

## B. Application Information Sheet

### B.1. Applicant Identification

Cheyenne Regional Airport Board  
4020 Airport Parkway  
Cheyenne, WY 82001  
Mailing address: P.O. Box 2210, Cheyenne, WY 82003

### B.2. Website URL

<https://www.cheyenneairport.com/airport-board>

### B.3.a. Grant Type

"Single Site Cleanup"

### B.3.b. Federal Funds Requested

Federal Funds Requested: \$950,000

### B.4. Location

a) Cheyenne b) Laramie County c) Wyoming

### B.5. Property Information

1960 Cheyenne Airport Terminal (former terminal)  
300 E. 8th Avenue  
Cheyenne, WY 82001  
(map attached)



### B.6.a. Project Director

Name: Cheryl Bean

Ph: 307-899-1502

E: [REDACTED]

Mailing Address: P.O. Box 2210, Cheyenne, WY 82003

### B.6.b. | Chief Executive/Highest Ranking Elected Official

Name: Timothy Bradshaw, Director of Aviation

Ph: 307-634-7071

E: [tbradshaw@cheyenneairport.com](mailto:tbradshaw@cheyenneairport.com)

Mailing Address: P.O. Box 2210, Cheyenne, WY 82003

### B.7. Population

Population of Cheyenne, Wyoming is 65,132

### B.8. Other Factors

Information on the Other Factors	Page #
Community population is 15,000 or less.	n/a
The applicant is, or will assist, a federally recognized Indian Tribe or United States Territory.	n/a
The proposed site(s) is impacted by mine-scarred land.	n/a
Secured firm leveraging commitment ties directly to the project and will facilitate completion of the project/reuse; secured resource is identified in the Narrative and substantiated in the attached documentation.	Pg. 3
The proposed site(s) is adjacent to a body of water (i.e., the border of the proposed site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).	n/a
The proposed site(s) is in a federally designated flood plain.	n/a
The reuse of the proposed site(s) will facilitate renewable energy from wind, solar, or geothermal energy.	n/a
The reuse of the proposed site(s) will incorporate energy efficiency measures.	Pg. 3, 4
The proposed project will improve local resilience to the impacts of extreme weather events and natural disasters.	n/a
The target area(s) is impacted by a coal-fired power plant that has recently closed (2015 or later) or is closing.	n/a

### B.9. Releasing Copies of Applications

Confidential Business Information is not applicable.

## 1960 CHEYENNE AIRPORT TERMINAL REDEVELOPMENT

**C.1.a. Overview of Brownfield Challenges and Description of Target Area.** The target area is the City of Cheyenne. It is the capital and largest city of Wyoming with a population of 65,132 and an area of 32.1 square miles (2020 US Census). Cheyenne is one of only two metropolitan statistical areas in Wyoming, which is defined as having a population over 50,000. Residents of surrounding towns often rely on Cheyenne for cultural, economic, and resource needs. Strategically situated at the intersection of I-25 and I-80, Cheyenne is recognized for its deep Old West heritage blended with modern amenities and government activity. The city hosts events like Cheyenne Frontier Days, the world's largest outdoor rodeo. While this major event attracts hundreds of thousands of attendees annually, Cheyenne has limited permanent cultural attractions with only five museums despite being a capital city. The city also lacks support for the arts with only 0.8% of total employment being in the arts, design, entertainment, sports, and media industry in 2025, just over half of the U.S. average of 1.4% (Bureau of Labor Statistics). This is due in part to Cheyenne's origins. The city was founded in 1867 when the Union Pacific Railroad designated it as the headquarters for the mountain region. In the same year, Fort D.A. Russell was established to provide protection for railway workers. Fort D.A. Russell evolved into Francis E. Warren Air Force Base, now one of three US missile bases. Cheyenne has since continued its legacy as a crucial regional asset for industry. The 1920s saw Cheyenne as a critical midpoint station for the introduction of the U.S. Air Mail service and expansion of commercial services with the construction of an airport terminal in 1929, making it a regional aviation hub for decades to come. While the aviation, railroad, and military industries were beneficial in establishing Cheyenne, associated industrial activity has created redevelopment roadblocks. An abundance of former industrial structures remain unused or underutilized in prime locations throughout the city, which present challenges as Cheyenne makes efforts to modernize existing facilities and explore reuse options. Many of these buildings are contaminated with hazardous building materials and remain blighted due to budget constraints. Municipal budgets are expected to decrease further, as Wyoming implemented a 25% property tax reduction that began in September 2025 which will continue through September 2027. Addressing brownfield properties has the potential to revitalize Cheyenne, encourage economic diversification, and remove blight from the community. With the redevelopment of the terminal building, we will be creating a vibrant community space which will add an aviation history museum featuring the incredible aviation history of Cheyenne and Wyoming, as well as an arts creativity center and gallery. These are important for this community because of the lack of cultural activities here.

**C.1.b Description of the Proposed Brownfield Site.** The proposed cleanup site for this grant is a 25,000 square foot (sf) two-story airport terminal (Old Terminal) located at 300 East 8<sup>th</sup> Avenue, Cheyenne, WY, north of Downtown Cheyenne. The terminal is adjacent to an active airstrip which accepts commercial and military flights. The Old Terminal is a ten minute walk from Lions Park, Sloan Lake, and the Cheyenne Botanic Gardens, and is a twenty minute walk from the Cheyenne Frontier Days Arena. South of the terminal is a medium density residential area interspersed with community businesses. The terminal was constructed to accommodate the growing needs of commercial and private airlines post-World War II and served as a local aviation hub and political gathering site until its closure in 2018. The Old Terminal designed by Cheyenne architect Robert William Postin, features a hyperbolic paraboloid roof shaped to resemble wings in flight. This unique structure is one of few mid-century modern buildings with a hyperbolic paraboloid roof structure left in the U.S. Along with its sweeping rooflines the building also embodies the other characteristics of the era, including large expansive glass, clean lines, mixing of materials, and a retro-futuristic look. It once hosted the Cloud 9 Restaurant

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where families came to enjoy ground-level runway viewing, nostalgic diner food, and historic airport artifacts. The terminal also contains vendor stalls, a baggage claim, and an open area, all of which could be repurposed. The Old Terminal has high redevelopment potential due to its proximity to notable Cheyenne landmarks, as well as its size, appearance, existing features, and history. The ultimate redevelopment vision is creation of an Arts and Aviation Center with a General Aviation (GA) terminal, restaurant, and retail shops in addition to an aviation history museum and an art creativity center and gallery. The Arts and Aviation Center Steering Committee (AACSC) is leading the redevelopment effort, with members from the Cheyenne Regional Airport, Arts Cheyenne, Wyoming Aviation Heritage League, Visit Cheyenne, Cheyenne Historic Preservation Board, Historic Cheyenne, and local architects. Wyoming has little representation of the definitive aviation history which has occurred in the state, especially in Cheyenne. The historic Old Terminal remains a symbol of Cheyenne's rich aviation past and has been vacant since it closed, with the exception of an annual aviation festival focused on bringing attention to its proposed use. However, redevelopment has been hindered due to hazardous building materials throughout the building, which were commonly used at the time of construction. In September 2024, the Wyoming Department of Environmental Quality (DEQ) conducted hazardous building material (HBM) surveys which confirmed the presence of asbestos-containing material (ACM), lead-based paint (LBP), and mold, which would be abated using the EPA Cleanup Grant. ACMs include the popcorn ceiling texture (10,000 sf); pipe insulation (15 linear feet[lf]); roof flashing sealant (100 lf); vinyl sheet flooring, floor tiles, and mastic (4,601 sf); orange peel wall texture (400 sf); boiler room ACM; window glazing (151 each [ea]); mudded joints/fittings (270 ea); and infill panels (137 ea). LBP materials include soffit and fascia (2400 sf) and concrete steps (5 lf). Mold is present on HBMs in several rooms and would be removed during HBM abatement. The building is in good structural condition; however, it needs updated life/safety systems, windows, finishes, etc., to be viable. The airport board is intentional in saving and repurposing the building, has contracted for roofing replacement, and is in the design phase for repair of the exterior front canopy.

**C.1.c Reuse Strategy and Alignment with Revitalization Plans.** Redevelopment of the Old Terminal aligns with revitalization plans from PlanCheyenne, the City's master plan updated in 2014. PlanCheyenne identified quality of life factors including conserving land resources, retaining Western heritage, and supporting arts and cultural activities that enrich residents and support tourism as foundational in Cheyenne's community vision. The plan also identified celebrating character and varied heritages through support of cultural events, recreation, and historic areas as foundational to the community's vision. PlanCheyenne also identifies supporting an active airport as a priority in fostering a vital economy and activity centers, which ties into the Cheyenne Regional Airport's need to provide a large charter GA terminal. All of these planning elements can be supported through redevelopment of the Old Terminal into an Arts and Aviation Center. City and community input is vital in this process. Representatives from Arts Cheyenne, Wyoming Aviation Heritage League, Visit Cheyenne, Cheyenne Historic Preservation Board, and Historic Cheyenne are all on the AACST, ensuring involvement of a variety of community stakeholders who contributed to the creation of PlanCheyenne. PlanCheyenne was created with extensive public participation and is coined as "A People's Plan." Two charettes, four community workshops, online surveys, a dedicated project website and establishment of committees and regular updates were components of master plan creation. The redevelopment review for the proposed Arts and Aviation Center was provided by the Wyoming DEQ SPURR program. The review provides an economic analysis and preliminary guidance for the

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development. The proposed restaurant, fixed base operator for large charters, arts center, aviation museum, and retail shops combine to make the facility both economically feasible and a cultural asset to the community.

**C.1.d Outcomes and Benefits of Reuse Strategy.** The building’s total area of 25,000 sf would be remediated, which is a prerequisite for major renovation of the site. Potential new jobs include those for a restaurant, retail, artist/art center and gallery, aviation support, and museum curation. Projected annual revenue is \$173,700 (DEQ Redevelopment Review). Redevelopment will create approximately 50 jobs at the average state wage in addition to the construction related jobs during redevelopment. The basement may serve as a tornado shelter for building occupants. Energy efficient measures will be incorporated into the renovation. It would become a landmark as the building is in process of nomination to the Historic Register for the hyperbolic paraboloid roof, one of the very rare remaining examples in the country. The property will be instrumental in the renewing interest in aviation history. Cheyenne is home to several other museums, and this museum will be part of that circle, bringing in even more destination visitors to Cheyenne. The 1929 office building across the parking lot to the west hosts three small businesses and the state Aeronautics Division, across the street to the south is a large employer, Blue Cross - Blue Shield of Wyoming home office, and numerous small businesses all around the area. In addition, an elementary school and a large longtime residential area exists just to the south of the terminal. These would likely support a restaurant and other amenities within walking distance. The businesses in or near the area would benefit from increased visitation and foot traffic.

**C.1.e Resources Needed for Site Characterization.** Additional site characterization is not anticipated, but the Wyoming DEQ can provide assessments through their brownfields program should any unforeseen conditions arise.

**C.1.f Resources Needed for Site Remediation.** If secured, the funding received through this EPA Cleanup Grant will be adequate to complete the remediation of the site.

### **C.1.g Resources Needed for Site Reuse**

Resource	Use	Status	Additional Details
National Endowment for the Arts	(1) g. Reuse	Secured grant \$50,000 Completed	Condition evaluation and cost estimate; public open house; design charettes; conceptual drawings; match provided by Arts Cheyenne
Cheyenne Laramie County Economic Joint Powers Board	(1) g. Reuse	Secured grant \$75,000	Roofing replacement project; remaining funds (approximately \$350,000) provided by Cheyenne Airport Board
Wyoming Cultural Trust Fund	(1) g. Reuse	Secured grant \$50,000	Ph I Repair canopy over sidewalk along the entire front of the building; 50/50 match provided by Cheyenne Airport Board
Wyoming Cultural Trust Fund	(1) g. Reuse	Potential Phase II grant \$50,000	Ph II Repair canopy; 50/50 match by Cheyenne Regional Airport Board. We anticipate completion of the canopy project, and additional projects for the building from the WCTF.
Cheyenne Laramie County Economic Joint Powers Board	(1) g. Reuse	Potential grants \$75,000 each	We anticipate assistance with future projects from the CLCJPB

**C.1.h. Use of Existing Infrastructure.** Since the building was a commercial service terminal, capacity upgrades will not be required, although outdated systems may need to be replaced. Infrastructure needing replacement will be replaced with energy efficient options when possible.. A large parking lot in excellent condition provides ample parking area for events at the center.

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Driveway and short-term parking in the front is in good to fair condition. No expansion of paved areas is needed. No traffic or pedestrian mitigation measures will be needed. Infrastructure will need to be upgraded and will result in energy efficient building construction (lighting, heating, cooling, building materials), replacement of lead pipes, if they are present, and updated sewer systems. We will pursue a local special-purpose sales tax to help with the cost. Additional grants for the core and shell of the building through public agencies and historic preservation organizations will be pursued. Through continued partnerships with local groups we will continue to pursue private donors and fundraising events..

**C.2.a. The Community's Need for Funding.** The City and County are struggling with limited budgets for many needed maintenance and renovation projects. Some of these projects can't be funded with the current level of tax dollars, so they are considered and proposed for a special purpose (1 cent) tax which is the only avenue that is available for tax dollars to support this terminal renovation project. The City Council determines projects for the special purpose tax, to be presented for vote to Laramie County residents. Due to other needs, this project was removed from the potential project list. If the Old Terminal can be remediated, then the building will take another step toward reuse, and may receive more support if another special purpose tax is proposed. Following abatement, the core and shell of the building will be the next project. The target area around the Old Airport Terminal is historically significant, but over the last 50 years it has faced both economic and urban development challenges, including shifts in aviation industry importance, infrastructure constraints, and land use pressures, and the loss of the building as a community asset was detrimental to the community.

**C.2.b Health or Welfare of Sensitive Populations.** Aging building systems and materials in a mid-century terminal—such as asbestos-containing materials, lead-based paint, and outdated mechanical systems—can contribute to indoor air and dust hazards, which tend to disproportionately affect children, elders, and people with existing health vulnerabilities. The proposed cleanup will safely remove hazardous substances in the terminal structure, directly reducing potential exposures for future workers, nearby residents, and visitors, including low-income families who live in the affordable neighborhoods south of the airport.

**C.2.c Greater Than Normal Incidence of Disease and Adverse Health Conditions.** Wyoming's veterans made up 12.4% of the state population while the U.S. average was 7.6% (2020 US Census). According to the U.S. Veteran's Administration (VA), the veteran suicide rate (80) was significantly higher than both the national veteran suicide rate (33.9) and the national general population suicide rate (18) in 2021, calculated per 100,000. As per the Center for Disease Control, suicide risk is tied to lower economic and social conditions. The creation of a community space that is appealing for veterans, especially airmen, may aid in creating a third space for more social connections. The Cheyenne VA Medical Center is an eight-minute drive away from the former terminal.

**C.2.d Economically Impoverished/Disproportionately Impacted Populations.** Cheyenne has a land area of 32.1 square miles and is neither rural nor urban. Cheyenne serves a large rural community. Suicide rates for the general population and veterans are significantly higher in Wyoming than the U.S. average. From the U.S. Department of Veterans Affairs, Wyoming's general population suicide rate is 40.3 vs 18.0 for U.S. rate per 100,000. Median Age in Cheyenne is 38.3 years and 19.6% of the population is 65 years and older, compared to 18.0% nationally. 12.4% of the population are veterans. Current median annual household income in the Cheyenne area is \$79,813. Poverty is 8.7%. The employment rate is 61.7%. Cheyenne residents don't have access to culture that comparable cities provide. The elderly, veteran, and low income

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populations would benefit to have this available, especially in this central location of the city. These populations are struggling here, with higher rates of suicide as compared to national statistics. The Arts & Aviation Center vision is to create an inclusive, publicly accessible hub with cultural, educational, retail, and restaurant uses, designed to “uplift the community socially, culturally, and economically,” which can provide affordable programming and amenities for residents who currently have fewer nearby cultural resources. The project team can commit to preparing and implementing a Community Involvement Plan modeled on successful EPA cleanup projects, using meetings, materials, and partnerships with local groups and service providers to ensure meaningful participation from low-income and overburdened residents. From the 2020 US Census, the 65,132 population in Cheyenne includes 71.2% White, 21.1% Hispanic/Latino, 2.7% Black or African American, 1.5% Asian, and 1.2% American Indian. From the 2024 American Community Survey 1-Year Estimates, 61.7% of the population is employed with 30,677 total households.

**C.2.e Project Involvement.** The Old Terminal project involves the support of multiple groups from the community. Led by airport management, these groups comprise the Arts & Aviation Center Steering Committee (AACSC). The AACSC is made up of representatives from Arts Cheyenne, Wyoming Aviation Heritage League, Visit Cheyenne, Cheyenne Historic Preservation Board, and Historic Cheyenne. The AACSC’s purpose is to engage with the community on the importance and direction of the redevelopment. The AACSC initiated public outreach through an open house event in 2023 at the terminal and subsequent charette visioning. The public is in support of saving this building for this special community purpose.

**C.2.f. Project Roles**

Entity	Mission	Point of Contact	Assistance Provided
Airport Board	Airport management	Tim Bradshaw tbradshaw@cheyenneairport.com	Overall management of the entire project
Arts & Aviation Steering Committee	Community Engagement and support of the renovation and A&AC project	Desiree Brothe desiree@artscheyenne.com Cheryl Bean	Assist with community engagement
Wyoming Aviation Heritage League	Educate and promote aviation history in Wyoming (museum)	Cheryl Bean	Provide support for the redevelopment

**C.2.g. Incorporating Community Input.** The Cheyenne Regional Airport and the partner organization AACSC both maintain a website and social media presence. Project progress and other information will be posted on these sites. A notice will be posted as each major phase of work begins or if there is notable progress to share. Airport Board meetings are monthly and open to the public. Community input will be requested and responded to. Because the Old Terminal is on airport property and not in immediate proximity to residential areas, it's unlikely that residents will be directly affected by remediation work. The larger project for the entire renovation of the building will be posted as each phase is ready. The front windows of the building will soon have large clings installed providing information about the overall project and plans for redevelopment. Conceptual drawings will be included.

**C.3.a Proposed Cleanup Plan.** The Site has received assessment and cleanup planning assistance through the Wyoming DEQ Targeted Brownfields Assessment (TBA) Program. Alternative #4 was selected from the Analysis of Brownfield Cleanup Alternatives and includes ACM and LBP removal from the entire main floor, including the basement. This alternative will target all ACM, LBP, and mold growth on the Site, provide the greatest protection to human

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health and the environment, and prepare the building for renovation. Alternative #4 will most effectively use Brownfields cleanup funding in conjunction with the Airport Board’s capabilities to cost-share the cleanup and is the most effective at preparing the Site for redevelopment and reuse as the Arts and Aviation Center. Redevelopment will require intensive work with eventual removal of all HBMs, making complete removal the most efficient through reducing mobilization and transport costs. ACMs include the popcorn ceiling texture (10,000 sf); pipe insulation (15 linear feet[lf]); roof flashing sealant (100 lf); vinyl sheet flooring, floor tiles, and mastic (4,601 sf); orange peel wall texture (400 sf); boiler room ACM; window glazing (151 each [ea]); mudded joints/fittings (270 ea); and infill panels (137 ea). LBP materials include soffit and fascia (2400 sf) and concrete steps (5 lf). Asbestos abatement will be overseen by the DEQ/Air Quality Division (DEQ/AQD) Asbestos Program. The DEQ/AQD Asbestos Program will be the regulating entity providing appropriate permits and approvals of the asbestos abatement work performed at the Site. LBP abatement involves removal of materials coated with LBP, following all OSHA regulations applicable to exposure to lead dust. Materials coated with LBP that exceed toxicity characteristic leaching procedure concentrations for hazardous levels of lead will be containerized and disposed of as hazardous waste at an appropriately permitted facility. All materials discovered on the Site will be handled in accordance with state and federal laws and all appropriate permits will be acquired. To make the project greener, Best Management Practices (BMPs) issued under ASTM Standard E-2893: Standard Guide for Greener Cleanups will be used as a reference in this effort. The Owner will require the cleanup contractor to follow an idle-reduction policy and use heavy equipment with advanced emissions controls operated on ultra-low sulfur diesel. The number of mobilizations to the Site will be minimized. All HBM will be properly identified, containerized, and disposed of at an appropriately permitted landfill. Lead-painted materials will be determined to be hazardous or non-hazardous prior to disposal. All appropriate permits (DEQ Asbestos Program Notification, transport/disposal manifests, construction and demolition disposal manifests, and hazardous waste disposal manifests) will be obtained.

**C.3.b. Project Implementation.** A Qualified Environmental Professional will be selected and will provide a Quality Assurance Project Plan. The owner will be enrolled in Wyoming DEQ Voluntary Cleanup Program for this site. Airport management and personnel will follow all federal, state, and local laws and regulations applicable to this cleanup project. The airport board will cover the cost of employee wages and other costs for grant management and oversight to meet grant obligations.

Task 1. Grant Management		
b	Project Implementation	<ul style="list-style-type: none"> <li>-Fully execute grant</li> <li>-Attend Brownfields training</li> <li>-Apply for Wyoming DEQ Voluntary Remediation Program</li> <li>-Procure a Qualified Environmental Professional (QEP)</li> <li>-Coordinate with DEQ/Air Quality Division Asbestos Program and local health monitoring agencies</li> <li>-Develop schedule and responsibilities</li> <li>-Submit progress reports to ACRES</li> <li>-Submit monthly requests for reimbursement to EPA</li> <li>-Submit final report to ACRES</li> <li>-Submit final request for reimbursement (RFR) to EPA</li> </ul>

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c	Project Schedule	4th Quarter 2026 -4th Quarter 2028
d	Lead	Airport management team
e	Outputs	Fully executed EPA Grant award; executed contract with QEP; VRP agreement in place; DEQ/AQ Asbestos Program requirements and contacts in place/documented; local health requirements and contacts in place, schedule drafted and responsibilities assigned.
Task 2. Outreach		
b	Project Implementation	-Develop Public Participation Plan, including: -Communicate with public regularly on social media -Post status on website -Provide opportunity for the public to visit the building
c	Project Schedule	4th Quarter 2026 – 4th Quarter 2028
d	Lead	Airport management team
e	Outputs	Public Participation Plan;
Task 3. Cleanup		
b	Project Implementation	-Procure certified asbestos contractor. -Contractor submit Quality Assurance Project Plan for approval. -Coordination with DEQ/AQD Asbestos Program/health monitoring, 10 days before removal operation begins. -Standard protocols for removal of ACM will be implemented based on the results of the asbestos inspection. -Contractor removal of asbestos begins, strictly following the approved plan. -Conduct Third party sampling in accordance with the approved plan. -Monthly progress payments and reports, seek reimbursement to airport. -Conduct ACM clearance sampling to verify that all ACM has been successfully removed and the Site meets regulatory standards for occupancy and use. -Contractor submits final abatement report. -Audit by the DEQ/AQD Asbestos Program. -Advertise and final payment to abatement contractor.  - Procure a renovation contractor certified in lead-based paint removal. -Contractor removal of materials coated with lead-based paint. Follows OSHA regulations. -Coordinate w/ health agency for monitoring -Contractor submits final abatement report for review. -Audit by the DEQ -Advertise and final payment to LBP contractor.
c	Project Schedule	2nd Quarter 2027– 2nd Quarter 2028
d	Lead	Qualified Environmental Professional (QEP)
e	Outputs	Executed Contract with asbestos abatement contractor, Quality Assurance Project Plan, third party ACM test results- DEQ/AQD approval,. final RFR, executed contract with LBP removal contractor, LBP removal report. Building is ready for redevelopment

### C.3.f. Cost Estimates

	Budget Categories	Task 1	Task 2	Task 3	
		Grant Management	Outreach	Cleanup	Total
1	Personnel	\$ 0	\$ 0	\$ 0	\$ 0

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2	Fringe Benefits	\$ 0	\$ 0	\$ 0	\$ 0
3	Travel	\$ 6,800	\$ 0	\$ 0	\$ 6,800
4	Equipment	\$ 0	\$ 0	\$ 0	\$ 0
5	Supplies	\$ 0	\$ 0	\$ 0	\$ 0
6	Contractual	\$ 21,200	\$ 1,600	\$ 130,000	\$ 152,800
7	Construction	\$ 0	\$ 0	\$ 785,000	\$785,000
8	Other	\$ 0	\$ 0	\$ 0	\$ 0
9	Total Direct Costs	\$ 28,000	\$ 0	\$ 915,000	\$ 945,000
10	Indirect Costs	\$ 0	\$ 5,400	\$ 0	\$ 5,860
11	Total Budget	\$ 28,000	\$ 7,000	\$ 915,000	\$950,000

**Task 1: Grant Management, contracting, reporting: Budget Total = \$28,000**

Reimbursement for airport management staff hours will not be sought and is not included in the costs. Partial consultant grant support is anticipated and is included. Administrative costs will be under 5%. Travel: One staff member and consultant to attend Brownfields national conference: \$2500/person; same attend local Brownfields conf: \$900/person. Consultant grant assistance may include: Advertising, selecting, contracting QEP, enrolling in Voluntary Remediation Program, coordinating w/DEQ, local agencies: 60hrs@\$120= \$6200; Reporting by QEP 100 hrs @\$150= \$15,000. Total: \$5000+1800+6200+15000=\$28,000 (rounded)

**Task 2: Outreach: Budget Total = \$7000**

Reimbursement for airport staff hours will not be sought and is not included in costs. Consultant grant support is anticipated and is included. One physical event prior to project start and one after, to include: advertising/ mailing \$500; posters, promotional handouts, stickers \$500; food, beverages \$700, thorough janitorial cleaning of the building after cleanup is complete 16 hrs @ \$50 = \$800, rental of chairs, tables, etc. \$1200. Consultant support for outreach = 16 hrs @ \$100=\$1600. The event after the work is complete is planned to be at the subject property. Total for events = 2 x (\$500+\$500+700)+800+1500+1600 = \$7,000

**Task 3: Cleanup: Budget Total = \$915,000**

Contractor remediation of Asbestos and Lead-Based Paint with minor mold cleaning: 2025 estimate from ABCA report \$666,336 + 3.5% annual inflation (2 yrs) + 10% contingency = \$785,000; QEP and Clearance Sampling ABCA report estimate (10% of Construction estimate) = \$78,000; DEQ VRP, DEQ AQ and local agency monitoring, etc. = \$50,000 Total = \$785,000+\$78,500+\$50,000=\$915,000

**C.3.g. Plan to Measure and Evaluate Environmental Progress and Results.** A project work plan and detailed schedule will be developed early in the project. This will include outreach as well as cleanup and grant management milestones and tasks. Monthly meetings will be held or more often if needed. A mechanism for the public to express any concerns during the cleanup will be made available, as well as airport management response in a short timeframe. The airport management team will monitor the work progress and the budget monthly. Progress and outputs will be documented in ACRE reporting and communication with the public will be ongoing. Progress reporting to the airport board will be monthly during the removal and as determined by the airport director during the redevelopment phases. The outcome of the project will be a building free of hazardous substances and ready to be redeveloped.

**C.4.a. Organizational Structure.** The organizational structure is in place, as the Airport Board has received many state and federal grants for construction projects in the past. The organizational responsibilities are as follows: Airport Board (Approval authority), Director of Aviation (Oversight of all aspects), Director of Properties and Compliance (Projects), Director of

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Finance (Grants, Payments, Accounting), Office Manager (Outreach, Communication), Consulting Project Manager (Grant Management support).

**C.4.b. Description of Key Staff.** Tim Bradshaw, Director of Aviation, reports to the Airport Board. Oversight of all aspects of the project. Thirty years of applicable experience. Kyle Malacina, Director of Properties and Compliance. Will manage the advertising, selection, and contracts for the work as well as oversight of the completion of the work. Five years of applicable experience. Jennifer Nelson, Director of Finance. Will manage the submittal of expense documentation for grant payments as well as payments to contractors. 14 years of applicable experience. Cheryl Bean, consultant, will ensure the grant conditions identified herein are followed. Twenty-five years of applicable experience.

**C.4.c. Acquiring Additional Resources.** The airport management, with concurrence from the airport board, will follow federal procurement requirements to select and contract a Qualified Environmental Professional to perform project management services which will include soliciting proposals and selecting qualified contractors for removal of asbestos and lead paint, also following federal grant requirements.

**C.4.e. Received Other Federal or Non-Federal Financial.** (1) Purpose and Accomplishments: ***Airport Master Plan Update:*** FAA, \$1,053,237, AIP 3-56-0005-068-2024. The project provided a strategic, compliant, and actionable plan for the airport's future development. Successful completion of the master planning process included public participation and input as well as coordination with and approval of FAA, state aviation agencies, local governments, and airport stakeholders for a 20-year CIP plan. Outputs included Inventory and Analysis, Aviation Activity Forecasts (FAA-reviewed and approved), Development and Evaluation of Alternatives, Airport Layout Plan (ALP), Airport Master Plan Report, Financial Feasibility and Implementation Plan, Public involvement documentation and stakeholder meeting materials. Project outcomes include enhanced safety and compliance, informed decision-making, community alignment; continued economic support. ***Air Traffic Control Tower (ATCT) Rehabilitation:*** FAA \$850,000, AIP 3-56-0005-070-2025. The improvements enhanced safety, reliability, and operational efficiency while extending the service life of a critical aviation facility. The project supports the FAA's mission to provide the safest, most efficient aerospace system in the world. Successful completion focused on restoring and modernizing critical ATCT infrastructure to ensure continued safe, reliable, and compliant air traffic operations. The project met or exceeded objectives and demonstrated effective use of FAA grant funds. Successful completion of the project included schedule and budget performance, operational continuity, post-construction system testing confirmed improved reliability and performance, reduction in maintenance calls and system failures, positive feedback from air traffic control personnel and airport operations staff, FAA acceptance of completed work. Met all FAA standards, grant assurances, and applicable safety and environmental requirements. Outputs include structural air tower rehabilitation, restoration of exterior envelope components, systems upgrades, replacement or modernization of electrical, HVAC, and lighting systems, compliance and safety enhancements, correction of identified code deficiencies, implementation of FAA-mandated safety and accessibility improvements. Project outcomes include enhanced operational safety, improved structural integrity and systems reliability, reduced operational risk, increased resilience against weather, power disruptions, and equipment failures, extended facility service life, improved working conditions and service reliability, restored/improved regulatory compliance. ***Passenger Boarding Bridge:*** FAA \$530,890 & \$2,156,291, AIP 3-56-0005-065-2023 & 066-2024. The project included installation/rehabilitation of passenger boarding bridges (PBB) at aircraft gates

## 1960 CHEYENNE AIRPORT TERMINAL REDEVELOPMENT

in compliance with FAA design standards, safety requirements, and Americans with Disabilities Act (ADA) guidelines which improved passenger safety, accessibility, and operational efficiency at the airport. The project successfully improved passenger experience and strengthened operational efficiency. The project supports the airport's long-term goals for safety, accessibility, and service quality while ensuring compliance with federal standards and grant requirements. Successfully met FAA-approved budget and schedule, passed FAA and local inspections with no significant deficiencies, operational readiness of boarding bridges, positive feedback from airlines, passengers, and staff, improved passenger boarding times and reduced ground handling delays. Outputs include passenger boarding bridges in full conformance with completion of inspection and commissioning activities, as-built drawings, operations manuals, and staff training. Project outcomes include Improved passenger safety, enhanced accessibility for passengers with disabilities and limited mobility, increased passenger comfort and convenience, particularly for elderly travelers and families; Improved airline operational efficiency, reducing aircraft turn times and gate delays.

### **C.4.e.(2) Compliance with Grant Requirements.**

For: Airport Master Plan; Air Traffic Control Tower Rehabilitation; Passenger Boarding Bridge  
Workplan Compliance: The projects followed the established FAA-approved workplans for each project. Adjustments were coordinated with the FAA and maintained compliance with relevant guidelines for each.

Schedule Compliance: Approved milestones were met, progress tracked, and any minor scheduling changes were promptly communicated and managed to prevent project delays. The projects remained substantially on schedule.

Terms and Conditions: All tasks and deliverables adhered to the grant application's scope and objectives, with any necessary refinements coordinated and documented with FAA staff.

## Threshold Criteria for Cleanup Grants

### 1.a. General Purpose Unit of Local Government

Documentation attached

### 1.b. Not applicable (not a 501(c)4)

### 2 Previously Awarded Cleanup Grants

This site has not received funding from a previously awarded EPA Brownfield Cleanup Grant.

### 3 Expenditure of Existing Multipurpose Grant Funds

We do not have an EPA Brownfields Multipurpose Grant.

### 4 Site Ownership

The Cheyenne Regional Airport Board is the owner of this site.

### 5 Basic Site Information

1960 Cheyenne Airport Terminal, 300 E. 8th Avenue Cheyenne, WY 82001

### 6 Status and History of Contamination at the Site

- a) This building is contaminated with asbestos, lead paint, and a small amount of mold.
- b) This building was a commercial service airport terminal from 1960 to 2018. The building is currently abandoned except for occasional activities.
- c) There are no other environmental concerns at this site.
- d) Contamination is due to common building materials in use at the time of construction.

### 7 Brownfield Site Definition

The site is: a) not listed or proposed for listing on the National Priorities List; b) not subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA; and c) not subject to the jurisdiction, custody, or control of the U.S. government.

### 8 Environmental Assessment Required for Cleanup Applications

A draft Phase II environmental assessment report was completed in August 2024. The Analysis of Brownfields Cleanup Alternatives for the Cheyenne Arts & Aviation Center (proposed redevelopment) was provided through the Wyoming DEQ SPURR program.

### 9 Site Characterization

Attached is the letter from the Wyoming Department of Environmental Quality.

10 Enforcement or Other Actions

I affirm there are no known ongoing or anticipated environmental enforcement or other actions related to the site for which Brownfields Grant funding is sought.

11 Sites Requiring a Property-Specific Determination

Not applicable.

12 Threshold Criteria Related to CERCLA/Petroleum Liability

Not applicable

12.a Property Ownership Eligibility - Hazardous Substance Sites

See below

12.a.i.3 Property Acquired Under Certain Circumstances by Units of State and Local Government

N/A

12.a.ii Exceptions to Meeting the Requirement for Asserting an Affirmative Defense to CERCLA Liability

a) This site was deeded to the City of Cheyenne by the Cheyenne Airport Authority who built the structure in 1959. In 1980 the Cheyenne City Council and Laramie County Commission created the Cheyenne Airport Board. In 1981, the City of Cheyenne deeded the airport to the Airport Board. In 2004 the Cheyenne Airport Board was renamed as Cheyenne Regional Airport Board.

b) The property was acquired May 13, 1981.

c) It's unknown whether disposal of hazardous substances occurred at this site prior to acquiring the property.

d) The Cheyenne Regional Airport Board has not caused or contributed to any release of hazardous substances at the site.

e) The Cheyenne Regional Airport Board has not, at any time, arranged for the disposal of hazardous substances at the site or transported hazardous substances to the site.

12.a.iii. Landowner Protections from CERCLA Liability

N/A

12.a.iii.1 Bona Fide Prospective Purchaser Liability Protection

N/A

12.a.iii.1.a Information on the Property Acquisition

N/A

12.a.iii.1.b Pre-Purchase Inquiry

N/A

12.a.iii.1.c Timing and/or Contribution Toward Hazardous Substances Disposal

The Cheyenne Regional Airport Board has not, at any time, arranged for the disposal of hazardous substances at the site or transported hazardous substances to the site.

12.a.iii.1.d Post-Acquisition Uses

The building was a commercial air service terminal from 1960 to 2018. Inside the terminal was also a restaurant, rental car offices, and office space.

12.a.iii.1.e Continuing Obligations

N/A

12.a.iii.2 Non-Publicly Owned Sites Acquired Prior to January 11, 2002

N/A

12.a.iv. Sites with hazardous building material that is not released into the environment

There has been no release and there is no threat of release of the hazardous substances from building materials into the outdoor environment based on the site conditions.

12.b.i Information Required for a Petroleum Site Eligibility Determination

N/A

12.b.i.1 Current and Immediate Past Owners

N/A

12.b.i.2 Acquisition of Site

N/A

12.b.i.3 No Responsible Party for the Cleanup of the Site

N/A

12.b.i.5 Judgments, Orders, or Third-Party Suits

N/A

12.b.i.6 Subject to RCRA

N/A

12.b.i.7 Financial Viability of Responsible Parties

N/A

13 Cleanup Authority and Oversight Structure

We accept that we will be required to comply with all applicable federal and State laws and ensure that the cleanup protects human health and the environment.

13.a Cleanup Oversight

We will enroll in the State voluntary response program through the Wyoming Department of Environmental Quality.

## 13.b Access to Adjacent Properties

No impact or access to neighboring properties is anticipated.

## 14 Community Notification

Completed. Documentation attached.

### 14.a Draft Analysis of Brownfields Cleanup Alternatives

The draft ABCA was included with the draft application.

### 14.b Community Notification Ad

The community notification ad was published January 1, 2026, at least 2 weeks prior to the submission of the grant application.

### 14.c Public Meeting

A public meeting to discuss the draft application and consider public comments was held at the January 8, 2026, Cheyenne Regional Airport Board meeting. The advertisement for the public meeting was published in the local paper on January 2, 2026, and was posted on the airport board's website beginning January 1, along with the draft application, draft ABCA report, and DEQ Letter of Support.

### 14.d Submission of Community Notification Documents

Attached.

## 15 Contractors and Named Subrecipients

Do not currently have a contractor or subrecipient. Will follow EPA procurement guidelines when selecting a contractor and/or consultant.



# Department of Environmental Quality

To protect, conserve, and enhance the Quality of Wyoming's environment for the benefit of current and future generations.



Mark Gordon, Governor



Todd Parfitt, Director

December 30, 2025

Ms. Melisa Devincenzi  
Environmental Protection Agency  
Region 8 Brownfields Program  
1595 Wynkoop Street (EPR-B)  
Denver, Colorado 80202-1129

RE: Letter of Support for Cheyenne Regional Airport Board site **300 E 8th Ave, Cheyenne, WY 82001** FY26 USEPA Cleanup Grant Application

Dear Ms. Devincenzi:

The Wyoming Department of Environmental Quality Voluntary Remediation and Brownfields Assistance Programs (DEQ/VRP/BAP) strongly recommends and supports the Cheyenne Regional Airport Board's (Board) intent to apply for a USEPA cleanup grant to assist in targeted removal of asbestos and lead-based paint at the site located at 300 E 8th Ave, Cheyenne, WY 82001 (Site). The DEQ/BAP has been pleased to work with the Board on this project, and we look forward to successful completion of remediation of the Site as a result of our combined efforts to redevelop this historic former terminal building. A FY26 Cleanup Grant will further and expand upon the Board's current accomplishments. The Board, and their partner Arts Cheyenne, will successfully leverage state and federal resources with community involvement and multiple partners to further the redevelopment and revitalization work anticipated in the future. Brownfields remediation is critical to protecting and restoring the environment, protecting human health, and revitalizing communities.

The DEQ/BAP look forward to the continued partnership with the Board to ensure that sites are properly cleaned up, and restored to their highest and best use, in accordance with the State's protocols and procedures. Please don't hesitate to call me at (307)777-2948, or email me at [cindi.martinez@wyo.gov](mailto:cindi.martinez@wyo.gov) if you'd like to discuss this letter of support.

Sincerely,

Cindi Martinez  
Brownfields and Orphan Sites Remediation Program Supervisor  
Solid and Hazardous Waste Division  
Wyoming Department of Environmental Quality

Cc: Tim Bradshaw  
Cheryl Bean

200 West 17th Street · 2<sup>nd</sup> Floor · Cheyenne, WY 82002 · [http:// deq.wyoming.gov/](http://deq.wyoming.gov/)

ADMIN/OUTREACH (307) 777-7758 FAX 777-3610	ABANDONED MINES (307) 777-6145 FAX 777-6462	AIR QUALITY (307) 777-7391 FAX 777-5616	INDUSTRIAL SITING (307) 777-7369 FAX 777-6937	LAND QUALITY (307) 777-7756 FAX 777-5864	SOLID & HAZ. WASTE (307) 777-7752 FAX 777-5973	WATER QUALITY (307) 777-7781 FAX 777-5973
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