funded by WYDOT, when completed, the SRP will also serve as the foundation for federal funding requests to maintain and improve Wyoming's railroads.

Public input is necessary to the development of a Plan that accurately reflects the current needs and future opportunities for rail and rail-related economic development in Wyoming.

A variety of forums are available to get more information and to provide thoughts and ideas about the Statewide Rail Plan. The Statewide Rail Plan website at www.WyomingStatewideRailPlan.com provides plan information and an opportunity to submit comments.

Email the project team at: info@wyomingstatewiderailplan.com

Contact members of the project team directly:

Dan Kline, Wyoming Department of Transportation, Systems Planning & Railroads
5300 Bishop Boulevard, Cheyenne, WY 82009-3340
(307) 777-4189

Laycee Kolkman, HDR Engineering, Inc., Project Representative
1720 Carey Avenue, Suite 612, Cheyenne, WY 82001
(970) 416-4405


PUBLIC MEETING
Tuesday, October 8th, 2013
2 p.m. to 6 p.m.
C'mon Inn
301 East Lathrop Road
Casper, Wyoming

FAST FACTS

In 2010, more freight terminated, originated or moved through the Wyoming (566.5 million tons) than in any other U.S. state, according to the Association of American Railroads (AAR).

The 146-year-old Wyoming rail system, unlike those in most other states, has not experienced considerable rationalization or consolidation – and in fact – it has seen considerable growth during the last 50 years.

The Association of American Railroads estimates that every dollar spent on investment in our nation's railroads—tracks, equipment, locomotives, bridges—yields \$3 in economic output. In addition, each \$1 billion of rail investment creates 20,000 jobs.



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STATEWIDE  RAIL PLAN
Wyoming

Public Meeting Tuesday, October 8th, 2013
2-6 p.m., with a presentation at 5:30 p.m.
C'mon Inn, 301 E. Lathrop Road
Casper, Wyoming

www.WyomingStatewideRailPlan.com
For more information contact Dan Kline:
info@wyomingstatewiderailplan.com

Individuals needing special assistance and other reasonable accommodations should contact Dan Kline 5 days prior to the public meeting.

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Attachment C. Meeting Materials

STATEWIDE RAIL PLAN
Wyoming
www.WyomingStatewideRailPlan.com
For more information contact:
Dan Kline, Wyoming Department of Transportation
info@wyomingstatewiderailplan.com

The Wyoming Department of Transportation,
in conjunction with the Wyoming Business Council,
is developing a Statewide Rail Plan (SRP).
The SRP will enable the Wyoming Department
of Transportation to implement a broad approach
to statewide planning that will integrate passenger
and freight rail elements into the larger
Statewide Long Range Transportation Plan.

STATEWIDE RAIL PLAN
Wyoming



Welcome!



The Wyoming Department of Transportation (WYDOT), in conjunction with the Wyoming Business Council, is developing a Statewide Rail Plan (SRP). This plan will be developed with help from agencies and the public and will provide direction for future freight and passenger rail transportation policy in our state. Priorities adopted by the plan will be based on the common interests of stakeholders statewide.

The SRP will enable WYDOT to implement a broad approach to statewide planning that will integrate passenger and freight rail elements into the larger Statewide Long Range Transportation Plan, and although rail infrastructure improvements are not funded by WYDOT, the plan will expand economic development opportunities for grants and public-private partnerships and improve network safety and efficiency.

We look forward to hearing your thoughts about the direction for rail systems and services in Wyoming!

Please visit the project website at:

www.WyomingStatewideRailPlan.com

Contact the Project Team

Dan Kline
Wyoming Department of Transportation
Systems Planning and Railroads
5300 Bishop Boulevard
Cheyenne, WY 82009
(307) 777-4189

Laycee Kolkman
HDR Engineering, Inc.
Project Representative
1720 Carey Avenue, Suite 612
Cheyenne, WY 82001
(970) 416-4405

info@wyomingstatewiderailplan.com





- What has been the role of rail in Wyoming?
- What is the future role of rail in Wyoming?
- Trends and forecasts
- Rail Service needs and opportunities
- Proposed passenger freight rail improvements and investments
- Wyoming's long range rail service and investment program



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info@wyomingstatewiderailplan.com





How Do I Submit Comments?

- **Written Comments:** Complete and submit this form at the public meeting or follow the directions on the reverse side of this sheet to mail your comments.
- **Electronic Comments:** Submit comments by visiting **www.WyomingStatewideRailPlan.com** and clicking on the Comment tab.
- **Email Comments:** Email comments to **info@wyomingstatewiderailplan.com**.

What are your thoughts about the Wyoming Statewide Rail Plan?

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

Date: _____

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Please fold, fasten with tape and mail. No envelope necessary. Do not staple.

Place
Stamp
Here

Wyoming Statewide Rail Plan
c/o Dan Kline
5300 Bishop Boulevard
Cheyenne, WY 82009-3340

10/1/2013



Statewide Rail Plan

- The Wyoming Department of Transportation (WYDOT), in conjunction with the Wyoming Business Council, is developing a Statewide Rail Plan (SRP).
- The SRP will enable WYDOT to implement a broad approach to statewide planning that will integrate passenger and freight rail elements into the larger Statewide Long Range Transportation Plan, and although rail infrastructure improvements are not funded by WYDOT, the plan will expand economic development opportunities for grants and public-private partnerships, and improve network safety and efficiency.

Statewide Rail Plan Purpose

- To comply with PRIIA (the Passenger Rail Investment and Improvement Act of 2008) that requires all states to develop State Rail Plans to be eligible for federal funding
- To provide input for required State Freight Plans to comply with MAP-21 (Moving Ahead for Progress in the 21st century)


10/1/2013

Statewide Rail Plan

- This plan will be developed with help from agencies and the public and will provide direction for future freight and passenger rail transportation policy in our state.
- Comments received will help identifying sidings and switches that may have opportunity for development into rail parks to stimulate economic development.
- Although rail infrastructure is not funded by the Department, the SRP is a necessary foundation for federal funding requests for grants and public private partnerships to maintain and improve Wyoming's railroads.

Statewide Rail Plan Topics

- What has been the role of rail in Wyoming?
- What is the future role of rail in Wyoming?
- Rail Service needs and opportunities
- Wyoming's long range rail service and investment program



Communication Methods and Tools

- Study website and online comment form
 - www.WyomingStatewideRailPlan.com
- Media
 - Press releases
 - Advertisements
- Public Participation
 - Public Meeting – October 8, 2013, Casper, Wyoming
 - Self-guided online Open House meeting – February 2014

10/1/2013

Next Step – Providing Input

- Provide input:
 - Website
 - Email
 - Mail



Next Step – Providing Input

- Provide input:
 - Website - www.WyomingStatewideRailPlan.com
 - Email – info@wyomingstatewiderailplan.com
 - Mail – Wyoming Department of Transportation
Attn: Dan Kline
Systems Planning & Railroads
5300 Bishop Boulevard
Cheyenne, WY 82009-3340



Next Step – Process Moving Forward



Attachment D. Survey and Public Comment Materials

July 2013 Comment Report



Communication Report 7/1/13

Website Traffic – www.WyomingStatewideRailPlan.com

	June	July	Aug	Sept	To Date
Entire Site Unique Visitors	13				13
Entire Site Pageviews	77				77
Online Meeting Unique Pageviews	n/a				n/a

Comments

Media	June	May	To Date
Mailed Letter	0	n/a	0
Meeting Comment Form	0	n/a	0
Phone Call	0	n/a	0
Fax	0	n/a	0
Web Comment Form	0	n/a	0
Email	0	n/a	0
Totals	0	n/a	0

Outreach

	This Week	June	July	Aug	Sept	To Date
Mailed Pieces	n/a 0	n/a 0				0
Emails Sent	n/a 0	n/a 0				0

Google Alerts

UNP to Invest in Wyoming Rail Line, June 26 2013, Yahoo Finance: *Union Pacific Corporation (UNP)* will be investing \$15 million for the development of a rail track in Wyoming: <http://finance.yahoo.com/news/unp-invest-wyoming-rail-line-222507130.html>

August 2013 Comment Report



Communication Report 8/1/13

Website Traffic – www.WyomingStatewideRailPlan.com

	June	July	Aug	Sept	To Date
Entire Site Unique Visitors	13	12			22
Entire Site Pageviews	77	48			125
Online Meeting Unique Pageviews	n/a	n/a			n/a

Comments

Media	June	May	To Date
Mailed Letter	0	n/a	0
Meeting Comment Form	0	n/a	0
Phone Call	0	n/a	0
Fax	0	n/a	0
Web Comment Form	0	n/a	0
Email	0	n/a	0
Totals	0	n/a	0

Outreach

	This Week	June	July	Aug	Sept	To Date
Mailed Pieces	n/a 0	n/a 0	n/a 0			0
Emails Sent	n/a 0	n/a 0	n/a 0			0

Google Alerts

No project-related alerts at this time.

September 2013 Comment Report



Communication Report 9/1/13

Website Traffic – www.WyomingStatewideRailPlan.com

	June	July	Aug	Sept	To Date
Entire Site Unique Visitors	13	12	12		37
Entire Site Pageviews	77	48	91		216
Online Meeting Unique Pageviews	n/a	n/a	n/a		n/a

Comments

Media	July	August	To Date
Mailed Letter	0	0	0
Meeting Comment Form	0	0	0
Phone Call	0	0	0
Fax	0	0	0
Web Comment Form	0	0	0
Email	0	0	0
Totals	0	0	0

Outreach

	This Week	June	July	Aug	Sept	To Date
Mailed Pieces	n/a 0	n/a 0	n/a 0	n/a 0		0
Emails Sent	n/a 0	n/a 0	n/a 0	n/a 0		0

Google Alerts

No project-related alerts at this time.

October 2013 Comment Report



Communication Report 10/1/13

Website Traffic – www.WyomingStatewideRailPlan.com

	June	July	Aug	Sept	To Date
Entire Site Unique Visitors	13	12	12	14	51
Entire Site Pageviews	77	48	91	132	348
Online Meeting Unique Pageviews	n/a	n/a	n/a	n/a	n/a

Comments

Media	June	July	August	September	To Date
Mailed Letter	0	0	0	0	0
Meeting Comment Form	0	0	0	0	0
Phone Call	0	0	0	0	0
Fax	0	0	0	0	0
Web Comment Form	0	0	0	0	0
Email	0	0	0	0	0
Totals	0	0	0	0	0

Outreach

	June	July	Aug	Sept	To Date
Mailed Pieces	n/a 0	n/a 0	n/a 0	n/a 0	0
Emails Sent	n/a 0	n/a 0	n/a 0	n/a 0	0

Google Alerts

Statewide Wyoming Rail Plan – Wyoming Association of Municipalities, September 25, 2013

The site linked to a copy of our PowerPoint presentation. http://www.wyomuni.org/vertical/sites/%7BAA188EFF-AB49-49A3-ACFE-6BC586C039AD%7D/uploads/Statewide_WY_Rail_Plan_Sept_2013.pdf

November 2013 Comment Report



Communication Report 11/1/13

Website Traffic – www.WyomingStatewideRailPlan.com

	June	July	Aug	Sept	Oct	To Date
Entire Site Unique Visitors	13	12	12	14	125	164
Entire Site Pageviews	77	48	91	132	612	960
Online Meeting Unique Pageviews	n/a	n/a	n/a	n/a	n/a	n/a

Comments

Media	June	July	August	September	October	To Date
Mailed Letter	0	0	0	0	0	0
Meeting Comment Form	0	0	0	0	3	3
Phone Call	0	0	0	0	0	0
Fax	0	0	0	0	0	0
Meetings	0	0	0	0	1	1
Web Comment Form	0	0	0	0	1	1
Email	0	0	0	0	4	4
Media	0	0	0	0	2	2
Survey	0	0	0	0	1	1
Totals	0	0	0	0	12	12

Outreach

Advertisement with the Casper Star:

- A full color 3.22" wide by 3" tall ad run three times
- Online ad until 10,000 impressions
- Run dates: Wednesday October 2nd, Thursday, October 3rd, Sunday October 6th
- Wyoming Section



Press Release:

- General project information and invitation to the public meeting
- Distributed by the Wyoming Association of Municipalities and the Wyoming Business Council

WAM Newsletter:

- Modified version of the press release published in the October 2013 Wyoming Association of Municipalities Newsletter

Online Survey:

- Online survey live October 17th https://www.surveymonkey.com/s/WYDOT_SRP_Survey
- Advertised on the project web page
- See attached report for detailed information

	June	July	Aug	Sept	Oct	To Date
Mailed Pieces	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	0
Emails Sent	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	0

Google Alerts

Input Wanted for Wyoming Statewide Rail Plan – Wyoming Association of Municipalities Newsletter, WAM News October 2013: Article in newsletter about how to provide input on the SRP.

December 2013 Comment Report



Communication Report 12/1/13

Website Traffic – www.WyomingStatewideRailPlan.com

	June	July	Aug	Sept	Oct	Nov	To Date
Entire Site Unique Visitors	13	12	12	14	125	25	188
Entire Site Pageviews	77	48	91	132	612	66	1026
Online Meeting Unique Pageviews	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Comments

Media	June	July	August	September	October	November	To Date
Mailed Letter	0	0	0	0	0	0	0
Meeting Comment Form	0	0	0	0	3	0	3
Phone Call	0	0	0	0	0	0	0
Fax	0	0	0	0	0	0	0
Meetings	0	0	0	0	1	0	1
Web Comment Form	0	0	0	0	1	0	1
Email	0	0	0	0	4	0	4
Media	0	0	0	0	2	0	2
Survey	0	0	0	0	1	13	14
Totals	0	0	0	0	12	13	25



Outreach

None for this period.

Previous:

Advertisement with the Casper Star:

- A full color 3.22" wide by 3" tall ad run three times
- Online ad until 10,000 impressions
- Run dates: **Wednesday October 2nd**, **Thursday, October 3rd**, **Sunday October 6th**
- Wyoming Section

Press Release:

- General project information and invitation to the public meeting
- Distributed by the Wyoming Association of Municipalities and the Wyoming Business Council

WAM Newsletter:

- Modified version of the press release published in the October 2013 Wyoming Association of Municipalities Newsletter

Online Survey:

- Online survey live October 17th https://www.surveymonkey.com/s/WYDOT_SRP_Survey
- Advertised on the project web page
- See attached report for detailed information

	June	July	Aug	Sept	Oct	Nov	To Date
Mailed Pieces	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	0
Emails Sent	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	0

Google Alerts

None for this period.

Previous:

Input Wanted for Wyoming Statewide Rail Plan – Wyoming Association of Municipalities Newsletter, WAM News October 2013: Article in newsletter about how to provide input on the SRP.

January 2014 Comment Report



Communication Report 1/1/14

Website Traffic – www.WyomingStatewideRailPlan.com

	June	July	Aug	Sept	Oct	Nov	Dec	To Date
Entire Site Unique Visitors	13	12	12	14	125	25	15	202
Entire Site Pageviews	77	48	91	132	612	66	35	1061
Online Meeting Unique Pageviews	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Comments/Activity

Media	June	July	Aug	Sept	Oct	Nov	Dec	To Date
Mailed Letter	0	0	0	0	0	0	0	0
Meeting Comment Form	0	0	0	0	3	0	0	3
Phone Call	0	0	0	0	0	0	0	0
Fax	0	0	0	0	0	0	0	0
Meetings	0	0	0	0	1	0	0	1
Web Comment Form	0	0	0	0	1	0	0	1
Email	0	0	0	0	4	0	0	4
Media	0	0	0	0	2	0	0	2
Survey Responses	0	0	0	0	1	13	1	15
Totals	0	0	0	0	12	13	1	26



Outreach

Online Survey:

- Online survey live October 17th https://www.surveymonkey.com/s/WYDOT_SRP_Survey
- Advertised on the project web page
- See attached report for detailed information

Previous:

Advertisement with the Casper Star:

- A full color 3.22" wide by 3" tall ad run three times
 - Run dates: **Wednesday October 2nd, Thursday, October 3rd, Sunday October 6th**
 - Placed in the Wyoming Section
- Online ad run during that same time frame, until 10,000 impressions are reached

Press Release:

- General project information and invitation to the public meeting
- Distributed by the Wyoming Association of Municipalities and the Wyoming Business Council to their contact lists and membership

WAM Newsletter:

- Modified version of the press release published in the October 2013 Wyoming Association of Municipalities Newsletter

	June	July	Aug	Sept	Oct	Nov	Dec	To Date
Mailed Pieces	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	0
Emails Sent	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	0

Google Alerts

None for this period.

Previous:

Input Wanted for Wyoming Statewide Rail Plan – Wyoming Association of Municipalities Newsletter, WAM News October 2013: Article in newsletter about how to provide input on the SRP.

February 2014 Comment Report



Communication Report 2/7/14

Website Traffic – www.WyomingStatewideRailPlan.com

	June 2013	July	Aug	Sept	Oct	Nov	Dec	Jan 2014	Feb (to date)	To Date
Entire Site Unique Visitors	13	12	12	14	125	25	15	10	2	212
Entire Site Pageviews	77	48	91	132	612	66	35	41	7	1109
Online Meeting Unique Pageviews	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Comments/Activity

Media	June 2013	July	Aug	Sept	Oct	Nov	Dec	Jan 2014	Feb (to date)	To Date
Mailed Letter	0	0	0	0	0	0	0	0	0	0
Meeting Comment Form	0	0	0	0	3	0	0	0	0	3
Phone Call	0	0	0	0	0	0	0	0	0	0
Fax	0	0	0	0	0	0	0	0	0	0
Meetings	0	0	0	0	1	0	0	0	0	1
Web Comment Form	0	0	0	0	1	0	0	0	0	1
Email	0	0	0	0	4	0	0	0	1	5
Media	0	0	0	0	2	0	0	0	0	2
Survey Responses	0	0	0	0	1	13	1	0	0	15
Totals	0	0	0	0	12	13	1	0	1	27



Outreach

Online Survey:

- Online survey live October 17th, 2013 through January 31st, 2014
https://www.surveymonkey.com/s/WYDOT_SRP_Survey
- Advertised on the project web page
- See attached report for detailed information

Previous:

Advertisement with the Casper Star:

- A full color 3.22" wide by 3" tall ad run three times
 - Run dates: **Wednesday October 2nd, Thursday, October 3rd, Sunday October 6th**
 - Placed in the Wyoming Section
- Online ad run during that same time frame, until 10,000 impressions are reached

Press Release:

- General project information and invitation to the public meeting
- Distributed by the Wyoming Association of Municipalities and the Wyoming Business Council to their contact lists and membership

WAM Newsletter:

- Modified version of the press release published in the October 2013 Wyoming Association of Municipalities Newsletter

	June	July	Aug	Sept	Oct	Nov	Dec	Jan 2014	Feb (to date)	To Date
Mailed Pieces	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	0
Emails Sent	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	n/a 0	0

Google Alerts

None for this period.

Previous:

Input Wanted for Wyoming Statewide Rail Plan – Wyoming Association of Municipalities Newsletter, WAM News October 2013: Article in newsletter about how to provide input on the SRP.

CONTACT REPORT

WYDOT State Rail

8513 WAM Newsletter Article

Date: 10/1/2013

Type: Media

Status: Closed

Summary: Article in the Wyoming Association of Municipalities October 2013 Newsletter, Volume 51 Number 9, page 17

Participants

Person Attendee

Organization Attendee	Type	Phone
Wyoming Association of Municipalities	State Agencies	

8480 Web Comment from irisgrey@msn.com 10/2/2013

Date: 10/2/2013

Type: Website Comment

Status: Open

Summary: Three generation's of mine have worked for UPRR, I have ridden many trains across the state to Cheyenne-Ogden Ut, and many other states .It's a wonderful way to travel safer than auto, if China, Japan, Germany, UK, can have rail travel why cant USA have rail travel?

Participants

Person Attendee

Iris Morrow
irisgrey@msn.com

Organization Attendee	Type	Phone

8759 Advertisement with Casper Star

Date: 10/2/2013

Type: Media

Status: Closed

Summary: A full color 3.22" wide by 3" tall ad run three times in the Wyoming section (Wednesday October 2nd, Thursday, October 3rd, Sunday October 6th) AND an online ad with 10,000 impressions – Advertising the project and upcoming public meeting

Participants

Person Attendee

Organization Attendee	Type	Phone
Casper Star	Media	

CONTACT REPORT

WYDOT State Rail

8510 Email from J Baron, Crook Co. Attorney

Date: 10/3/2013

Type: Comment

Status: Open

Summary: This plan has very limited value if the rail road does not have a point of contact to get information and projects completed. We have been trying to get our County Road easements over the railroad BNSF for several years and the Rail Road does nothing, won't respond or act. Somehow WYDOT needs to make them talk to us and at least give us an answer. Joseph M. Baron Crook County and Prosecuting Attorney 309 Cleveland Street, County Courthouse P.O. Box 397 Sundance, WY 82729-0397 307-283-1090 307-283-1091 fax joeb@crookcounty.wy.gov

Participants

Person Attendee

Joseph Baron	Crook County
joeb@crookcounty.wy.gov	(307) 283-1090

Organization Attendee	Type	Phone
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8509 Email from C Wallace, Carbon Co. Ec.Dev.Corp.

Date: 10/4/2013

Type: Comment

Status: Open

Summary: Will you be hosting any other public meetings concerning the state-wide rail plan? I am not able to attend the meeting in Casper on October 8th. Would you consider having another public meeting about this in Rawlins? Please let me know and I will help set it up. I am very interested in this plan. I have had some issues with the railroad here in our county. The yards in Rawlins do not have any rail sidings to use and when I was trying to find a site for the Saratoga Forest Management to be able to unload their wood chips, etc. we could not find anywhere in Carbon County along the UP line to use. I tried one by Hanna and the one site at Walcott Junction was ripped out a number of years ago. When I tried to see if there were any places in the rail yard in Rawlins they said they did not have anything unless the company wanted to build a siting on the east end of town at the sawmills expense. The Power Company of Wyoming is working on adding an unloading area off the UP main line between Rawlins and Sinclair for their ChokeCherry/Sierra Madre 1,000 wind farm project but that will be about 2 years before it is completed. I also have received leads from the Wyoming Business Council with companies who need rail at their site but we don't have anything available yet. I really wish I could attend this meeting but have other conflicts that date. Let me know when you have some other public meetings scheduled or if we can host one here. Cindy Wallace, Executive Director Carbon Co. Economic Development Corporation 215 W. Buffalo St, Room 304 Rawlins, WY 82301 307-324-3836 307-710-5432 - cellinfo@ccwyed.net www.ccwyed.net

Participants

Person Attendee

Cindy Wallace	Carbon Co. Economic Development Corporation
info@ccwyed.net	

Organization Attendee	Type	Phone
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CONTACT REPORT

WYDOT State Rail

8746 Public Meeting

Date: 10/8/2013

Type: Meeting

Status: Closed

Summary: Public Meeting held in Casper, Wyoming -- three meeting comment forms were received from this meeting; they are listed as separate events, but are all marked as related events

Participants

Person Attendee

Laycee Kolkmann	HDR
laycee.kolkmann@hdrinc.com	
Hale Redding	Weston County Weed & Pest
WestonP1@rtconnect.net	(307) 746-4555
Cliff Root	
cliff.root@bonntran.com	(307) 851-0104
John Lutz	
johnlutz@awmnc.biz	(307) 234-2169
Kevin Keller	HDR
kevin.keller@hdrinc.com	
Dan Kline	Wyoming Department of Transportation (WYDOT)
dan.kline@wyo.gov	(307) 777-4189
Bill Thompson	Wyoming Department of Transportation (WYDOT)
bill.thompson@wyo.gov	(307) 777-4859
Rich Fairservis	Granite Peak Development
rich@granitepeakdev.com	(307) 472-3116
Dan Guerttman	Granite Peak Development
dan@granitepeakdev.com	(307) 472-7275

<u>Organization Attendee</u>	Type	Phone
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CONTACT REPORT

WYDOT State Rail

8617 Comment from H Redding

Date: 10/8/2013

Type: Meeting Comment Form

Status: Open

Summary: Wyoming Weed + Pest Council would like to see language relating to the Rules + Regulation Related to Noxious weed control and management of noxious weeds on all lands controlled by the RailRoad companies.

Participants

Person Attendee

Hale Redding

Weston County Weed & Pest

WestonP1@rtconnect.net

(307) 746-4555

Organization Attendee

Type

Phone

8618 Comment from C Root

Date: 10/8/2013

Type: Meeting Comment Form

Status: Open

Summary: I belive it is A GREAT IDEA + PROJECT TO MOVE THE STATE OF WYOMING FORWARD WITH MINERALS AND ENERGY PRODUCTION."HOWEVER"1) A SYSTEM MUST BE DEVELOPED TO KEEP THE CLASS I RAILROADS ENGAGED IN CURRENT + FUTURE PROJECTS.a. WHO DO YOU CALL?b. HOW DO YOU GET BN OR UP TO RETURN CALLS.c. HOW DO WE GET UP + BN TO SEE VALUE IN WYOMING + CLIMB INTO THE ARENA WITH WITH US EVEN THOUGH WE HAVE NO METRO-AREAS2) WILL THESE IDEAS JELL OR WILL THE RAIL PLAN BECOME A DUST COLLECTOR2)2)

Participants

Person Attendee

Cliff Root

cliff.root@bonntran.com

(307) 851-0104

Organization Attendee

Type

Phone

CONTACT REPORT

WYDOT State Rail

8619 Comment from J Lutz

Date: 10/8/2013

Type: Meeting Comment Form

Status: Open

Summary: My thoughts about the Wyoming Rail Plan is that improving our current infrastructure would be an excellent investment in the future energy development within the State. Since we are an energy driven economy in Wyoming to develop our ability to transport the resources to urban markets would be a marvelous way to secure jobs and State revenues. Having the structure in the area of rail roads, improving them and adding to their quality and capacity would be a great benefit to our national goal of being energy independent by the year 2020. With the State's investment in consulting, quality improvements, and additions to both rail and depot infrastructure in the Rail Road network it would return our investment for years to come.

Participants

Person Attendee

John Lutz

johnlutz@awminc.biz

(307) 234-2169

Organization Attendee

Type

Phone

8516 Response to I Morrow

Date: 10/9/2013

Type: Response to Comment

Status: Closed

Summary: Thank you for your interest in the Wyoming Statewide Rail Plan! Your email address is now on the project email list and you will be sent updates as the project progresses. If you do not wish to receive further email notifications about the Wyoming Statewide Rail Plan, please reply to this message with "Unsubscribe" in the Subject Line. If you have submitted a comment it will be reviewed by the project team. We appreciate your input; your comments, questions and concerns will help us create the best plan possible for the people of Wyoming. For the most current information about the Wyoming Statewide Rail Plan, please visit our project website at www.WyomingStatewideRailPlan.com.

Participants

Person Attendee

Iris Morrow

irisgrey@msn.com

Organization Attendee

Type

Phone

CONTACT REPORT

WYDOT State Rail

8517 Response to J Baron

Date: 10/9/2013

Type: Response to Comment

Status: Closed

Summary: Thank you for your interest in the Wyoming Statewide Rail Plan! Your email address is now on the project email list and you will be sent updates as the project progresses. If you do not wish to receive further email notifications about the Wyoming Statewide Rail Plan, please reply to this message with "Unsubscribe" in the Subject Line. If you have submitted a comment it will be reviewed by the project team. We appreciate your input; your comments, questions and concerns will help us create the best plan possible for the people of Wyoming. For the most current information about the Wyoming Statewide Rail Plan, please visit our project website at www.WyomingStatewideRailPlan.com.

Participants

Person Attendee

Joseph Baron	Crook County
joeb@crookcounty.wy.gov	(307) 283-1090

Organization Attendee	Type	Phone
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8613 Email Comment from S Sutherland, Granite Peak Dev

Date: 10/10/2013

Type: Comment

Status: Open

Summary: Dan and Laycee, I'm sorry I missed your public meeting in Casper, but would really like to sit down and visit with you. As you probably know, Granite Peak owns and operates the Swan Ranch Industrial Rail Park, the Casper Logistics Hub, Casper Crude to Rail and we operate the Egbert site. We are actively involved in rail expansion and creating a true intermodal facility in Cheyenne with access to the UPRR, BNSF, I80 and I25. I believe this single project will have significant impact on the Wyoming Rail Plan. I office in Casper, but I'm in Cheyenne usually twice a week. Is there a time that we could sit down and visit? I'm assuming you're aware of the rail map put together by the Southeast Economic Development District. I was on the Board when we put this together. The site is http://highplainsedd.org/rail_transportation.asp just in case you haven't seen it. It's a little outdated, but most of it hasn't changed. I hope to hear back from you and start to explore how we can enhance rail in Wyoming. Sincerely, Scott Sutherland Granite Peak Development Director Real Estate and Procurement 307-472-7275 Cell: 307-220-1919 scott@granitepeakdev.com www.granitepeakdev.com

Participants

Person Attendee

Scott Sutherland	Granite Peak Development
scott@granitepeakdev.com	(307) 472-7275

Organization Attendee	Type	Phone
Granite Peak Development	Non-Government Organization	472-7275

CONTACT REPORT

WYDOT State Rail

8766 Online Survey Live 10/17/13

Date: 10/17/2013

Type: Survey

Status: Open

Summary: Online survey: Live 10/17/13, closed 1/31/14

Participants

8614 Email Comment from Mayor Graham, Greybull WY

Date: 10/21/2013

Type: Comment

Status: Open

Summary: Dan, Mayor Graham here from Greybull. I was unable to attend the meeting in Casper on October 8, 2013 but I have seen where you are still accepting comments on the rail plan. In our Economic Development meeting on October 17th, the group discussed the possibility of a passenger service thru the Big Horn Basin. In our discussion it was brought to my attention that Cheyenne no longer has AMTAC service only when the track thru Colorado has problems. I understand the Billings no longer has this service either, that everything has been routed to the highline in northern Montana. Our thoughts were that there should be a way to connect the two routes. If Wyoming provided a route from Cheyenne thru Casper and up to Montana we could connect the two passenger routes. With the congestion of the coal trains on the eastern side of the Big Horns our group thought that the route up the western side would facilitate passenger trains better. The western route thru Wind River Canyon and between the Big Horn Mountains and the Rocky Mountains provides some great scenery. Our group discussed the possibility of building a passenger terminal and providing bus tours to Yellowstone Park, Buffalo Bill Museum, and other tours available in our region. The communities in the Big Horn Basin already have a partnership with WYDOT on the bus line, the Big Horn Transportation Authority could be expanded to accommodate this. Greybull already has a very big dependence on the rail industry with our switch yard and Burlington Northern/Santa Fe Railroad. Greybull, Wyoming Business Council, and BN/SF have worked together on other projects and I think we could work together to make this come to fruit. Thank you for the opportunity to comment and I look forward to future conversations and considerations of our suggestions. My contact information is greybull.mayor@wyonet.net or Phone 307-765-9431. Respectfully Robert Graham Mayor Town of Greybull, Wyoming

Participants

Person Attendee

Robert Graham

City of Greybull, WY

goofie@tctwest.net;

(307) 765-9431

greybull.mayor@wyonet.net

Organization Attendee

Type

Phone

CONTACT REPORT

WYDOT State Rail

8745 Email Comment from A Kerstetter, Buffalo Bulletin

Date: 11/1/2013

Type: Comment

Status: Closed

Summary: Hi Dan and Laycee, This is Andy Kerstetter, a reporter with the Buffalo Bulletin newspaper in Buffalo, Wyo. I saw the article about the rail plan on WYDOT's website, and I have a couple questions. I know it's just in the surveying stage now, but I am wondering if there is even the possibility of Johnson County being affected. Is the plan mostly just for existing railroads, or would there be a possibility of constructing new railroads (specifically one that might go through Johnson County)? Thanks for any comments or insight. Have a nice day! Andy Kerstetter Buffalo Bulletin reporter (307) 684-2223 andy@buffalobulletin.com

Participants

Person Attendee

Andy Kerstetter Buffalo Bulletin
 andy@buffalobulletin.com

<u>Organization Attendee</u>	Type	Phone
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9420 Email from B A Greene

Date: 2/7/2014

Type: Email

Status: Open

Summary: Questions for newstory: Hello again Dan: Writing the story about the rail plan. Would you mind giving me some more details about Upton and the Swan Ranch? You mentioned both in the phone interview but my fingers were typing so fast ...it is hard to figure out what you said. Thank you so much. Barbara Anne

Participants

Person Attendee

Dan Kline Wyoming Department of Transportation (WYDOT)
 dan.kline@wyo.gov (307) 777-4189
 Barbara Anne Greene
 reporter@tctwest.net

<u>Organization Attendee</u>	Type	Phone
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Wyoming Statewide Rail Plan - Public Survey






1. In what county do you live?

		Response Percent	Response Count
Albany		13.3%	2
Big Horn		20.0%	3
Campbell		0.0%	0
Carbon		0.0%	0
Converse		0.0%	0
Crook		0.0%	0
Fremont		6.7%	1
Goshen		13.3%	2
Hot Springs		0.0%	0
Johnson		6.7%	1
Laramie		20.0%	3
Lincoln		0.0%	0
Natrona		6.7%	1
Niobrara		0.0%	0
Park		0.0%	0
Platte		0.0%	0
Sheridan		0.0%	0
Sublette		0.0%	0
Sweetwater		6.7%	1
Teton		0.0%	0
Uinta		0.0%	0





1 of 36

Washakie		0.0%	0
Weston		6.7%	1
Other (please specify)		0.0%	0
answered question			15
skipped question			0





2. Please respond to the following statement: Railroads in my area are safe.

		Response Percent	Response Count
Strongly agree		13.3%	2
Agree		66.7%	10
Neutral		20.0%	3
Disagree		0.0%	0
Strongly disagree		0.0%	0
answered question			15
skipped question			0


3. Please respond to the following statement: Railroad crossings in my area are in acceptable condition.

		Response Percent	Response Count
Strongly agree		13.3%	2
Agree		66.7%	10
Neutral		13.3%	2
Disagree		6.7%	1
Strongly disagree		0.0%	0
answered question			15
skipped question			0


4. Please identify your primary interest in rail.

		Response Percent	Response Count
General Public		33.3%	5
Community Leader (local or state government employee or elected official)		53.3%	8
General Economic Development/Planning Advocate		0.0%	0
Industrial Developer/Shipper		6.7%	1
Passenger Rail Transportation Advocate		0.0%	0
Please specify your interest if not listed above:		6.7%	1
answered question			15
skipped question			0


5. Do you think passenger rail should be developed in Wyoming?

		Response Percent	Response Count
Yes		100.0%	3
No		0.0%	0
Comments:			1
answered question			3
skipped question			12

6. If it were available, would you consider commuting by train?

		Response Percent	Response Count
Yes		100.0%	3
No		0.0%	0
Comments:			1
answered question			3
skipped question			12


7. Is there a specific passenger rail route that is of importance to you?

		Response Percent	Response Count
Yes		100.0%	3
No		0.0%	0

If yes, please specify the route: 3

answered question	3
skipped question	12

8. Do you see a need or potential for high speed passenger rail linking Wyoming to other regions of the country?

		Response Percent	Response Count
Yes		100.0%	3
No		0.0%	0


Please explain your response: 2

answered question	3
skipped question	12


9. Please provide any additional feedback that you feel might be beneficial—questions, concerns, comments.

	Response Count
	0
answered question	0
skipped question	15

10. Thank you for your input. Are there other portions of the survey you wish to contribute to? If not, please indicate that your survey is complete below.

		Response Percent	Response Count
My survey is complete.		100.0%	3
Answer survey questions concerning the General Public.		0.0%	0
Answer survey questions concerning Community Leaders.		0.0%	0
Answer survey questions concerning General Economic Development/Planning Advocates.		0.0%	0
Answer survey questions concerning Industrial Developers/Shippers.		0.0%	0
answered question			3
skipped question			12

11. How well does the existing rail system meet your needs for: TRANSPORT RELIABILITY?

		Response Percent	Response Count
Fully Met		0.0%	0
Somewhat Met		0.0%	0
Neutral		0.0%	0
Somewhat Unmet		0.0%	0
Totally Unmet		100.0%	1
Please explain your answer:			1
answered question			1
skipped question			14


12. How well does the existing rail system meet your needs for: SPECIALIZED TRANSPORT?

		Response Percent	Response Count
Fully Met		0.0%	0
Somewhat Met		0.0%	0
Neutral	<div></div>	100.0%	1
Somewhat Unmet		0.0%	0
Totally Unmet		0.0%	0
Please explain your answer:			0
answered question			1
skipped question			14

13. How well does the existing rail system meet your needs for: ACCESS TO OTHER MODES (truck, pipeline, etc.)?

		Response Percent	Response Count
Fully Met		0.0%	0
Somewhat Met		0.0%	0
Neutral		0.0%	0
Somewhat Unmet		0.0%	0
Totally Unmet	<div></div>	100.0%	1
Please explain your answer:			1
answered question			1
skipped question			14

14. How well does the existing rail system meet your needs for: SAFETY?

	Response Percent	Response Count
Fully Met	0.0%	0
Somewhat Met	0.0%	0
Neutral	 100.0%	1
Somewhat Unmet	0.0%	0
Totally Unmet	0.0%	0
Please explain your answer:		0
answered question		1
skipped question		14

15. How well does the existing rail system meet your other needs? Please describe below.

	Response Count
	1
answered question	1
skipped question	14

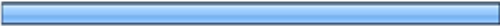


16. Prioritize the options below that would help facilitate goods and commodities being shipped by rail. (1 = highest priority; 7 = lowest priority) You must select only one answer for priority level 1 through 7.

	1 Highest Priority	2	3	4 Neutral	5	6	7 Lowest Priority	Rating Count
Additional freight line capacity	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (1)	0.0% (0)	1
Timely shipments	0.0% (0)	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	1
Location/access	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	1
More information availability of prices, schedule etc	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	1
Additional team or industrial track	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	1
Intermodal facilities	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	1
Transload facilities	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (1)	1
answered question								1
skipped question								14

17. Please list additional strategies or actions that you feel would increase rail shipping in Wyoming.

	Response Count
	1
answered question	1
skipped question	14

18. What makes freight rail a reliable source of transporting goods for you? Mark all that apply.

		Response Percent	Response Count
More economically justified and cost effective		100.0%	1
Ability to haul more goods to a specific destination		100.0%	1
Good on-time performance of goods shipped		100.0%	1
More environmentally-friendly option than others		0.0%	0
Rail is not a reliable source of transportation (please explain this answer below).		0.0%	0
answered question			1
skipped question			14

19. What are the most frequent transportation issues that affect your shipments. (1 = most frequent; 7 = least frequent)

	1 - Most Frequent	2	3	4 - Neutral	5	6	7 - Least Frequent	Rating Average	Rating Count
Congestion	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	
Accident	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	
Car spot and re-positioning	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	7.00	
Availability of rail cars	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	6.00	
Damage due to rough ride	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	

Please comment on your answers:

answered question
skipped question

20. Estimate the percentage of business in your area that relies upon railroads for cargo shipments.

	Response Percent	Response Count
More than 75%	0.0%	0
51-75%	0.0%	0
26-50%	0.0%	0
1-25%	0.0%	0
Unknown	100.0%	1
answered question		1
skipped question		14

21. Rank the railroad facilities or service improvements that would help generate more sales/business for companies in your area or would encourage more businesses to use rail. (1 = most important; 4 = least important)

	1 - Most Important	2	3	4 - Least Important	Rating Average	Rating Count
Publicly owned spur track lines that could be used by many businesses	100.0% (1)	0.0% (0)	0.0% (0)	0.0% (0)	4.00	1
More publicly available information on pricing and/or availability of shipments	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (1)	1.00	1
Transfer points from truck to rail	0.0% (0)	0.0% (0)	100.0% (1)	0.0% (0)	2.00	1
Construction of industrial parks with rail access	0.0% (0)	100.0% (1)	0.0% (0)	0.0% (0)	3.00	1
If another improvement or facility would have been your first priority, but was not a choice above, please list it here:						0
answered question						1
skipped question						14

22. Overall, how do you rate the quality of Wyoming freight transportation?

	Response Percent	Response Count
Very satisfied	0.0%	0
Satisfied	100.0%	1
Neutral	0.0%	0
Dissatisfied	0.0%	0
Very dissatisfied	0.0%	0
I do not currently use freight transportation	0.0%	0
Please explain your answer:		1
answered question		1
skipped question		14

23. What is the primary origin for your products (city or county)?

	Response Count
	1
answered question	1
skipped question	14

24. What are the primary destinations (cities, counties or states) for your products?

	Response Count
	1
answered question	1
skipped question	14


25. What do you believe will be your fastest growth market(s) in the next 2-5 years?

	Response Count
	1
answered question	1
skipped question	14



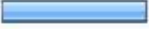
26. Please provide any additional feedback that you feel might be beneficial—questions, concerns, comments.

	Response Count
	1
answered question	1
skipped question	14

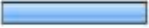



27. Thank you for your input. Are there other portions of the survey you wish to contribute to? If not, please indicate that your survey is complete below.

		Response Percent	Response Count
My survey is complete.		100.0%	1
Answer survey questions concerning the General Public.		0.0%	0
Answer survey questions concerning Community Leaders.		0.0%	0
Answer survey questions concerning General Economic Development/Planning Advocates.		0.0%	0
Answer survey questions concerning Passenger Rail Advocates.		0.0%	0
answered question			1
skipped question			14

28. How well does the existing rail system meet your needs for: ACCESS TO OTHER MODES (truck, pipeline, etc.)?

		Response Percent	Response Count
Fully Met		0.0%	0
Somewhat Met		28.6%	2
Neutral		42.9%	3
Somewhat Unmet		28.6%	2
Totally Unmet		0.0%	0
Please explain your answer:			4
answered question			7
skipped question			8

29. How well does the existing rail system meet your needs for: SAFETY?

		Response Percent	Response Count
Fully Met		28.6%	2
Somewhat Met		28.6%	2
Neutral		42.9%	3
Somewhat Unmet		14.3%	1
Totally Unmet		0.0%	0
Please explain your answer:			3
answered question			7
skipped question			8

30. How well does the existing rail system meet your other needs? Please describe below.

	Response Count
	4
answered question	4
skipped question	11

31. What potential opportunities for freight and passenger rail transportation do you foresee in Wyoming?

	Response Count
	6
answered question	6
skipped question	9

32. What changes in rail policies and programs in Wyoming can be made to better meet transportation needs?

	Response Count
	6
answered question	6
skipped question	9

33. Assuming adequate federal or public-private partnership funding, what rail projects should WYDOT consider? Please provide specific location information.

	Response Count
	6
answered question	6
skipped question	9

34. What potential opportunities are there if these improvements are made?

	Response Count
	6
answered question	6
skipped question	9




35. What potential impacts are there if these improvements are not made?

	Response Count
	6
answered question	6
skipped question	9

36. Please provide any additional feedback that you feel might be beneficial—questions, concerns, comments.

	Response Count
	1
answered question	1
skipped question	14

37. Thank you for your input. Are there other portions of the survey you wish to contribute to? If not, please indicate that your survey is complete below.

		Response Percent	Response Count
My survey is complete.		50.0%	4
Answer survey questions concerning the General Public.		12.5%	1
Answer survey questions concerning General Economic Development/Planning Advocates.		0.0%	0
Answer survey questions concerning Industrial Developers/Shippers.		0.0%	0
Answer survey questions concerning Passenger Rail Advocates.		37.5%	3
	answered question		8
	skipped question		7

38. How well does the existing rail system meet your needs for: ACCESS TO OTHER MODES (truck, pipeline, etc.)?

	Response Percent	Response Count
Fully Met	0.0%	0
Somewhat Met	0.0%	0
Neutral	0.0%	0
Somewhat Unmet	0.0%	0
Totally Unmet	0.0%	0
Please explain your answer:		0
answered question		0
skipped question		15

39. How well does the existing rail system meet your needs for: SAFETY?

	Response Percent	Response Count
Fully Met	0.0%	0
Somewhat Met	0.0%	0
Neutral	0.0%	0
Somewhat Unmet	0.0%	0
Totally Unmet	0.0%	0
Please explain your answer:		0
answered question		0
skipped question		15

40. How well does the existing rail system meet your other needs? Please describe below.

	Response Count
	0
answered question	0
skipped question	15

41. What potential opportunities for freight and passenger rail transportation do you foresee in Wyoming?

	Response Count
	0
answered question	0
skipped question	15

42. What changes in rail policies and programs in Wyoming can be made to better meet transportation needs?

	Response Count
	0
answered question	0
skipped question	15

43. Assuming adequate federal or public-private partnership funding, what rail projects should WYDOT consider? Please provide specific location information.

	Response Count
	0
answered question	0
skipped question	15

44. What potential opportunities are there if these improvements are made?

	Response Count
	0
answered question	0
skipped question	15

45. What potential impacts are there if these improvements are not made?

	Response Count
	0
answered question	0
skipped question	15




46. Please provide any additional feedback that you feel might be beneficial—questions, concerns, comments.

	Response Count
	0
answered question	0
skipped question	15





47. Thank you for your input. Are there other portions of the survey you wish to contribute to? If not, please indicate that your survey is complete below.

	Response Percent	Response Count
My survey is complete.	0.0%	0
Answer survey questions concerning the General Public.	0.0%	0
Answer survey questions concerning Community Leaders.	0.0%	0
Answer survey questions concerning Industrial Developers/Shippers.	0.0%	0
Answer survey questions concerning Passenger Rail Advocates.	0.0%	0
answered question		0
skipped question		15

48. How well does the existing rail system meet your needs for: ACCESS TO OTHER MODES (truck, pipeline, etc.)?

		Response Percent	Response Count
Fully Met		0.0%	0
Somewhat Met		16.7%	1
Neutral		0.0%	0
Somewhat Unmet		33.3%	2
Totally Unmet		50.0%	3
Please explain your answer:			5
answered question			6
skipped question			9

49. How well does the existing rail system meet your needs for: SAFETY?

		Response Percent	Response Count
Fully Met		33.3%	2
Somewhat Met		33.3%	2
Neutral		16.7%	1
Somewhat Unmet		0.0%	0
Totally Unmet		16.7%	1
Please explain your answer:			4
answered question			6
skipped question			9

50. How well does the existing rail system meet your other needs? Please describe below.

	Response Count
	2
answered question	2
skipped question	13

51. What potential opportunities for freight and passenger rail transportation do you foresee in Wyoming?

	Response Count
	3
answered question	3
skipped question	12

52. What changes in rail policies and programs in Wyoming can be made to better meet transportation needs?

	Response Count
	3
answered question	3
skipped question	12

53. Assuming adequate federal or public-private partnership funding, what rail projects should WYDOT consider? Please provide specific location information.

	Response Count
	3
answered question	3
skipped question	12

54. What potential opportunities are there if these improvements are made?

	Response Count
	2
answered question	2
skipped question	13



55. What potential impacts are there if these improvements are not made?

	Response Count
	2
answered question	2
skipped question	13

56. Please provide any additional feedback that you feel might be beneficial—questions, concerns, comments.

	Response Count
	2
answered question	2
skipped question	13

57. Thank you for your input. Are there other portions of the survey you wish to contribute to? If not, please indicate that your survey is complete below.

		Response Percent	Response Count
My survey is complete.		80.0%	4
Answer survey questions concerning Community Leaders.		0.0%	0
Answer survey questions concerning General Economic Development/Planning Advocates.		0.0%	0
Answer survey questions concerning Industrial Developers/Shippers.		0.0%	0
Answer survey questions concerning Passenger Rail Advocates.		20.0%	1
	answered question		5
	skipped question		10

Page 2, Q4. Please identify your primary interest in rail.

1	im truck driver and part of the transportation industry	Oct 25, 2013 6:16 PM
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Page 3, Q5. Do you think passenger rail should be developed in Wyoming?

1	Even with the enormous distances in Wyoming, such service would be beneficial and could also help tourism in the long run	Nov 4, 2013 3:38 PM
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Page 3, Q6. If it were available, would you consider commuting by train?

1	From Cheyenne, I'd consider taking a train to Laramie, especially during inclement weather. I'd also love to have another option for getting to DIA. I'd even consider a train ride to Jackson or Cody, since that is a bear of a drive from southeast Wyoming.	Dec 2, 2013 2:37 PM
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Page 3, Q7. Is there a specific passenger rail route that is of importance to you?

1	Route between Cheyenne and Laramie. Route between Cheyenne and DIA	Dec 2, 2013 2:37 PM
2	to denver; and as an alternate to driving i-80 and/or i-25	Nov 10, 2013 2:40 PM
3	Laramie Cheyenne	Nov 4, 2013 3:38 PM

Page 3, Q8. Do you see a need or potential for high speed passenger rail linking Wyoming to other regions of the country?

1	With the National Parks and Historic Sites in Wyoming, this option MUST be considered because of the tourists it could help bring to the state.	Dec 2, 2013 2:37 PM
2	We would have to find the finances -- efficient and cost effective development might be copied from other countries way ahead of us in this respect.	Nov 4, 2013 3:38 PM

Page 4, Q11. How well does the existing rail system meet your needs for: TRANSPORT RELIABILITY?

1	will provide service only if we pay the bill to repair their assets.	Nov 22, 2013 3:01 PM
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Page 4, Q13. How well does the existing rail system meet your needs for: ACCESS TO OTHER MODES (truck, pipeline, etc.)?

1	a 90 + year old company unable to ship food products, or recive inputs to raise food for human consumption.	Nov 22, 2013 3:01 PM
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Page 4, Q15. How well does the existing rail system meet your other needs? Please describe below.

1	we belive we could soon be facing similar situations in other communities that we serve.	Nov 22, 2013 3:01 PM
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Page 5, Q17. Please list additional strategies or actions that you feel would increase rail shipping in Wyoming.

1	make sideings available in small communities.	Nov 22, 2013 3:05 PM
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Page 6, Q19. What are the most frequent transportation issues that affect your shipments. (1 = most frequent; 7 = least frequent)

1	In Basin Wyoming cannot get cars in or ship cars out due to railroad ownded track condition.	Nov 22, 2013 3:16 PM
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Page 6, Q22. Overall, how do you rate the quality of Wyoming freight transportation?

1	we have good highways, and where rail is avilable, good service.	Nov 22, 2013 3:16 PM
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Page 7, Q23. What is the primary origin for your products (city or county)?

1	the products that we are bringing in on rail are produced in other states.	Nov 22, 2013 3:29 PM
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Page 7, Q24. What are the primary destinations (cities, counties or states) for your products?

1	the products that we are shipping out on rail are going to other states.	Nov 22, 2013 3:29 PM
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Page 7, Q25. What do you believe will be your fastest growth market(s) in the next 2-5 years?

1	crop inputs, and exports.	Nov 22, 2013 3:29 PM
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Page 7, Q26. Please provide any additional feedback that you feel might be beneficial—questions, concerns, comments.

1	intrest in publicly owned industrial circle track, that could serve multiple users.	Nov 22, 2013 3:29 PM
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Page 8, Q28. How well does the existing rail system meet your needs for: ACCESS TO OTHER MODES (truck, pipeline, etc.)?

1	while I believe we good access to rail, I believe it could be enhanced.	Dec 1, 2013 9:49 PM
2	I would like passenger rail to other communities	Nov 10, 2013 2:38 PM
3	This question is unclear to me. The only public transportation left in our community is air service to Denver and an infrequent bus service (grey hound) east west. We are developing a spur for freight	Nov 4, 2013 3:38 PM
4	I have no direct interaction with shipping or travel by rail.	Nov 4, 2013 3:22 PM

Page 8, Q29. How well does the existing rail system meet your needs for: SAFETY?

1	I believe the local railroads do all they can to make rail traffic as safe as possible.	Dec 1, 2013 9:49 PM
2	beginning quiet zones here in Torrington - we'll see how it works out - out alternative grade crossing is nearing completion which should improve the U.S. 26 - U.S., 85 junction and reduce wait time for emergency vehicles. In south Torrington, a UP spur crosses US 85 heading toward a fertizer distributor and the museum. The crossing has a 6 inch bump beginning inside the northbound passenger lane - as a bicycle rider I've crashed badly trying to cross the tracks wit highway traffic keeping me to the side. I've reported this safety issue twice to no avail. I should sue for damages when I had my accident.	Nov 15, 2013 9:52 AM
3	All crossings are marked and properly equipped to provide safe travel if all motorists obey the laws.	Nov 4, 2013 3:22 PM

Page 8, Q30. How well does the existing rail system meet your other needs? Please describe below.

1	Passenger service would be nice, but probably not financially feasible.	Dec 1, 2013 9:49 PM
2	I long for the days when passenger trains were available - probably never again, but would support it.	Nov 15, 2013 9:52 AM
3	No passenger service at all. We do have a freight yard.	Nov 4, 2013 3:38 PM
4	No comment relevant to my county.	Nov 4, 2013 3:22 PM

Page 9, Q31. What potential opportunities for freight and passenger rail transportation do you foresee in Wyoming?

1	Unless there are other industrial developments, probably not much other potential or need for growth.	Dec 1, 2013 9:54 PM
2	Greater emphasis on freight (oil loading facilities, hopefully, opening the west coast ports for coal delivery - for passenger - none.	Nov 15, 2013 9:52 AM
3	Potential limited service passenger rail between Laramie and Cheyenne (population approx 131,000 or 23% of the state), Casper, Glenrock, & Douglas (population approx 87,000 or 15% of the State).	Nov 5, 2013 2:05 PM
4	Freight is well developed through UP. I could envision a passenger line roughly parallel to I-80?	Nov 4, 2013 3:38 PM
5	A viable passenger connection across Wyoming from East to West and possibly along the front range should be fully studied.	Nov 4, 2013 3:30 PM
6	I see potential for passenger service on the west side of the Big Horns to provide a depot stop for travelers to disembark, explore Yellowstone, and then return to the train and continue their travels.	Oct 25, 2013 10:55 AM

Page 9, Q32. What changes in rail policies and programs in Wyoming can be made to better meet transportation needs?

1	None that I'm aware of.	Dec 1, 2013 9:54 PM
2	Force R.R. administrators to more effectively communicate with municipalities when issues affecting both need to be discussed.	Nov 15, 2013 9:52 AM
3	Accommodate a secondary road access point to Evansville. When the train comes through town, general accessibility, particularly emergency response, slows to a crawl.	Nov 5, 2013 2:05 PM
4	I have no idea	Nov 4, 2013 3:38 PM
5	No comment	Nov 4, 2013 3:30 PM
6	1) Greybull siding into our industrial park so development may move forward. 2) Future depot to accommodate passenger service in Greybull.	Oct 25, 2013 10:55 AM

Page 9, Q33. Assuming adequate federal or public-private partnership funding, what rail projects should WYDOT consider? Please provide specific location information.

1	I'm not aware of any but would consider any proposed.	Dec 1, 2013 9:54 PM
2	Industrial park sidings in both industrial parks - one with BNSF and one with UP	Nov 15, 2013 9:52 AM
3	SLC-Laramie passenger service	Nov 5, 2013 2:05 PM
4	A rail line along UP east-west	Nov 4, 2013 3:38 PM
5	Passenger service along the I-80 and I-25 corridors.	Nov 4, 2013 3:30 PM
6	Rail siding along Industrial Ave in Greybull.	Oct 25, 2013 10:55 AM

Page 9, Q34. What potential opportunities are there if these improvements are made?

1	Unsure	Dec 1, 2013 9:54 PM
2	Huge oportuhiteis in economic development for our community.	Nov 15, 2013 9:52 AM
3	Decrease winter travel on I-80, accidents, stranded vehicles.	Nov 5, 2013 2:05 PM
4	With regular passenger service a clientele for passenger service between Laramie and Cheyenne	Nov 4, 2013 3:38 PM
5	Safer winter season travel.	Nov 4, 2013 3:30 PM
6	Numerous businesses would take advantage of the siding.	Oct 25, 2013 10:55 AM

Page 9, Q35. What potential impacts are there if these improvements are not made?

1	I would exercise influence to make sure the environmentalists don't exercise undue influence to stop economic growth and development involving rail traffic or service.	Dec 1, 2013 9:54 PM
2	It obviously reduces the opportunity for the community to draw potential business and industry	Nov 15, 2013 9:52 AM
3	System is adequate as is. Adding passenger service between SLC and Laramie/Cheyenne is a luxury, not a need.	Nov 5, 2013 2:05 PM
4	Further increase of interstate traffic between Cheyenne and Laramie on a hazardous winter road	Nov 4, 2013 3:38 PM
5	Continued loss of life and property damage due to vehicle accidents during advers travel conditions.	Nov 4, 2013 3:30 PM
6	Greybull's industrial park remains sparsely developed.	Oct 25, 2013 10:55 AM

Page 9, Q36. Please provide any additional feedback that you feel might be beneficial—questions, concerns, comments.

1	WYDOT has accurate information to support the perils of traveling by automobile from east to west and between Casper down into the front range.	Nov 4, 2013 3:30 PM
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Page 13, Q48. How well does the existing rail system meet your needs for: ACCESS TO OTHER MODES (truck, pipeline, etc.)?

1	I understand that trains are used in Laramie County, but I personally have absolutely no connection to them beyond visiting the Big Boy and the Cheyenne Depot.	Dec 2, 2013 2:26 PM
2	Only passenger rail service through Greybull would meet my needs, which are connecting to passenger rail service in Denver, CO	Nov 13, 2013 1:56 PM
3	some crossing where taken out when I believe they should have kept some of the older crossing like the old crossing in Wamsutter for Oversized and Overweight loads	Oct 25, 2013 6:23 PM
4	There's no rail system anywhere in Johnson County.	Oct 23, 2013 4:22 PM
5	Lack of Service in my area	Oct 22, 2013 10:38 PM

Page 13, Q49. How well does the existing rail system meet your needs for: SAFETY?

1	N/A	Nov 13, 2013 1:56 PM
2	vary hard to find a route over rail roads when your oversized and overweight	Oct 25, 2013 6:23 PM
3	No rails in Johnson County.	Oct 23, 2013 4:22 PM
4	Low Millage and Traffic Volumes in county	Oct 22, 2013 10:38 PM

Page 13, Q50. How well does the existing rail system meet your other needs? Please describe below.

1	As far as wanting personal transportation options, it does not meet my needs at all. I would love to be able to catch a train to Laramie for UW events or to get me to DIA and these options are not available. I have no other needs for trains. I guess I don't know how much trains transport goods that I purchase here in Cheyenne.	Dec 2, 2013 2:26 PM
2	I have no other needs. I feel like I'm in the wrong category for answering your questions.	Nov 13, 2013 1:56 PM

Page 14, Q51. What potential opportunities for freight and passenger rail transportation do you foresee in Wyoming?

1	DIA and UW shuttles from Cheyenne and Casper are the first things that come to my mind. I would imagine rail transportation options to any of Wyoming's natural wonders (National Parks and Historic Sites) would also be taken advantage of. I don't know enough about freight transportation to comment.	Dec 2, 2013 2:34 PM
2	I'm not able to foresee the future at this time, however, older folks like me find it challenging and scary to drive long distances, (Greybull to Denver), and flying is such a hassle and I still have to drive an hour after getting up at 3-4 a.m.	Nov 13, 2013 2:55 PM
3	As far as I know there are no passenger lines in Wyoming. I think it would be nice if a passenger line were to run through Johnson County somehow.	Oct 23, 2013 4:27 PM

Page 14, Q52. What changes in rail policies and programs in Wyoming can be made to better meet transportation needs?

1	I don't know what any of the existing policies and programs are, so I guess I can't say.	Dec 2, 2013 2:34 PM
2	Implement passenger train service.	Nov 13, 2013 2:55 PM
3	Add more passenger lines, make a line go through Johnson County somehow.	Oct 23, 2013 4:27 PM

Page 14, Q53. Assuming adequate federal or public-private partnership funding, what rail projects should WYDOT consider? Please provide specific location information.

1	I would love for the rails from Centennial to Laramie to come back.	Dec 2, 2013 2:34 PM
2	See # 9. Use the existing line from Frannie, through the Big Horn Basin, south to Denver.	Nov 13, 2013 2:55 PM
3	Building a rail line through Johnson County.	Oct 23, 2013 4:27 PM

Page 14, Q54. What potential opportunities are there if these improvements are made?

1	Has the potential for older people to travel more and farther and safer, and improve their quality of life while at the same time spending some of their savings.	Nov 13, 2013 2:55 PM
2	Greater tourist opportunities, for one. There is a market for passenger train sightseeing that I think a lot of tourists would take advantage of in Wyoming. Also, just general transportation. Many locations in Wyoming are very far apart	Oct 23, 2013 4:27 PM

Page 14, Q54. What potential opportunities are there if these improvements are made?

and often people don't want to drive, and most people don't have the funds or know-how to use personal aircraft. Passenger trains would help with that.

Page 14, Q55. What potential impacts are there if these improvements are not made?

- | | | |
|---|---|----------------------|
| 1 | Not sure, probably very little or none | Nov 13, 2013 2:55 PM |
| 2 | Nothing really negative, but I think doing these could offer a great economic boon to the area. | Oct 23, 2013 4:27 PM |

Page 14, Q56. Please provide any additional feedback that you feel might be beneficial—questions, concerns, comments.

- | | | |
|---|--|----------------------|
| 1 | With the crazy Wyoming weather I think a lot of people would take advantage of rail transportation. In inclement weather I would certainly rather take a train to Laramie for a game than drive myself, not knowing if the weather will be alright for a return trip. Shuttles to Laramie from Cheyenne, Casper and maybe even Evanston w/a stop in Green River/Rock Springs could certainly boost attendance at UW athletic events. And I can't tell you how many times I've wished I could take a train to DIA instead of driving and then paying for parking. | Dec 2, 2013 2:34 PM |
| 2 | This survey is a critical step in your process to get the wheels rolling in achieving passenger train service in Wyoming. Was it not done in the 1860's? There is, at this point in time and in the Greybull area, a lack off awareness and promotion of this project. I just happened to read of it's existence buried in the Greybull City Council minutes, | Nov 13, 2013 2:55 PM |

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Appendix A. *Modal Analysis: Truck and Rail*

A.1 Introduction and Purpose

In 2011, 560 million tons of various commodities were shipped by rail to, from, through, and within the state of Wyoming. The largest rail-borne commodity is coal from the Powder River Basin. Coal is a heavy, bulk commodity best shipped by rail, given the volumes and distances involved. The story of Powder River Basin coal is a well-known story. What is less known is why other such commodities are transported the way they are.

The purpose of this analysis is to provide answers to that question. Four producers of three other commodities in Wyoming were interviewed early in 2014 to learn what factors they consider when making modal routing decisions. Their comments are captured in the case studies that follow.

A.2 Case Studies

A.2.1 McMurry Ready Mix

McMurry Ready Mix of Casper, Wyoming, is a producer of aggregate for the construction industry. The company has seven production facilities including pits and quarries throughout Wyoming. It ships about 1 million tons of aggregate per year by truck to customers within a 50- to 75-mile radius of its facilities.

A representative transportation cost for an aggregate truck shipment is \$0.15 to \$0.16 per ton-mile, according to a company spokesperson. Thus a 20-ton (truckload) shipment of aggregate going 50 miles would cost about \$155, or about \$7.75 per ton. However, the same shipment going 100 miles would have a cost of \$15.5 per ton, a price which aggregate suppliers using rail might be able beat, assuming that the customer orders a rail carload of aggregate (100 tons) and its facility is rail-served.

At distances of 200 miles or more, truck shipments are no longer competitive, the spokesperson said.

Although McMurry Ready Mix has no plans to start shipping by rail, the company is investigating the possibility. The economics of establishing a rail shipping program are improving. Considerations include the basics such as the cost of construction of a rail spur to a production site, or use of a convenient transload facility, and shipping volume (that is, at least carload volumes of 100 tons per railcar).

That noted, the spokesperson added that, if the company were able to ship by rail, it could compete for aggregate shipments within a 500-mile radius of its facilities; that is, a range up to 10 times greater than what the company serves today.

A.2.2 Black Hills Bentonite

Black Hills Bentonite of Casper, Wyoming, is a producer of bentonite, a non-metallic mineral used for drilling, pelletizing, metal casting, water absorption, grouting, and sealing. The company has five plants in Wyoming, all served by the BNSF Railway. It ships about 6,000 rail carloads, or about 600,000 tons, per year of bentonite to destinations in Kansas and Texas and for export to Japan and South Korea through the ports of Vancouver, British Columbia, Canada, and Tacoma, Washington. It also ships 3,600 truckloads, or 80,000 tons, per year.

The company's customers make the routing and modal decisions, and they pay the transportation costs. Their choice of mode generally is determined by volume, a company spokesperson said.

Shipments of bentonite are heavy, dense, bulk shipments. A maximum truckload is typically around 22 tons. One railcar can haul the same amount of bentonite as about five truck loads at a lower cost, and the cost of transportation by truck is about 20 percent higher per ton than by rail. Accordingly, shippers with any significant volume will want to use rail, the spokesperson said.

Individual shipments going by truck are often less than a truckload; they are going mostly to petroleum well sites to make drilling mud. For such shipments, truck is the practical option.

Transit time considerations are often very important to shippers, as recent experience is showing to be the case. Since the fall of 2013, railroads have been experiencing operational challenges stemming from a pick-up in rail traffic and extreme winter weather conditions which have delayed trains. As a result, train velocity has slowed, which in turn has slowed deliveries to bentonite end users and the return of empty railcars to producers, the spokesperson explained.

A.2.3 Solvay Chemicals

Solvay Chemicals is one of four soda ash producers in Wyoming. From its facility west of Green River, the company ships more than 2.5 million tons of soda ash annually. About 90 percent of the product is shipped by rail and 10 percent by truck. Solvay Chemicals' Class I mainline connection is at Solvay with the Union Pacific Railroad. Solvay Chemicals operates about 10 miles of its own track between the UP connection at Solvay and its Green River plant.

Soda ash is processed from trona, a naturally occurring non-metallic mineral. Wyoming has stratified trona deposits of high quality. About half of the Wyoming soda ash is used for making glass doors and windows. The other half is used in pollution control, as an acidity neutralizer, and as an ingredient in detergent, among other applications. It is also reprocessed into derivatives and compounds. About half of Wyoming soda ash is consumed in the United States. The remainder is exported through Gulf Coast ports for furtherance to South America and Europe and through Pacific Northwest ports for furtherance to Asia.

The major drivers for using rail to transport high volumes of soda ash are cost and carrying capacity, a company spokesperson said. The former is a function of the latter. That is, shipping large volumes of a bulk product such as soda ash by rail is cheaper than by truck, since each rail carload carries as much as five trucks.

As a result, trucking tends to be used for emergency shipments (for example, when weather conditions or a derailment might force the closure of a rail route) or wherever customers have no rail access. In such cases,

Solvay will ship soda ash by truck all over the United States. However, the company tries to limit trucking of soda ash to a 250-mile radius from its facility, the spokesperson said.

The spokesperson added that Wyoming's soda ash producers have the lowest production cost in the world; however, the additive for rail transportation cost offsets that advantage. The competition is mainly coming from producers of synthetic soda ash, who stand to gain market share if the delivered cost of Wyoming soda ash increases. Wyoming's soda ash producers are presently preparing for railroad pricing negotiations, since all of their rail transport contracts expire in 2015.

A.2.4 OCI Wyoming LP

OCI Wyoming LP is another Green River Basin soda ash producer. Like Solvay, OCI has an annual production of 2.5 million tons. In all, 95 percent of its soda ash is shipped by rail and 5 percent by truck.

One factor driving decisions to ship by truck is that not all customers have easy access to rail, a company spokesperson said. If the end users are located within a 400- to 600-mile radius of the basin, OCI tends to ship to them by bulk truck.

Other than access to rail, the chief driver of modal routing decisions is cost. The spokesperson said that, generally speaking, soda ash can be moved two and a half times farther by rail than by truck for the same cost. For example, a 100-ton rail carload can be moved 1,000 miles for the same cost as moving 100 tons by truck 400 miles (in four to five truckloads).

For end users without rail access and located beyond the 400- to 600-mile radius of Green River Basin, OCI has developed a hybrid truck-rail solution, which delivers cost advantages relative to a truck-only solution. OCI has established 12 to 15 rail terminals throughout the United States., at which soda ash delivered by rail is transferred to truck for drayage to end users within a 200- to 300-mile radius of the terminals.

Although shipping by rail is more cost-effective than by truck, particularly for high-volume bulk shipments going longer distances, if transportation costs per ton were to increase faster relative to shipment by truck, rail's cost advantage would decline. Predictably, then, more soda ash would shift to truck shipment, the spokesperson concluded.

A.3 Conclusion

From the comments presented above, the primary factors that influence mode choice in routing heavy, bulk commodities are volume, distance, cost, carrying capacity, and rail access.

Rail haulage is less expensive per ton versus truck, since one rail carload can carry as much as four or five trucks. The price differential becomes larger as the trip distance and traffic volume increase. So, for longer hauls of high volumes of product, rail is the preferred mode. However, not all end users of these commodities are rail-served. In such cases, product is either trucked directly or transloaded into trucks from rail cars at terminals near end users.

Truck haulage, on the other hand, is a practical alternative for shorter hauls for lesser volumes. These are hauls for which the price differential favoring rail is not large enough to offset other advantages provided by truck transportation, advantages such as on-time performance and service flexibility.

It is important to note that the heavy, bulk shipments of the commodities discussed are not particularly time-sensitive shipments. For these commodities, transit times tend to be less of a concern than the aforementioned factors influencing modal decisions. That is, it is not important to the end user that the shipments arrive in a within a narrow window of time, as would be the case for just-in-time delivery of manufactured items such as auto parts. Auto parts are finished products of high value. Any delay in their delivery would in turn delay the assembly of even higher-value automobiles. In such cases, shippers would typically be willing to pay more for expedited service, including truck and rail intermodal service (containers riding on flatcars or double-stack cars), which can meet precise delivery windows.

Appendix B. Wyoming Public and Private Grade Crossing Inventory

The source for this inventory is the Federal Railroad Administration (FRA) Office of Safety Analysis website: safetydata.fra.dot.gov/OfficeofSafety (Section 8: Highway-Rail Crossing Inventory). The Wyoming grade crossing inventory is presented by county and includes the crossing number, name of railroad, type of crossing (public or private), city, railroad division, and street name, where applicable.

Crossing #	Railroad	Type	City	Division	Street
Albany County					
810213W	UP	Public	Laramie	Wyoming	Howell Road
810214D	UP	Private	Laramie	Wyoming	Private
810215K	UP	Private	Laramie	Wyoming	Private
810216S	UP	Private	Bosler	Wyoming	Private
810217Y	UP	Public	Bosler	Wyoming	County Road 51
810218F	UP	Private	Bosler	Wyoming	Private
810219M	UP	Private	Bosler	Wyoming	Private
810220G	UP	Private	Bosler	Wyoming	County Road
810221N	UP	Private	Rock River	Wyoming	Private
810223C	UP	Private	Rock River	Wyoming	Private
810224J	UP	Private	Rock River	Wyoming	Private
810226X	UP	Private	Rock River	Wyoming	Private
810227E	UP	Private	Rock River	Wyoming	Private
810228L	UP	Private	Rock River	Wyoming	Private
810229T	UP	Private	Rock River	Wyoming	Private
810233H	WYCO	Public	Laramie		N Cedar St.
810234P	UP	Private	Laramie	Wyoming	Private Road
810241A	UP	Private	Laramie	Wyoming	Private
810242G	UP	Private	Laramie	Wyoming	RR Service Road
810243N	UP	Private	Laramie	Wyoming	RR Service Road
810244V	UP	Private	Cheyenne	Wyoming	Private
810259K	UP	Public	Laramie	Wyoming	County Rd 234
810261L	UP	Private	Laramie	Wyoming	Private
810422E	UP	Private	Laramie	Wyoming	RR Service Road
810425A	UP	Private	Laramie	Wyoming	Private
810426G	UP	Private	Laramie	Eastern	Private
810427N	UP	Public	Laramie	Eastern	Howe Road
810429C	UP	Private	Laramie	Eastern	Private

Crossing #	Railroad	Type	City	Division	Street
810431D	UP	Private	Laramie	Wyoming	Private Road
810432K	UP	Private	Cheyenne	Eastern	Private
810433S	UP	Private	Cheyenne	Eastern	Private
810434Y	UP	Public	Laramie	Eastern	Sand Creek Road
810443X	UP	Private	Cheyenne	Eastern	Private
810449N	UP	Private	Laramie	Eastern	Private
810451P	UP	Public	Laramie	Wyoming	Hermosa
810453D	UP	Private	Laramie	Eastern	Private
810454K	UP	Private	Laramie	Wyoming	Entrance to Tie Yard
810688N	UP	Private	Laramie	Eastern	Private
906056A	UP	Private	Laramie	Eastern	RR Service Road
906057G	UP	Private	Laramie	Eastern	RR Service Road
906058N	UP	Private	Laramie	Eastern	Private Road
922085B	UP	Private	Laramie	Cheyenne	RR Service
922087P	UP	Private	Laramie	Cheyenne	RR Service
922088W	UP	Private	Laramie	Cheyenne	RR Service
922089D	UP	Private	Laramie	Cheyenne	RR Service
922120M	UP	Private	Laramie	Cheyenne	RR Service Road
922121U	UP	Private	Laramie	Cheyenne	RR Service Road
922122B	UP	Private	Laramie	Cheyenne	RR Service
Big Horn County					
086273H	BNSF	Private	Frannie	Colorado	Private
086320N	BNSF	Private	Manderson	Colorado	Private
086322C	BNSF	Private	Manderson	Colorado	Private
086324R	BNSF	Private	Basin	Colorado	Private
086325X	BNSF	Private	Basin	Colorado	Private
086326E	BNSF	Private	Greybull	Colorado	Private
086329A	BNSF	Private	Greybull	Colorado	Private
086330U	BNSF	Private	Greybull	Colorado	Private
086338Y	BNSF	Public	Greybull	Colorado	5th St. So.
090660G	BNSF	Private	Frannie	Colorado	Private
090661N	BNSF	Private	Frannie	Colorado	Private
090827R	BNSF	Private	Basin	Colorado	Private
090828X	BNSF	Private	Basin	Colorado	County Road
090830Y	BNSF	Public	Basin	Colorado	North Street
090831F	BNSF	Public	Basin	Colorado	B Street
090832M	BNSF	Public	Basin	Colorado	Wyoming Avenue
090833U	BNSF	Public	Basin	Colorado	Bighorn Avenue
090834B	BNSF	Private	Basin	Colorado	Private
090835H	BNSF	Private	Basin	Colorado	Lane 45

Crossing #	Railroad	Type	City	Division	Street
090836P	BNSF	Public	Basin	Colorado	Road 28 1/2
090837W	BNSF	Public	Basin	Colorado	CO Lane 46
090838D	BNSF	Private	Manderson	Colorado	Private
090839K	BNSF	Private	Manderson	Colorado	Private
090840E	BNSF	Private	Manderson	Colorado	Private
090841L	BNSF	Private	Manderson	Colorado	Private
090842T	BNSF	Public	Manderson	Colorado	WYO 31/ Sherman Street
090845N	BNSF	Public	Manderson	Colorado	County Road
090847C	BNSF	Private	Manderson	Colorado	Private
090848J	BNSF	Private	Manderson	Colorado	Private
090849R	BNSF	Private	Manderson	Colorado	Private
090850K	BNSF	Private	Manderson	Colorado	Private
090851S	BNSF	Public	Manderson	Colorado	Rairden Lane/55
090852Y	BNSF	Private	Manderson	Colorado	County Line
091008D	BNSF	Private	Lovell	Colorado	Private
091009K	BNSF	Private	Lovell	Colorado	Private
091010E	BNSF	Private	Greybull	Colorado	Private
091011L	BNSF	Private	Greybull	Colorado	Private
091012T	BNSF	Private	Greybull	Colorado	Private
091013A	BNSF	Private	Greybull	Colorado	Private
091014G	BNSF	Private	Greybull	Colorado	Private
091015N	BNSF	Public	Greybull	Colorado	CO 26 ½
091016V	BNSF	Private	Greybull	Colorado	Private
091017C	BNSF	Private	Greybull	Colorado	Private
091020K	BNSF	Public	Greybull	Colorado	Cemetary
091022Y	BNSF	Private	Lovell	Colorado	Private
091476X	BNSF	Public	Frannie	Colorado	4 th Street
091477E	BNSF	Private	Frannie	Colorado	Private
091478L	BNSF	Public	Frannie	Colorado	L5W
091479T	BNSF	Private	Deaver	Colorado	Private
091480M	BNSF	Private	Deaver	Colorado	Private
091481U	BNSF	Private	Deaver	Colorado	Private
091482B	BNSF	Public	Deaver	Colorado	State Highway 114
091483H	BNSF	Public	Deaver	Colorado	Central Avenue
091484P	BNSF	Private	Deaver	Colorado	Private
091485W	BNSF	Public	Deaver	Colorado	Lane 8A
091487K	BNSF	Private	Deaver	Colorado	Private
091488S	BNSF	Private	Deaver	Colorado	Private
091491A	BNSF	Public	Cowley	Colorado	Road 7A
091492G	BNSF	Private	Cowley	Colorado	Private

Crossing #	Railroad	Type	City	Division	Street
091494V	BNSF	Public	Lovell	Colorado	Road 9A
091496J	BNSF	Public	Lovell	Colorado	Road 10
091497R	BNSF	Private	Lovell	Colorado	Private
091498X	BNSF	Public	Lovell	Colorado	Hampshire Ave.
091500W	BNSF	Public	Lovell	Colorado	Shoshone Ave.
091503S	BNSF	Public	Lovell	Colorado	Road 12
091506M	BNSF	Public	Lovell	Colorado	Road 13
091508B	BNSF	Public	Lovell	Colorado	State Hwy 37
091510C	BNSF	Private	Lovell	Colorado	County Road
091514E	BNSF	Private	Lovell	Colorado	Private
091516T	BNSF	Private	Lovell	Colorado	Private
091517A	BNSF	Public	Lovell	Colorado	WYO 14A
091518G	BNSF	Private	Lovell	Colorado	None
091519N	BNSF	Public	Lovell	Colorado	County Road 20
099132L	BNSF	Public	Manderson	Colorado	Road L2
104216V	BNSF	Private	Basin	Colorado	Private
926706H	BNSF	Private	Greybull	Colorado	RR Yard
933639H	BNSF	Private	Greybull	Colorado	Private
Campbell County					
064956M	BNSF	Public	Rozet	Powder River	Stewart Rd.
064957U	BNSF	Private	Rozet	Powder River	Private
064958B	BNSF	Public	Rozet	Powder River	Adon Rd.
064960C	BNSF	Public	Rozet	Powder River	Svalina Rd.
064965L	BNSF	Private	Gillette	Powder River	County Road
064966T	BNSF	Public	Gillette	Powder River	American Ranch Rd.
064967A	BNSF	Private	Gillette	Powder River	Blk. Hills Pwr Co.
064969N	BNSF	Public	Gillette	Powder River	Potter Ave.
064970H	BNSF	Public	Gillette	Powder River	Garner Lake Rd.
064975S	BNSF	Public	Gillette	Powder River	Brooks Ave.
064976Y	BNSF	Public	Gillette	Powder River	Burma Avenue
077946U	BNSF	Private	Rozet	Powder River	Private
077948H	BNSF	Public	Rozet	Powder River	American Ranch Rd.
077949P	BNSF	Private	Rozet	Powder River	Private
077950J	BNSF	Private	Rozet	Powder River	Private
086289E	BNSF	Private	Gillette	Powder River	Private
086359S	BNSF	Private	Gillette	Powder River	Private
088721V	BNSF	Private	Gillette	Powder River	Private
088722C	BNSF	Private	Gillette	Powder River	Private
088723J	BNSF	Private	Gillette	Powder River	Private
088727L	BNSF	Public	Gillette	Powder River	Brunsen Road

Crossing #	Railroad	Type	City	Division	Street
088730U	BNSF	Private	Gillette	Powder River	Private
088734W	BNSF	Private	Gillette	Powder River	Private
088735D	BNSF	Private	Gillette	Powder River	Private
088740A	BNSF	Private	Gillette	Powder River	Private
088741G	BNSF	Private	Gillette	Powder River	Private
088747X	BNSF	Private	Gillette	Powder River	Private
094831U	BNSF	Private	Gillette	Powder River	Private
094991H	BNSF	Private	Wright	Powder River	Private
094994D	BNSF	Private	Wright	Powder River	Private
094995K	BNSF	Private	Wright	Powder River	Private
094998F	BNSF	Public	Wright	Powder River	Refining Rd
095027W	BNSF	Private	Wright	Powder River	Private
095029K	BNSF	Private	Wright	Powder River	Private
095030E	BNSF	Private	Wright	Powder River	Private
095031L	BNSF	Private	Wright	Powder River	Private
095034G	BNSF	Public	Wright	Powder River	Antelop Road
095036V	BNSF	Private	Wright	Powder River	Private
095092C	BNSF	Public	Wright	Powder River	Keeline Road
095097L	BNSF	Public	Gillette	Powder River	Foothills Blvd.
095098T	BNSF	Private	Wright	Powder River	Private
095099A	BNSF	Private	Wright	Powder River	Private
095101Y	BNSF	Private	Wright	Powder River	Private
095110X	BNSF	Pedestrian	Rozet	Powder River	Wyodak
098747A	BNSF	Private	Gillette	Powder River	Private
098751P	BNSF	Private	Gillette	Powder River	Private
098836S	BNSF	Public	Gillette	Powder River	McKenzie Road
098837Y	BNSF	Public	Gillette	Powder River	Peaceful Valley
098838F	BNSF	Private	Gillette	Powder River	Hines Ranch
098839M	BNSF	Public	Gillette	Powder River	Oriva Hills
098841N	BNSF	Public	Gillette	Powder River	Echeta Rd
098842V	BNSF	Private	Gillette	Powder River	Private
098843C	BNSF	Private	Gillette	Powder River	Private
098844J	BNSF	Public	Gillette	Powder River	Echita Rd
098845R	BNSF	Private	Gillette	Powder River	Private
098846X	BNSF	Private	Gillette	Powder River	Private
098847E	BNSF	Private	Gillette	Powder River	Private
928120H	BNSF	Private	Gillette	Powder River	Private
928271X	BNSF	Private	Rozet	Powder River	Private
928272E	BNSF	Private	Rozet	Powder River	Private
928273L	BNSF	Private	Gillette	Powder River	Private

Crossing #	Railroad	Type	City	Division	Street
930188W	BNSF	Private	Rozet	Powder River	RR Yard
030189D	BNSF	Private	Gillette	Powder River	RR Yard
Carbon County					
810292K	UP	Public	Sinclair	Wyoming	Lincoln Ave.-WY 76
810436M	UP	Public	Medicine Bow	Wyoming	CR 115
810437U	UP	Public	Medicine	Wyoming	Medicine Bow
810438B	UP	Private	Hanna	Wyoming	Private
810439H	UP	Private	Hanna	Wyoming	Rd to Arch Min'l
810440C	UP	Private	Rawlins	Wyoming	Private
810446T	UP	Private	Sinclair	Wyoming	County Road
810468T	UP	Public	Rawlins	Wyoming	Ferris Road
810496W	UP	Private	Rawlins	Wyoming	Private
810498K	UP	Private	Rawlins	Wyoming	Private
810669J	UP	Private	Hanna	Wyoming	Private
810670D	UP	Private	Hanna	Wyoming	Private
810690P	UP	Private	Hanna	Wyoming	Private
810709E	UP	Private	Hanna	Wyoming	Private
810712M	UP	Private	Hanna	Wyoming	Private
810714B	UP	Private	Hanna	Wyoming	Private
906564P	UP	Private	Rawlins	Cheyenne	Pvt-City Sewage P
922090X	UP	Private	Hanna	Cheyenne	RR Service
922091E	UP	Private	Sinclair	Cheyenne	Private
924339V	ZSWR	Public	Sinclair	Denver	WY 76
Converse County					
064980N	BNSF	Private	Bill	Powder River	Private
064983J	BNSF	Private	Bill	Powder River	Private
064984R	BNSF	Private	Douglas	Colorado	Private
064990U	BNSF	Private	Bill	Powder River	Private
089281K	BNSF	Public	Douglas	Colorado	Irvine Road A-1
089285M	BNSF	Private	Douglas	Colorado	Private
089286U	BNSF	Private	Douglas	Colorado	County Road
089287B	BNSF	Private	Douglas	Colorado	County Road
089289P	BNSF	Private	Douglas	Colorado	Private
089291R	BNSF	Public	Douglas	Colorado	Robin Lane Rd
089293E	BNSF	Public	Douglas	Colorado	Center St.
089295T	BNSF	Private	Douglas	Colorado	Private
089296A	BNSF	Private	Douglas	Colorado	Private
089297G	BNSF	Private	Douglas	Colorado	Private
089298N	BNSF	Private	Douglas	Colorado	Private

Crossing #	Railroad	Type	City	Division	Street
089300M	BNSF	Private	Douglas	Colorado	Private
089301U	BNSF	Public	Douglas	Colorado	Orpha-Ross Road
089304P	BNSF	Private	Douglas	Colorado	Private
089305W	BNSF	Private	Douglas	Colorado	Private
089306D	BNSF	Private	Douglas	Colorado	Private
089307K	BNSF	Private	Douglas	Colorado	Private
089308S	BNSF	Private	Douglas	Colorado	Private
089310T	BNSF	Private	Douglas	Colorado	Private
089311A	BNSF	Private	Glenrock	Colorado	Private
089312G	BNSF	Private	Glenrock	Colorado	Private
089314V	BNSF	Private	Glenrock	Colorado	Private
089316J	BNSF	Private	Glenrock	Colorado	Private
089319E	BNSF	Private	Glenrock	Colorado	Private
089322M	BNSF	Private	Glenrock	Colorado	Private
089324B	BNSF	Private	Glenrock	Colorado	Private
089327W	BNSF	Public	Glenrock	Colorado	Cole Creek Rd
089328D	BNSF	Private	Glenrock	Colorado	Private
089329K	BNSF	Public	Glenrock	Colorado	County Lane Rd
094739U	BNSF	Public	Bill	Powder River	Bill Hall
094749A	BNSF	Private	Bill	Powder River	Private
094753P	BNSF	Private	Bill	Powder River	Private
094754W	BNSF	Public	Bill	Powder River	Robinson Road
094758Y	BNSF	Private	Bill	Powder River	Private
094760A	BNSF	Private	Bill	Powder River	Private
094767X	BNSF	Private	Bill	Powder River	Private
094769L	BNSF	Private	Bill	Powder River	Private
094770F	BNSF	Private	Bill	Powder River	Private
094774H	BNSF	Private	Bill	Powder River	Private
094776W	BNSF	Private	Bill	Powder River	Private
094788R	BNSF	Private	Bill	Powder River	Private
094832B	BNSF	Private	Douglas	Colorado	Private
094835W	BNSF	Private	Bill	Powder River	Private
094931Y	BNSF	Public	Douglas	Colorado	Richards St.
095014V	BNSF	Private	Bill	Powder River	Private
095017R	BNSF	Private	Bill	Powder River	Private
188654E	UP	Private	Lost Springs	Western	Private Road
188655L	UP	Public	Lost Springs	Western	Main St.
188656T	UP	Private	Lost Springs	Western	Private Road
188657A	UP	Private	Shawnee	Western	Private Road
188660H	UP	Public	Shawnee	Western	Flat Top

Crossing #	Railroad	Type	City	Division	Street
188662W	UP	Private	Shawnee	Western	Private Road
188663D	UP	Private	Shawnee	Western	Private Road
188667F	UP	Private	Shawnee	Western	Private
188668M	UP	Private	Shawnee	Western	Private Road
188674R	UP	Private	Shawnee		Private Road
909928X	UP	Private	Shawnee	Western	Private Road
909930Y	UP	Private	Shawnee	Western	Private Road
909932M	UP	Private	Shawnee	Western	Private Road
909934B	UP	Private	Shawnee	Western	Private Road
909937W	UP	Private	Shawnee	Western	Private Road
933554F	BNSF	Private	Douglas	Colorado	Private
Crook County					
064943L	BNSF	Private	Moorcroft	Powder River	Private
064944T	BNSF	Public	Moorcroft	Powder River	Buffalo Creek Rd.
064947N	BNSF	Public	Moorcroft	Powder River	Warbonnet Rd.
064949C	BNSF	Private	Moorcroft	Powder River	Private
064950W	BNSF	Public	Moorcroft	Powder River	Shipwheel Rd.
064951D	BNSF	Private	Moorcroft	Powder River	Private
064952K	BNSF	Private	Moorcroft	Powder River	Private
064953S	BNSF	Public	Moorcroft	Powder River	Texaco Rd.
064954Y	BNSF	Public	Moorcroft	Powder River	Wessex Rd.
199788J	DME	Private	Moorcroft	Huron	Private Road
199789R	DME	Private	Moorcroft	Huron	Private Road
199790K	DME	Private	Moorcroft	Huron	Private Road
199792Y	DME	Private	Moorcroft	Huron	Private Road
199793F	DME	Private	Moorcroft	Huron	Private Road
199794M	DME	Private	Moorcroft	Huron	Private Road
924691N	DME	Private	Colony	Huron	Bentonite Plant
927512F	BNSF	Public	Moorcroft	Powder River	Yellowstone Ave.
Fremont County					
090452F	BNSF	Private	Shoshoni	Colorado	Coal Shadow Rd.
090454U	BNSF	Public	Shoshoni	Colorado	Tough Creek Rd.
090875F	BNSF	Private	Shoshoni	Colorado	Private
090878B	BNSF	Private	Lysite	Colorado	Private
090879H	BNSF	Private	Lysite	Colorado	Private
090884E	BNSF	Public	Lysite	Colorado	Lysite/Moneta Rd.
090885L	BNSF	Public	Lysite	Colorado	CR 176
090889N	BNSF	Private	Lysite	Colorado	Private
099127P	BNSF	Private	Lysite	Colorado	Private

Crossing #	Railroad	Type	City	Division	Street
188780Y	BDW	Private	Shoshoni	Western	Bonneville Rd.
188783U	BDW	Public	Shoshoni	Western	US-20 & 26
188784B	BDW	Private	Shoshoni	Western	First Street
188785H	BDW	Public	Shoshoni	Western	Muskrat Road
188786P	BDW	Public	Shoshoni		Maple Street
943214W	BDW	Private	Lost Cabin		Lost Cabin Road
943215D	BDW	Private	Lost Cabin		Lost Cabin Road
943216K	BDW	Private	Lost Cabin		Lost Cabin Road
943217S	BDW	Private	Lost Cabin		Lost Cabin Road
943218Y	BDW	Private	Shoshoni		Bonneville Rd.
943219F	BDW	Private	Shoshoni		First Street
Goshen County					
089199R	BNSF	Private	Torrington	Powder River	Private
089200H	BNSF	Private	Torrington	Powder River	Private
089201P	BNSF	Public	Torrington	Powder River	County Road 57
089203D	BNSF	Public	Torrington	Powder River	County Road 53S
089204K	BNSF	Public	Torrington	Powder River	County Road 171
089205S	BNSF	Public	Torrington	Powder River	Lift Station Road
089206Y	BNSF	Private	Torrington	Powder River	Private
089208M	BNSF	Public	Torrington	Powder River	Main Street
089209U	BNSF	Public	Torrington	Powder River	West C Street
089210N	BNSF	Public	Torrington	Powder River	Radio Road
089211V	BNSF	Public	Torrington	Powder River	County Road 149
089212C	BNSF	Private	Torrington	Powder River	Private
089214R	BNSF	Public	Torrington	Powder River	McKenna Road
089215X	BNSF	Private	Torrington	Powder River	Private
089216E	BNSF	Private	Torrington	Powder River	Private
089217L	BNSF	Public	Torrington	Powder River	County Road 41
089218T	BNSF	Private	Lingle	Powder River	Private
089219A	BNSF	Private	Lingle	Powder River	Private
089220U	BNSF	Public	Lingle	Powder River	County Road 83
089223P	BNSF	Private	Lingle	Powder River	Private
089224W	BNSF	Private	Lingle	Powder River	Private
089227S	BNSF	Public	Lingle	Powder River	Wyo 156 Main St.
089228Y	BNSF	Public	Lingle	Powder River	County Road 31
089229F	BNSF	Private	Lingle	Powder River	Private
089230A	BNSF	Private	Lingle	Powder River	Private
089231G	BNSF	Private	Lingle	Powder River	Private
089233V	BNSF	Private	Lingle	Powder River	Private
089234C	BNSF	Private	Lingle	Powder River	Private

Crossing #	Railroad	Type	City	Division	Street
089235J	BNSF	Private	Lingle	Powder River	Private
089236R	BNSF	Private	Fort Laramie	Powder River	Private
089237X	BNSF	Public	Fort Laramie	Powder River	State Hwy. 157
089238E	BNSF	Private	Fort Laramie	Powder River	Private
089239L	BNSF	Private	Fort Laramie	Powder River	Private
089240F	BNSF	Private	Fort Laramie	Powder River	Private
089241M	BNSF	Private	Fort Laramie	Powder River	Oil Storage Plant
089242U	BNSF	Public	Fort Laramie	Powder River	S. Laramie Ave.
089243B	BNSF	Public	Fort Laramie	Powder River	Merriam Street
089244H	BNSF	Private	Fort Laramie	Powder River	Private
089245P	BNSF	Private	Fort Laramie	Powder River	Private
089246W	BNSF	Private	Fort Laramie	Powder River	Private
089247D	BNSF	Private	Fort Laramie	Powder River	Private
089248K	BNSF	Private	Fort Laramie	Powder River	Private
816025C	UP	Public	Lagrange	Nebraska	Road 14
816026J	UP	Public	Lagrange	Nebraska	1 st Avenue
816027R	UP	Public	Lagrange	Nebraska	5 th Avenue
816028X	UP	Public	Lagrange	Nebraska	Wyo 151
816029E	UP	Private	Lagrange	Nebraska	Private
816032M	UP	Public	Lagrange	Nebraska	Road 55
816034B	UP	Public	Lagrange	Nebraska	Road 6
816037W	UP	Private	Lagrange	Nebraska	Private
816316S	UP	Public	Lyman	Nebraska	Road 61
816318F	UP	Public	Huntley	Nebraska	Road 59
816320G	UP	Public	Huntley	Nebraska	Road 52
816322V	UP	Public	Huntley	Nebraska	Road 55
816323C	UP	Public	Huntley	Nebraska	WY SH 92
816324J	UP	Public	Huntley	Nebraska	Road 51
816326X	UP	Public	Huntley	Nebraska	Road 49
816328L	UP	Public	Huntley	Nebraska	Road 47
816330M	UP	Public	Yoder	Nebraska	Road 45
816331U	UP	Public	Yoder	Nebraska	Road 43
816334P	UP	Public	Yoder	Nebraska	US 85
816336D	UP	Private	Yoder	Nebraska	Private
816337K	UP	Private	Yoder	Nebraska	Private
816338S	UP	Public	Yoder	Nebraska	Lacey Street
816339Y	UP	Public	Yoder	Nebraska	Road 37
816341A	UP	Public	Yoder	Nebraska	Wyo 154
816342G	UP	Public	Yoder	Nebraska	Road 35C
816343N	UP	Public	Yoder	Nebraska	Wyo 154

Crossing #	Railroad	Type	City	Division	Street
816345C	UP	Private	Veteran	Nebraska	Private
816347R	UP	Private	Veteran	Nebraska	Private
816348X	UP	Public	Veteran	Nebraska	County Rd 54
816350Y	UP	Public	Veteran	Nebraska	County Rd 56
816351F	UP	Public	Veteran	Nebraska	3 rd St.
816353U	UP	Public	Veteran	Nebraska	County Rd 58
816355H	UP	Public	Veteran	Nebraska	County Rd 31
816356P	UP	Public	Veteran	Nebraska	County Rd 60
816358D	UP	Public	Veteran	Nebraska	County Rd 33
816359K	UP	Public	Veteran	Nebraska	County Rd 62
816363A	UP	Public	Veteran	Nebraska	County Rd 35
816364G	UP	Private	Veteran	Nebraska	Private
816366V	UP	Public	Veteran	Nebraska	County Rd 37
816369R	UP	Private	Veteran	Nebraska	Private
816371S	UP	Public	Torrington	Nebraska	WYO 154
816372Y	UP	Public	Torrington	Nebraska	County Rd 39
816373F	UP	Private	Torrington	Nebraska	Private
816374M	UP	Public	Torrington	Nebraska	County Rd 41
816376B	UP	Private	Torrington	Nebraska	Private
816432F	UP	Public	Torrington	Nebraska	County Rd 45
816435B	UP	Public	Torrington	Nebraska	County Rd 66
816436H	UP	Public	Torrington	Nebraska	County Rd 47
816437P	UP	Private	Torrington	Nebraska	Private
816438W	UP	Private	Torrington	Nebraska	Private
816439D	UP	Public	Torrington	Nebraska	US 85
816440X	UP	Public	Torrington	Nebraska	3 rd Ave
816441E	UP	Private	Torrington	Nebraska	Commercial Access
816445G	UP	Public	Yoder	Nebraska	WYO 154
816446N	UP	Public	Yoder	Nebraska	WYO 152
816448C	UP	Private	Yoder	Nebraska	County Road
816450D	UP	Public	Yoder	Nebraska	County Road 44
816451K	UP	Public	Yoder	Nebraska	Bum Sullivan Res
816452S	UP	Public	Hawk Springs	Nebraska	Road 42
816455M	UP	Public	Hawk Springs	Nebraska	Road 40
816457B	UP	Public	Hawk Springs	Nebraska	Road 38
816459P	UP	Public	Hawk Springs	Nebraska	Road 34
816466A	UP	Public	Hawk Springs	Nebraska	US 85
816468N	UP	Public	Hawk Springs	Nebraska	Road 30
816469V	UP	Public	Hawk Springs	Nebraska	Road 28
816472D	UP	Private	Hawk Springs	Nebraska	Private

Crossing #	Railroad	Type	City	Division	Street
816473K	UP	Public	Lagrange	Nebraska	Road 22
816476F	UP	Public	Lagrange	Nebraska	Road 18
816478U	UP	Private	Lagrange	Eastern	Private
906274G	UP	Public	Torrington	Eastern	3 rd Avenue
909719P	UP	Public	Van Tassell	Western	County Line Road
909720J	UP	Private	Van Tassell	Western	Private Road
909722X	UP	Private	Van Tassell	Western	Private Road
909723E	UP	Private	Van Tassell	Western	Private Road
909726A	UP	Private	Van Tassell	Western	Private Road
909727G	UP	Private	Van Tassell	Western	Private Road
909728N	UP	Private	Van Tassell	Western	Private Road
909729V	UP	Private	Van Tassell	Western	Private Road
909731W	UP	Private	Van Tassell	Western	Private Road
909732D	UP	Private	Van Tassell	Western	Private Road
909733K	UP	Private	Van Tassell	Western	Private Road
909736F	UP	Private	Van Tassell	Western	Private Road
909737M	UP	Private	Jay Em	Western	Private Road
909738U	UP	Private	Jay Em	Western	Private Road
909741C	UP	Private	Jay Em	Western	Private Road
909743R	UP	Private	Jay Em	Western	Private Road
909745E	UP	Private	Jay Em	Western	Private Road
909746L	UP	Private	Jay Em	Western	Private Road
909748A	UP	Private	Jay Em	Western	Private Road
909750B	UP	Private	Jay Em	Western	Private Road
909752P	UP	Public	Torrington	North Platte	County Road 108E
909754D	UP	Private	Torrington	Western	Private Road
909763C	UP	Private	Torrington	Western	Private Road
909764J	UP	Public	Torrington	Western	County Road 94
909765R	UP	Private	Torrington	Western	Private Road
909768L	UP	Private	Torrington	Western	Private Road
909770M	UP	Private	Torrington	Western	Private Road
909771U	UP	Private	Torrington	Western	Private Road
909774P	UP	Private	Torrington	Western	Private Road
919954P	BNSF	Private	Fort Laramie	Powder River	Private Road
921472P	UP	Private	Torrington	North Platte	RR Service
b921473W	UP	Private	Torrington	North Platte	RR Service
921474D	UP	Private	Torrington	North Platte	RR Service
921475K	UP	Private	Van Tassell	North Platte	RR Service
921477Y	UP	Private	Van Tassell	North Platte	RR Service
921478F	UP	Private	Van Tassell	North Platte	RR Service

Crossing #	Railroad	Type	City	Division	Street
922131A	UP	Private	Torrington	North Platte	RR Service Road
922132G	SLRG	Private	Torrington	North Platte	RR Service Road
922133N	UP	Private	Torrington	North Platte	RR Service Road
922134V	UP	Private	Torrington	North Platte	RR Service Road
922135C	UP	Private	Torrington	North Platte	RR Service Road
943996M	WSC	Public	Torrington	Nebraska	WYO 156
Hot Springs County					
090458W	BNSF	Private	Thermopolis	Colorado	Private
090460X	BNSF	Private	Thermopolis	Colorado	Private
090461E	BNSF	Private	Thermopolis	Colorado	Private
090462L	BNSF	Public	Thermopolis	Colorado	Shoshone St.
090463T	BNSF	Public	Thermopolis	Colorado	Amoretti St.
090465G	BNSF	Public	Thermopolis	Colorado	Broadway St.
090466N	BNSF	Private	Thermopolis	Colorado	Private
090467V	BNSF	Private	Thermopolis	Colorado	Private
090468C	BNSF	Private	Thermopolis	Colorado	Private
090469J	BNSF	Private	Thermopolis	Colorado	Private
090470D	BNSF	Private	Thermopolis	Colorado	Private
090471K	BNSF	Private	Thermopolis	Colorado	Private
090472S	BNSF	Public	Thermopolis	Colorado	Sunnyside Ln.
090473Y	BNSF	Private	Thermopolis	Colorado	Private
090474F	BNSF	Public	Thermopolis	Colorado	WYO 172
090476U	BNSF	Private	Kirby	Colorado	Private
090478H	BNSF	Private	Kirby	Colorado	Nakamura Road
090479P	BNSF	Private	Kirby	Colorado	Private
090480J	BNSF	Public	Kirby	Colorado	Main Street
090481R	BNSF	Private	Kirby	Colorado	Private
090482X	BNSF	Private	Kirby	Colorado	Frimml
090485T	BNSF	Private	Kirby	Colorado	Private
090486A	BNSF	Private	Kirby	Colorado	Private
090488N	BNSF	Private	Kirby	Colorado	Private
099136N	BNSF	Public	Thermopolis	Colorado	Amoretti Street
Laramie County					
094498H	BNSF	Private	Cheyenne	Colorado	Missle Drive
245511N	BNSF	Public	Cheyenne	Colorado	Old Glory Road
245515R	BNSF	Public	Cheyenne	Colorado	Round Top Road
245516X	BNSF	Public	Cheyenne	Colorado	Shellback Road
245517E	BNSF	Private	Cheyenne	Colorado	Private
245518L	BNSF	Private	Cheyenne	Colorado	Gravel Pit

Crossing #	Railroad	Type	City	Division	Street
245520M	BNSF	Private	Cheyenne	Colorado	Rock Xing
245521U	BNSF	Private	Cheyenne	Colorado	Private
245523H	BNSF	Private	Cheyenne	Colorado	Private
245525W	BNSF	Public	Cheyenne	Colorado	County Road R109
245526D	BNSF	Public	Cheyenne	Colorado	Federal Road
245527K	BNSF	Private	Cheyenne	Colorado	County Road
245528S	BNSF	Public	Cheyenne	Colorado	State Hwy 211
245533N	BNSF	Public	Horse Creek	Colorado	Fisher Canyon
245534V	BNSF	Public	Horse Creek	Colorado	Horse Creek
245542M	BNSF	Private	Horse Creek	Colorado	Christofferson
245545H	BNSF	Private	Horse Creek	Colorado	Private
245546P	BNSF	Private	Horse Creek	Colorado	Private
245548D	BNSF	Private	Horse Creek	Colorado	Private
245549K	BNSF	Public	Horse Creek	Colorado	Road 103-1
245560K	BNSF	Private	Horse Creek	Colorado	Private
245562Y	BNSF	Private	Horse Creek	Colorado	Private
245568P	BNSF	Private	Horse Creek	Colorado	Private
245569W	BNSF	Public	Horse Creek	Colorado	Road 106-2
245602U	BNSF	Private	Horse Creek	Colorado	Private
245605P	BNSF	Private	Horse Creek	Colorado	Private
245607D	BNSF	Private	Horse Creek	Colorado	Private
245608K	BNSF	Private	Horse Creek	Colorado	Private
245609S	BNSF	Public	Horse Creek	Colorado	County Line Road
245610L	BNSF	Private	Horse Creek	Colorado	Private
245611T	BNSF	Private	Horse Creek	Colorado	Private
245612A	BNSF	Private	Horse Creek	Colorado	Private
245617J	BNSF	Public	Cheyenne	Colorado	College Drive
245618R	BNSF	Private	Cheyenne	Colorado	Speer Road
245661W	BNSF	Public	Horse Creek	Colorado	Horse Creek
245662D	BNSF	Public	Horse Creek	Colorado	Jordan Ranch Road
245671C	BNSF	Private	Cheyenne	Colorado	Private
245672J	BNSF	Private	Cheyenne	Colorado	Private Road
245676L	BNSF	Private	Orchard Valley	Colorado	Duck Creek Road
245682P	BNSF	Private	Cheyenne	Colorado	Private
245684D	BNSF	Public	Cheyenne	Colorado	24th Street
245685K	BNSF	Private	Cheyenne	Colorado	Dey Avenue
245686S	BNSF	Private	Cheyenne	Colorado	Ames Street
245687Y	BNSF	Public	Cheyenne	Colorado	Dillon Street
245688F	BNSF	Public	Cheyenne	Colorado	24th Street
245689M	BNSF	Public	Cheyenne	Colorado	23rd Street

Crossing #	Railroad	Type	City	Division	Street
245690G	BNSF	Public	Cheyenne	Colorado	22nd Street
245691N	BNSF	Public	Cheyenne	Colorado	21st Street
245692V	BNSF	Public	Cheyenne	Colorado	20th Street
245693C	BNSF	Public	Cheyenne	Colorado	19th Street
245694J	BNSF	Public	Cheyenne	Colorado	18th Street
245695R	BNSF	Public	Cheyenne	Colorado	17th Street
245696X	BNSF	Public	Cheyenne	Colorado	Lincoln Way
810236D	UP	Private	Cheyenne	Wyoming	Private
810239Y	UP	Public	Cheyenne	Wyoming	Gravel Pit Road
810245C	UP	Private	Cheyenne	Wyoming	Private
810246J	UP	Private	Cheyenne	Wyoming	Entrance to WYCON
810247R	UP	Private	Cheyenne	Wyoming	Private
810248X	UP	Private	Cheyenne	2nd	Private
810249E	UP	Private	Cheyenne	Wyoming	Private
810251F	UP	Private	Cheyenne	Wyoming	Private
810252M	UP	Private	Cheyenne	Wyoming	Private
810289C	UP	Public	Cheyenne	Wyoming	E. 5th Street
810413F	UP	Private	Cheyenne	Eastern	Private
810415U	UP	Private	Cheyenne	Eastern	Private
810416B	UP	Private	Cheyenne	Eastern	Private
810417H	UP	Private	Cheyenne	Eastern	Private
810419W	UP	Private	Cheyenne	Eastern	Private
810442R	UP	Public	Cheyenne	Eastern	Harriman Highway
810455S	UP	Private	Cheyenne	Eastern	Private
810457F	UP	Private	Cheyenne	Eastern	Private
810461V	UP	Private	Cheyenne	Eastern	Private
810462C	UP	Private	Cheyenne	Eastern	Private
810582T	UP	Private	Cheyenne	Wyoming	Private
810583A	UP	Private	Cheyenne	Wyoming	Private
810596B	UP	Public	Cheyenne	Wyoming	15th Street
810600N	UP	Public	Cheyenne	Eastern	Southwest Drive
810602C	UP	Public	Cheyenne	Wyoming	None
810613P	UP	Private	Cheyenne	Wyoming	Private Road
816042T	UP	Private	Albin	Nebraska	Private
816049R	UP	Private	Albin	Nebraska	Private
816051S	UP	Private	Albin	Nebraska	County Road
816052Y	UP	Private	Albin	Nebraska	Private
816053F	UP	Public	Albin	Nebraska	County Road 230
816056B	UP	Public	Albin	Nebraska	Cheyenne Street-WY216
816057H	UP	Private	Albin	Nebraska	Farm crossing

Crossing #	Railroad	Type	City	Division	Street
816058P	UP	Private	Albin	Nebraska	Private
816060R	UP	Public	Albin	Nebraska	C Road 227-2
816063L	UP	Private	Albin	Nebraska	County Road
816065A	UP	Private	Albin	Nebraska	County Road
816067N	UP	Public	Albin	Nebraska	C Road 223-2
816068V	UP	Public	Albin	Nebraska	C Road 222-3
816069C	UP	Private	Albin	Nebraska	Private
816071D	UP	Public	Albin	Nebraska	Road 221-1
816074Y	UP	Public	Albin	Nebraska	Road 220-3
816176S	UP	Private	Albin	Nebraska	Private
816177Y	UP	Private	Albin	Nebraska	Private
816179M	UP	Public	Albin	Nebraska	Road 161
816182V	UP	Private	Albin	Nebraska	Private
816183C	UP	Private	Albin	Nebraska	Private
816185R	UP	Private	Albin	Nebraska	Private
816189T	UP	Public	Albin	Nebraska	Road 156
816192B	UP	Public	Albin	Nebraska	Road 212
817675L	UP	Public	Pine Bluffs	Nebraska	Main Avenue
817676T	UP	Public	Pine Bluffs	Nebraska	Road 212
817677A	UP	Public	Pine Bluffs	Nebraska	Road 159-2
817678G	UP	Private	Pine Bluffs	Nebraska	Private Road
817679N	UP	Public	Pine Bluffs	Nebraska	Road 154-1
817681P	UP	Public	Hillsdale	Nebraska	Road 143-2
817685S	UP	Private	Cheyenne	Nebraska	Private Road
817686Y	UP	Public	Hillsdale	Nebraska	Road 136-1
817687F	UP	Private	Hillsdale	Nebraska	Private Road
817688M	UP	Public	Hillsdale	Nebraska	Road 142-1
906041K	UP	Public	Cheyenne	Eastern	Dunn Avenue
906055T	UP	Private	Cheyenne	Eastern	Service Road
922123H	UP	Private	Laramie	Cheyenne	RR Service Road
926714A	BNSF	Private	Cheyenne	Colorado	RR Yard
Lincoln County					
440712P	UP	Private	Opal	Pocatello	Exxon Pri Xings
807211E	UP	Private	Opal		City St.
807217V	UP	Private	Granger	Northwest	Private
807218C	UP	Private	Granger	Northwest	Private
807219J	UP	Private	Kemmerer	Utah	Private
807221K	UP	Private	Granger	Northwest	Private
807223Y	UP	Private	Kemmerer	Northwest	Private
807225M	UP	Public	Opal	Northwest	S. Front St.

Crossing #	Railroad	Type	City	Division	Street
807227B	UP	Private	Kemmerer	Northwest	Private
807228H	UP	Private	Kemmerer	Northwest	Private
807229P	UP	Private	Kemmerer	Northwest	Private Road
807230J	UP	Private	Kemmerer	Northwest	Private
807231R	UP	Public	Kemmerer	Northwest	Water Fall Road
807232X	UP	Private	Kemmerer	Northwest	Private
807233E	UP	Private	Kemmerer	Northwest	Private
807260B	UP	Private	Cokeville	Northwest	Private
807261H	UP	Private	Cokeville	Northwest	Private
807262P	UP	Private	Cokeville	Northwest	Private
807263W	UP	Private	Cokeville	Northwest	Private
807264D	UP	Private	Cokeville	Northwest	Private
807265K	UP	Private	Cokeville	Northwest	Private
807266S	UP	Private	Kemmerer	Northwest	County Road
807267Y	UP	Private	Kemmerer	Northwest	County Road
807270G	UP	Private	Kemmerer	Northwest	Private
807272V	UP	Private	Kemmerer	Northwest	Private
807273C	UP	Private	Cokeville	Northwest	County
807277E	UP	Private	Cokeville	Northwest	Private
807278L	UP	Private	Cokeville	Northwest	County Road
807279T	UP	Private	Cokeville	Northwest	Private
807280M	UP	Private	Cokeville	Northwest	Private
807283H	UP	Private	Cokeville	Northwest	Private
807285W	UP	Private	Cokeville	Northwest	Private
807286D	UP	Private	Cokeville	Northwest	Private
807287K	UP	Private	Cokeville	Northwest	Private
807289Y	UP	Private	Cokeville	Northwest	Private
807290T	UP	Private	Cokeville	Northwest	Private
807291A	UP	Private	Cokeville	Northwest	Private
807292G	UP	Public	Cokeville	Northwest	Main St.-SH 231
807293N	UP	Private	Cokeville	Northwest	Private
807294V	UP	Private	Cokeville	Utah	Private (farm)
807295C	UP	Private	Cokeville	Northwest	Private
807296J	UP	Private	Cokeville	Northwest	Private
807297R	UP	Private	Cokeville	Northwest	Private
813422P	UP	Private	Kemmerer	Northwest	Private
813423W	UP	Private	Kemmerer	Northwest	Private
813424D	UP	Public	Kemmerer	Northwest	Elkol Road
813425K	UP	Private	Kemmerer	Northwest	Access to FMC COL
813429M	UP	Private	Kemmerer	Northwest	Private

Crossing #	Railroad	Type	City	Division	Street
906025B	UP	Public	Kemmerer	Northwest	Road 325
922049F	UP	Private	Kemmerer	Utah	Private Road
922050A	UP	Private	Kemmerer	Utah	Private Road
922051G	UP	Private	Kemmerer	Utah	Private Road
922052N	UP	Private	Kemmerer	Utah	Private Road
922070L	UP	Public	Cokeville	Utah	County Road
922139E	UP	Public	Opal	Northwest	S. Front Street
Natrona County					
064979U	BNSF	Public	Casper	Colorado	Salt Creek Hwy.
086314K	BNSF	Public	Powder River	Colorado	County Road
086315S	BNSF	Private	Arminto	Colorado	Private
089331L	BNSF	Public	Evansville	Colorado	County Road 703
089334G	BNSF	Private	Casper	Colorado	Private
089336V	BNSF	Public	Casper	Colorado	State Highway 256
089337C	BNSF	Public	Casper	Colorado	Mystery Bridge Rd
089338J	BNSF	Private	Casper	Colorado	Little America RF
089339R	BNSF	Private	Casper	Colorado	Little America RF
089340K	BNSF	Public	Casper	Colorado	Evans St.
089341S	BNSF	Public	Casper	Colorado	Curtis Ave.
089342Y	BNSF	Public	Casper	Colorado	Western Ave.
089345U	BNSF	Public	Casper	Colorado	Bryan Stock Trail
089350R	BNSF	Private	Casper	Colorado	Std. Oil Co. Xing
090805R	BNSF	Public	Powder River	Colorado	County Road 210
090806X	BNSF	Private	Powder River	Colorado	Private
090807E	BNSF	Private	Powder River	Colorado	County Road
090808L	BNSF	Public	Powder River	Colorado	Back Road
090809T	BNSF	Private	Powder River	Colorado	County Road
090810M	BNSF	Private	Powder River	Colorado	Private
090811U	BNSF	Private	Powder River	Colorado	Private
090814P	BNSF	Public	Powder River	Colorado	Bucknum Road
090815W	BNSF	Private	Casper	Colorado	Private
090816D	BNSF	Private	Casper	Colorado	Private
090817K	BNSF	Public	Casper	Colorado	Thirty-Three Mile
090818S	BNSF	Private	Casper	Colorado	Bishop Road
090819Y	BNSF	Private	Casper	Colorado	Private
090821A	BNSF	Private	Casper	Colorado	Private
090822G	BNSF	Private	Casper	Colorado	Private
090890H	BNSF	Private	Arminto	Colorado	Private
090892W	BNSF	Private	Arminto	Colorado	Private
090896Y	BNSF	Public	Arminto	Colorado	Buffalo Creek Road

Crossing #	Railroad	Type	City	Division	Street
090897F	BNSF	Private	Arminto	Colorado	Private
090898M	BNSF	Private	Arminto	Colorado	Private
090899U	BNSF	Private	Arminto	Colorado	Private
090900L	BNSF	Private	Arminto	Colorado	Private
090902A	BNSF	Private	Powder River	Colorado	Private
090904N	BNSF	Private	Powder River	Colorado	Private
094881X	BNSF	Public	Glenrock	Colorado	Strand Xing
095105B	BNSF	Public	Casper	Denver	East C Street
095107P	BNSF	Public	Casper	Colorado	Hereford Lane
926560S	BNSF	Private	Casper	Colorado	Private Road
926708W	BNSF	Private	Casper	Colorado	RR Yard
927471D	BNSF	Public	Casper	Colorado	Northern Court
943220A	BDW	Private	Casper		North 6 Mile Road
Niobrara County					
188620K	UP	Private	Van Tassell	Western	Duck Creek
188621S	UP	Private	Van Tassell	Western	Private Road
188622Y	UP	Private	Van Tassell	Western	Private Road
188623F	UP	Public	Lusk	Western	Node Road
188624M	UP	Private	Lusk	Western	Private Road
188625U	UP	Private	Lusk	Western	Private Road
188626B	UP	Private	Lusk	Western	Private Road
188627H	UP	Public	Lusk	Western	Airport Access
188628P	UP	Public	Lusk	Western	Gun Club Road
188630R	UP	Public	Lusk	Western	Third Avenue
188632E	UP	Public	Lusk	Western	Griffith Street
188633L	UP	Private	Lusk	Western	Private Road
188634T	UP	Private	Lusk	Western	Private Road
188636G	UP	Private	Lusk	Western	Private Road
188637N	UP	Private	Manville	Western	Private Road
188638V	UP	Private	Manville	Western	Private Road
188639C	UP	Private	Manville	Western	Private Road
188641D	UP	Public	Manville	Western	WYO 270
188642K	UP	Public	Manville	Western	Nelson Road
188645F	UP	Private	Manville	Western	Private Road
188646M	UP	Public	Keeline	Western	Jireh North Road
188647U	UP	Private	Keeline	Western	Private Road
188648B	UP	Public	Keeline	Western	Joss Road
188649H	UP	Public	Keeline	Western	Divide Road
188650C	UP	Public	Keeline	Western	Mahnke Road
188652R	UP	Private	Lost Springs	Western	Private Road

Crossing #	Railroad	Type	City	Division	Street
188653X	UP	Private	Lost Springs	Western	Private
909711K	UP	Private	Van Tassell	Western	Private Road
909940E	UP	Private	Manville	Western	RR Service Road
909942T	UP	Public	Lusk	Western	Third Avenue
909944G	UP	Private	Lusk	Western	Private Road
921480G	UP	Private	Lost Springs	North Platte	RR Service
Park County					
086209J	BNSF	Private	Cody	Colorado	Private
086311P	BNSF	Private	Frannie	Colorado	Private
086313D	BNSF	Private	Cody	Colorado	Private
090664J	BNSF	Public	Frannie	Colorado	County Road 2N
090665R	BNSF	Private	Frannie	Colorado	Private
090667E	BNSF	Public	Frannie	Colorado	US Highway 114
090668L	BNSF	Private	Frannie	Colorado	Private
090670M	BNSF	Private	Garland	Colorado	Private
090671U	BNSF	Public	Garland	Colorado	Lane 7A
090672B	BNSF	Public	Garland	Colorado	R4
090674P	BNSF	Public	Garland	Colorado	Road 5
090675W	BNSF	Private	Garland	Colorado	Private
090676D	BNSF	Public	Garland	Colorado	R6
090677K	BNSF	Public	Powell	Colorado	CR 8 ½
090678S	BNSF	Public	Powell	Colorado	Hamilton Street
090680T	BNSF	Public	Powell	Colorado	Day Street
090681A	BNSF	Public	Powell	Colorado	Bent Street
090682G	BNSF	Public	Powell	Colorado	Bent Street
090683N	BNSF	Public	Powell	Colorado	Fair Street
090684V	BNSF	Public	Powell	Colorado	Fair Street
090686J	BNSF	Public	Powell	Colorado	R 10
090687R	BNSF	Public	Powell	Colorado	R 11
090688X	BNSF	Public	Ralston	Colorado	County Road 12
090689E	BNSF	Public	Ralston	Colorado	R 13
090690Y	BNSF	Public	Ralston	Colorado	US Highway 14A
090691F	BNSF	Public	Ralston	Colorado	Clark Avenue
090692M	BNSF	Public	Ralston	Colorado	County Road 12
090693U	BNSF	Private	Ralston	Colorado	Busch Agri Res
090694B	BNSF	Private	Ralston	Colorado	Private
090695H	BNSF	Public	Ralston	Colorado	State Hwy 294
090696P	BNSF	Private	Ralston	Colorado	Private
090697W	BNSF	Public	Ralston	Colorado	Co. Road L14
090698D	BNSF	Private	Ralston	Colorado	Black Smith

Crossing #	Railroad	Type	City	Division	Street
090699K	BNSF	Private	Ralston	Colorado	Private
090700C	BNSF	Public	Ralston	Colorado	R 19
090701J	BNSF	Private	Ralston	Colorado	Private
090702R	BNSF	Public	Ralston	Colorado	L 16
090703X	BNSF	Private	Ralston	Colorado	Private
094496U	BNSF	Public	Frannie	Colorado	CR 1WA
094497B	BNSF	Public	Powell	Colorado	R 8
095112L	BNSF	Public	Cody	Colorado	2AB
099010G	BNSF	Public	Ralston	Colorado	L 17
099011N	BNSF	Public	Cody	Colorado	CR L18
099012V	BNSF	Public	Cody	Colorado	L 19
099013C	BNSF	Public	Cody	Colorado	L 20
099014J	BNSF	Private	Cody	Colorado	Private
099020M	BNSF	Private	Cody	Colorado	Private
099022B	BNSF	Public	Cody	Colorado	State Hwy 253
099025W	BNSF	Public	Cody	Colorado	County Road
099026D	BNSF	Private	Cody	Colorado	Private
Platte County					
064988T	BNSF	Public	Guernsey	Powder River	Quarry Road
089251T	BNSF	Public	Guernsey	Powder River	Whalen Dam Rd.
089252A	BNSF	Private	Guernsey	Powder River	Private
089258R	BNSF	Private	Guernsey	Powder River	Private Road
089259X	BNSF	Private	Glendo	Powder River	Johnson
089260S	BNSF	Private	Glendo	Powder River	Cassa Road
089261Y	BNSF	Private	Glendo	Powder River	Private
089262F	BNSF	Private	Glendo	Powder River	Private
089264U	BNSF	Private	Glendo	Powder River	Private
089265B	BNSF	Private	Glendo	Powder River	Private
089268W	BNSF	Public	Glendo	Powder River	A Street
089271E	BNSF	Public	Glendo	Powder River	Collins Road
089272L	BNSF	Public	Glendo	Powder River	Elkhorn Crk. Rd.
089273T	BNSF	Private	Glendo	Powder River	Private
089274A	BNSF	Private	Glendo	Powder River	East Bona
089275G	BNSF	Private	Glendo	Powder River	County Road
089278C	BNSF	Private	Glendo	Powder River	Private
089279J	BNSF	Private	Glendo	Powder River	Private
089280D	BNSF	Public	Glendo	Powder River	Bridger
089424F	BNSF	Private	Glendo	Powder River	Private Road
089425M	BNSF	Public	Glendo	Powder River	5 th Street
094838S	BNSF	Private	Slater	Colorado	Private

Crossing #	Railroad	Type	City	Division	Street
245470L	BNSF	Public	Chugwater	Colorado	Clay Avenue
245471T	BNSF	Private	Chugwater	Colorado	Private
245472A	BNSF	Private	Chugwater	Colorado	Private
245473G	BNSF	Private	Chugwater	Colorado	Private
245474N	BNSF	Private	Chugwater	Colorado	Private
245475V	BNSF	Private	Chugwater	Colorado	Private
245476C	BNSF	Private	Chugwater	Colorado	TY Ranch Road
245478R	BNSF	Public	Slater	Colorado	State Hwy 314
245479X	BNSF	Private	Slater	Colorado	Private
245480S	BNSF	Private	Slater	Colorado	The Shepards
245482F	BNSF	Private	Slater	Colorado	The Shepards
245483M	BNSF	Public	Slater	Colorado	Normandy Road
245486H	BNSF	Private	Wheatland	Colorado	Snook Road
245487P	BNSF	Private	Wheatland	Colorado	Bob Rice
245488W	BNSF	Public	Wheatland	Colorado	Cozad Road
245489D	BNSF	Public	Wheatland	Colorado	Cole Road
245492L	BNSF	Public	Wheatland	Colorado	Gilchrist Street
245493T	BNSF	Private	Wheatland	Colorado	Private
245494A	BNSF	Public	Wheatland	Colorado	Oak Street
245495G	BNSF	Public	Wheatland	Colorado	North Street
245496N	BNSF	Public	Wheatland	Colorado	North Road
245497V	BNSF	Public	Wheatland	Colorado	Fairview Road
245498C	BNSF	Public	Wheatland	Colorado	Grayrock Road
245500B	BNSF	Private	Wheatland	Colorado	Private
245501H	BNSF	Public	Wheatland	Colorado	E Laramie River
245502P	BNSF	Private	Wheatland	Colorado	Johnson Road
245503W	BNSF	Public	Wheatland	Colorado	County Road
245504D	BNSF	Private	Wheatland	Colorado	Private
245506S	BNSF	Public	Wheatland	Colorado	N Dwyer Road
245507Y	BNSF	Private	Wheatland	Colorado	Galena Avenue
245508F	BNSF	Public	Wheatland	Colorado	Dwyer Road
245570R	BNSF	Public	Wheatland	Colorado	Cottonwood Road
245571X	BNSF	Private	Wheatland	Colorado	Private
245572E	BNSF	Public	Wheatland	Colorado	Wendover Road
245574T	BNSF	Private	Wheatland	Colorado	Private
245593X	BNSF	Private	Chugwater	Colorado	Private
245594E	BNSF	Private	Chugwater	Colorado	Private
245595L	BNSF	Private	Chugwater	Colorado	Private
245596T	BNSF	Private	Chugwater	Colorado	Private
245597A	BNSF	Private	Chugwater	Colorado	Private

Crossing #	Railroad	Type	City	Division	Street
245601M	BNSF	Private	Chugwater	Colorado	Private
919955W	BNSF	Private	Guernsey	Powder River	Private Road
919956D	BNSF	Private	Guernsey	Powder River	Private Road
930185B	BNSF	Private	Guernsey	Powder River	RR Yard
945678H	BNSF	Private	Guernsey	Powder River	RR Use Only
Sheridan County					
086360L	BNSF	Private	Sheridan	Powder River	Private
086361T	BNSF	Private	Clearmont	Powder River	Private
086364N	BNSF	Public	Parkman	Powder River	Pass Creek Rd.
094833H	BNSF	Private	Leiter	Powder River	Private
098755S	BNSF	Private	Clearmont	Powder River	Private
098756Y	BNSF	Private	Arvada	Powder River	Private
098758M	BNSF	Public	Arvada	Powder River	Wild Horse
098759U	BNSF	Private	Arvada	Powder River	Private
098760N	BNSF	Public	Arvada	Powder River	Arvada-Gillette
098763J	BNSF	Public	Arvada	Powder River	Arvada Road
098766E	BNSF	Public	Clearmont	Powder River	Arvada-Davis Rd.
098768T	BNSF	Public	Clearmont	Powder River	Letter Road
098770U	BNSF	Private	Clearmont	Powder River	Private
098771B	BNSF	Private	Clearmont	Powder River	Private
098772H	BNSF	Private	Clearmont	Powder River	Private
098773P	BNSF	Private	Clearmont	Powder River	Bison Guest Rch.
098774W	BNSF	Private	Clearmont	Powder River	Private
098775D	BNSF	Private	Clearmont	Powder River	Private
098776K	BNSF	Private	Clearmont	Powder River	Private
098779F	BNSF	Private	Clearmont	Powder River	Private
098780A	BNSF	Private	Clearmont	Powder River	Private
098798K	BNSF	Public	Sheridan	Powder River	WYO 336
098799S	BNSF	Public	Sheridan	Powder River	State Hwy 336
098800J	BNSF	Private	Sheridan	Powder River	Private
098802X	BNSF	Private	Sheridan	Powder River	Private
098803E	BNSF	Private	Sheridan	Powder River	Private
098804L	BNSF	Private	Sheridan	Powder River	Private
098805T	BNSF	Private	Sheridan	Powder River	Private
098806A	BNSF	Private	Sheridan	Powder River	Private
098807G	BNSF	Private	Sheridan	Powder River	Private
098808N	BNSF	Private	Sheridan	Powder River	Private
098810P	BNSF	Private	Sheridan	Powder River	Private
098813K	BNSF	Private	Sheridan	Powder River	Private
098814S	BNSF	Private	Sheridan	Powder River	Private

Crossing #	Railroad	Type	City	Division	Street
098815Y	BNSF	Private	Sheridan	Powder River	Private
098816F	BNSF	Private	Sheridan	Powder River	Private
098817M	BNSF	Public	Sheridan	Powder River	Taylor Road
098818U	BNSF	Public	Sheridan	Powder River	Countant Creek Road
098819B	BNSF	Private	Acme	Powder River	Private
098820V	BNSF	Private	Acme	Powder River	Private
098821C	BNSF	Private	Acme	Powder River	Private
098822J	BNSF	Private	Acme	Powder River	Private
098824X	BNSF	Public	Acme	Powder River	Lower Praire Dog
098825E	BNSF	Private	Acme	Powder River	Private
098853H	BNSF	Private	Sheridan	Powder River	Private
098854P	BNSF	Public	Sheridan	Powder River	Wakley Road
098856D	BNSF	Public	Sheridan	Powder River	County Road
098858S	BNSF	Public	Sheridan	Powder River	Wildcat Road
098860T	BNSF	Private	Sheridan	Powder River	Private
098861A	BNSF	Private	Sheridan	Powder River	Private
098862G	BNSF	Private	Sheridan	Powder River	Private
098863N	BNSF	Public	Sheridan	Powder River	Dutch Creek Road
098865C	BNSF	Private	Sheridan	Powder River	Private
098867R	BNSF	Private	Sheridan	Powder River	Private
098868X	BNSF	Private	Sheridan	Powder River	Private
098869E	BNSF	Private	Sheridan	Powder River	Private
098870Y	BNSF	Private	Sheridan	Powder River	Private
098871F	BNSF	Public	Sheridan	Powder River	
098872M	BNSF	Private	Sheridan	Powder River	Private
098873U	BNSF	Private	Clearmont	Powder River	Private
098874B	BNSF	Private	Clearmont	Powder River	Private
098875H	BNSF	Private	Clearmont	Powder River	Private
098876P	BNSF	Private	Clearmont	Powder River	Private
098877W	BNSF	Private	Clearmont	Powder River	Private
098878D	BNSF	Public	Clearmont	Powder River	Coal Creek Road
098879K	BNSF	Private	Clearmont	Powder River	Private
098890K	BNSF	Private	Clearmont	Powder River	Private
098891S	BNSF	Private	Clearmont	Powder River	Private
098892Y	BNSF	Private	Clearmont	Powder River	Private
098893F	BNSF	Private	Clearmont	Powder River	Private
098894M	BNSF	Private	Clearmont	Powder River	Private
098896B	BNSF	Public	Clearmont	Powder River	Ulm Road
098897H	BNSF	Private	Clearmont	Powder River	Private
098898P	BNSF	Public	Clearmont	Powder River	Meade Street

Crossing #	Railroad	Type	City	Division	Street
098901V	BNSF	Public	Sheridan	Powder River	Main Street
103873H	BNSF	Private	Parkman	Powder River	Private
103874P	BNSF	Private	Parkman	Powder River	Private
103875W	BNSF	Private	Sheridan	Powder River	Private
103877K	BNSF	Public	Sheridan	Powder River	Sale Barn
103878S	BNSF	Private	Sheridan	Powder River	Private
103879Y	BNSF	Private	Sheridan	Powder River	Private
103880T	BNSF	Private	Sheridan	Powder River	Private
104136C	BNSF	Private	Sheridan	Powder River	Private
104137J	BNSF	Public	Sheridan	Powder River	Hwy 39/Decker R
104140S	BNSF	Private	Sheridan	Powder River	Private Road
104141Y	BNSF	Public	Parkman	Powder River	State Hwy 343
104142F	BNSF	Private	Parkman	Powder River	Private
104143M	BNSF	Private	Parkman	Powder River	Private
104144U	BNSF	Private	Parkman	Powder River	Private
104145B	BNSF	Private	Parkman	Powder River	Private
104146H	BNSF	Private	Ranchester	Powder River	Private
104147P	BNSF	Private	Ranchester	Powder River	Private
104148W	BNSF	Private	Ranchester	Powder River	Private
104149D	BNSF	Private	Ranchester	Powder River	Private
104150X	BNSF	Public	Ranchester	Powder River	County Road
104153T	BNSF	Private	Ranchester	Powder River	Private
104154A	BNSF	Private	Ranchester	Powder River	Private
104156N	BNSF	Private	Ranchester	Powder River	Private
104157V	BNSF	Private	Ranchester	Powder River	Private
104158C	BNSF	Private	Ranchester	Powder River	Private
104159J	BNSF	Public	Ranchester	Powder River	Cool Road
104160D	BNSF	Private	Ranchester	Powder River	Private
104161K	BNSF	Private	Ranchester	Powder River	Private
104162S	BNSF	Public	Ranchester	Powder River	County Road
104163Y	BNSF	Private	Ranchester	Powder River	Private
104164F	BNSF	Public	Ranchester	Powder River	Monarch Road
104166U	BNSF	Public	Ranchester	Powder River	Kleenburn Road
104171R	BNSF	Public	Sheridan	Powder River	5 th St./WYO 336
104173E	BNSF	Public	Sheridan	Powder River	1 st Street
919139B	BNSF	Private	Sheridan	Powder River	Private Road
919160G	BNSF	Private	Sheridan	Powder River	Private Road
919161N	BNSF	Private	Clearmont	Powder River	Private Road
930180S	BNSF	Private	Sheridan	Powder River	RR Yard

Crossing #	Railroad	Type	City	Division	Street
Sweetwater County					
440775U	UP	Private	Green River	Denver	Private
440776B	UP	Private	Green River	Denver	Private
807215G	UP	Private	Granger	Northwest	Private Road
807216N	UP	Private	Granger	Northwest	Private
810316W	UP	Public	Rock Springs	Wyoming	Springs Drive
810318K	UP	Public	Rock Springs	Wyoming	West 2 nd Street
810321T	UP	Public	Rock Springs	Wyoming	Grant Street
810353Y	UP	Private	Rock Springs	Wyoming	Bellview Dr. (pvt.)
810355M	UP	Public	Rock Springs	Wyoming	Yellowstone Road
810356U	UP	Public	Rock Springs	Wyoming	US 191
810360J	UP	Public	Rock Springs	Cheyenne	Center-US 50
810371W	UP	Private	Green River	Wyoming	Private
810372D	UP	Private	Rock Springs	Wyoming	Private
810373K	UP	Public	Green River	Wyoming	WYO 372
810375Y	UP	Private	Rock Springs	Wyoming	Private
810376F	UP	Public	Rock Springs	Wyoming	Service Road
810402T	UP	Public	Green River	Wyoming	Road to OCI WYO
810473P	UP	Private	Wamsutter	Eastern	Private
810474W	UP	Private	Rawlins	Eastern	Private Road
810475D	UP	Private	Green River	Eastern	County Road
810480A	UP	Public	Granger	Wyoming	CR 16
810482N	UP	Private	Wamsutter	Eastern	Private
810483V	UP	Private	Wamsutter	Eastern	Private
810485J	UP	Public	Wamsutter	Eastern	Table Rock Road
810490F	UP	Public	Rock Springs	Wyoming	Bitter Creek
810502X	UP	Private	Rock Springs	Eastern	Private
810503E	UP	Private	Granger	Wyoming	Private
810504L	UP	Public	Rock Springs	Eastern	Road 48E
810507G	UP	Private	Carter	Wyoming	Private
810508N	UP	Public	Wamsutter	Eastern	Table Rock Road
810509V	UP	Public	Point of Rocks	Eastern	Point of Rocks
810512D	UP	Private	Rawlins	Eastern	Private
810513K	UP	Private	Rawlins	Wyoming	Private
810789A	UP	Private	Granger	Wyoming	County Road
810803T	UP	Public	Granger	Wyoming	Road to FMC
810804A	UP	Private	Granger	Wyoming	County Road
810805G	UP	Public	Granger	Wyoming	Road to OCI WYO
810812S	UP	Public	Rock Springs	Greenriver	Reliance Road
816140J	UP	Private	Green River	Green Water	Stauffer Road

Crossing #	Railroad	Type	City	Division	Street
906061W	UP	Private	Bitter Creek	Eastern	Private
906063K	UP	Private	Rock Springs	Eastern	Private
906069B	UP	Public	Rock Springs		Stagecoach Blvd.
906268D	UP	Private	Rock Springs	Eastern	Private
906269K	UP	Public	Rock Springs	Eastern	Industrial Drive
906270E	UP	Public	Reliance	Eastern	Road 66
920179V	UP	Private	Granger	Cheyenne	FMC Corp.
922072A	UP	Private	Granger	Cheyenne	Private Road
922073G	UP	Private	Granger	Cheyenne	Private Road
922352C	UP	Public	Rock Springs	Denver	Killpecker Drive
922353J	PROQ	Public	Rock Springs	Denver	Killpecker Drive
Uinta County					
810314H	UP	Private	Evanston	Wyoming	County Road
810323G	UP	Public	Evanston	Utah	CR111
810324N	UP	Private	Evanston	Wyoming	Private
810347V	UP	Private	Evanston	Wyoming	Private
810348C	UP	Private	Evanston	Wyoming	Private
810478Y	UP	Public	Carter	Wyoming	Wyo. 412
810493B	UP	Private	Granger	Eastern	County Road
922074N	UP	Private	Evanston	Utah	Private Road
922075V	UP	Private	Evanston	Utah	Private Road
922076C	UP	Private	Evanston	Utah	Private Road
922077J	UP	Private	Evanston	Utah	Private Road
922078R	UP	Private	Evanston	Utah	Private Road
922079X	UP	Private	Evanston	Utah	Private Road
922084U	UP	Private	Evanston	Utah	RR Service
Washakie County					
086278S	BNSF	Public	Kirby	Colorado	Chuckar Drive 211
086318M	BNSF	Private	Worland	Colorado	Private
090484L	BNSF	Public	Kirby	Colorado	Frimmel Road
090487G	BNSF	Public	Kirby	Colorado	Flume Road
090493K	BNSF	Private	Worland	Colorado	Private
090494S	BNSF	Public	Worland	Colorado	SH WY 432
090495Y	BNSF	Private	Worland	Colorado	Private
090496F	BNSF	Private	Worland	Colorado	Private
090497M	BNSF	Private	Worland	Colorado	Private
090499B	BNSF	Private	Worland	Colorado	Private
090500T	BNSF	Private	Worland	Colorado	Private
090501A	BNSF	Private	Worland	Colorado	Private

Crossing #	Railroad	Type	City	Division	Street
090858P	BNSF	Public	Worland	Colorado	L 15
090859W	BNSF	Private	Worland	Colorado	Private
090861X	BNSF	Private	Worland	Colorado	Private
090862E	BNSF	Private	Worland	Colorado	Private
090864T	BNSF	Public	Worland	Colorado	Howell Street
090866G	BNSF	Public	Worland	Colorado	Culbertson Ave.
090867N	BNSF	Public	Worland	Colorado	Big Horn Ave.
090871D	BNSF	Private	Worland	Colorado	Private
090872K	BNSF	Private	Worland	Colorado	Private
090873S	BNSF	Private	Worland	Colorado	Private
090874Y	BNSF	Private	Worland	Colorado	Private
091471N	BNSF	Private	Worland	Colorado	Private Road
091472V	BNSF	Public	Worland	Colorado	Durkee
091473C	BNSF	Public	Worland	Colorado	Lane 6
091474J	BNSF	Private	Worland	Colorado	Private
091475R	BNSF	Public	Worland	Colorado	Private
094839Y	BNSF	Private	Worland	Colorado	Private
099131E	BNSF	Public	Worland	Colorado	Washakie Ave.
104205H	BNSF	Private	Worland	Colorado	Private
104206P	BNSF	Private	Worland	Colorado	Holly Sugar
104207W	BNSF	Private	Worland	Colorado	Private
104208D	BNSF	Private	Worland	Colorado	Private
924582K	BNSF	Public	Worland	Colorado	Industrial Road
Weston County					
064909E	BNSF	Private	Newcastle	Powder River	
064911F	BNSF	Private	Newcastle	Powder River	Private
064914B	BNSF	Private	Newcastle	Powder River	Private
064920E	BNSF	Public	Newcastle	Powder River	Main Street
064921L	BNSF	Public	Newcastle	Powder River	Walker Ave.
064922T	BNSF	Public	Newcastle	Powder River	2 nd Avenue
064926V	BNSF	Public	Newcastle	Powder River	Oil Creek Rd.
064928J	BNSF	Private	Osage	Powder River	YT Ranch
064929R	BNSF	Private	Osage	Powder River	Private
064930K	BNSF	Private	Osage	Powder River	Private
064931S	BNSF	Private	Osage	Powder River	Private
064933F	BNSF	Public	Osage	Powder River	Skull Creek Rd.
064935U	BNSF	Private	Upton	Powder River	Private
064941X	BNSF	Public	Upton	Powder River	Thornton Rd.
089364Y	BNSF	Public	Upton	Powder River	Buffalo Creek Rd.
095108W	BNSF	Private	Osage	Powder River	88 Oil Co.

Crossing #	Railroad	Type	City	Division	Street
919164J	BNSF	Public	Upton	Powder River	Thornton Road
928270R	BNSF	Private	Upton	Powder River	Private
930187P	BNSF	Private	Newcastle	Powder River	RR Yard
945456Y	BNSF	Private	Newcastle	Powder River	Private

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