

Logan County ECONOMIC DEVELOPMENT CORPORATION

INDUSTRIAL PARK DEVELOPMENT

PRELIMINARY ENGINEERING REPORT



Project Address:
Logan County Industrial Park Development
23615 Highway 6, Sterling, Colorado 80751

May 2026
Olsson Project No. 024-07305



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Acronyms and Abbreviations

2 CFR 200	Title 2, Code of Federal Regulations, Part 200 (Uniform Guidance)
AADT	Annual Average Daily Traffic
AC	Acre(s)
ACS	American Community Survey
AI	Artificial Intelligence
BNSF	BNSF Railway (Burlington Northern Santa Fe)
BOD	Biological Oxygen Demand
BTU	British Thermal Unit
BUILD	Better Utilizing Investments to Leverage Development
CDFI	Community Development Financial Institutions
CDLE	Colorado Department of Labor and Employment
CDOT	Colorado Department of Transportation
CEDS	Comprehensive Economic Development Strategy
CERT	Community Emergency Response Team (FEMA)
CFR	Code of Federal Regulations
CPW	Colorado Parks and Wildlife
DEM	Digital Elevation Model
DEN	Denver International Airport
DNR	Department of Natural Resources
DWR	Division of Water Resources
EDA	U.S. Economic Development Administration
EDC	Economic Development Corporation
EZ	Enterprise Zone
FBO	Fixed-Base Operator
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FIRM	Flood Insurance Rate Map
GIS	Geographic Information System
GPRA	Government Performance and Results Act
GWh	Gigawatt-Hour
HAZMAT	Hazardous Materials
HEA	Highline Electric Association
HI	Heavy Industrial (City of Sterling Zoning District)
I-25	Interstate 25
I-70	Interstate 70
I-76	Interstate 76
I-80	Interstate 80
IDA	Industrial Development Authority
IPaC	Information for Planning and Consultation (USFWS tool)
LCEDC	Logan County Economic Development Corporation
LI	Light Industrial (City of Sterling Zoning District)
LWU ID	Location Well Unit ID
MGD	Million Gallons per Day
MMBtu	Million British Thermal Units
MW	Megawatt(s)
NDOT	Nebraska Department of Transportation
NH ₃ -N	Ammoniacal – Nitrogen
NHD	National Hydrography Dataset
NKCR	Nebraska, Kansas and Colorado Railway (OmniTRAX)
NMTC	New Markets Tax Credit
NRCS	Natural Resources Conservation Service
NWI	National Wetlands Inventory
OEDIT	Colorado Office of Economic Development and International Trade
OJT	On-the-Job Training
OZ	Opportunity Zone
PER	Preliminary Engineering Report
PEX	Transmission Line

PID..... Parcel Identification Number
 PWEAA..... Public Works and Economic Adjustment Assistance Act
 R&D..... Research and Development
 ROW..... Right-of-Way
 SCADA..... Supervisory Control and Data Acquisition
 SF..... Square Feet
 SH..... State Highway
 SH-14..... Colorado State Highway 14
 SH-61..... Colorado State Highway 61
 SLB..... State Land Board
 STK..... Sterling Municipal Airport
 SWSI..... Surface Water Supply Index
 TBS..... Town Border Station
 TIGT..... Trailblazer Pipeline (Tallgrass Energy)
 TSS..... Total Suspended Solids
 UNICOM..... Universal Communications (Airport Advisory Frequency)
 UP..... Union Pacific Railroad
 US-6..... United States Highway 6 / Grand Army of the Republic Highway
 USACE..... United States Army Corps of Engineers
 USDOT..... United States Department of Transportation
 USFWS..... United States Fish and Wildlife Service
 USGS..... United States Geological Survey
 WDID..... DWR Unique Structure Identifier
 WIOA..... Workforce Innovation and Opportunity Act

A WINNING SITE

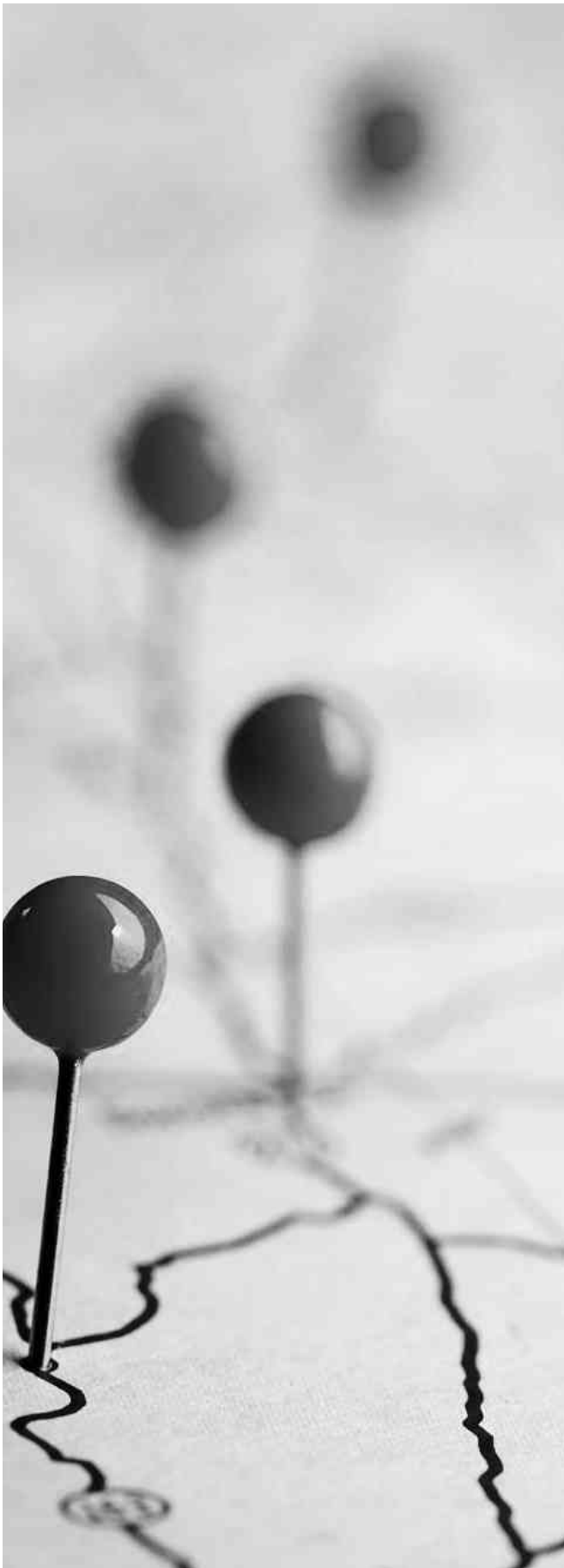
The Logan County Industrial Park, located just east of Sterling, Colorado, stands as a premier opportunity for industrial development. Comprising approximately 720 acres, the site offers developable land and direct access to major transportation corridors. This strategic location offers an ideal opportunity for logistics, manufacturing, and distribution development. The park is located near U.S. Highway 6 and several connecting highways, providing streamlined truck travel and facilitating efficient regional and national movement of goods. Its strategic access to major interstates ensures businesses headquartered here will benefit from seamless supply chain connections and lower transportation costs.

Proximity to key metropolitan areas enhances the park's value by connecting companies to a broad labor force and nearby suppliers and customers, supporting both immediate operations and long-term growth. Short travel distances to major population centers not only improve workforce recruitment and retention but also help sustain business operations with reliable commutes for employees.

Advanced planning has incorporated utility extensions and right-of-way access, ensuring readiness for fast project mobilization and future expansion. Environmental diligence is reflected in the early identification of wetland areas, soil types, and potential threatened and endangered species identification. These measures allow for responsible site planning while reducing regulatory complications.

The industrial park is supported by clear zoning regulations and stable land ownership, which streamline the permitting and acquisition process. Reliable infrastructure, including well-documented water resources and energy transmission connections, further bolsters the site's attractiveness for a broad range of industrial uses. The local community maintains a steady population, strong income profiles, diverse employment, and high rates of home ownership, providing a dependable foundation for workforce needs and economic resilience.

Development at the Logan County Industrial Park is designed to be phased, allowing for flexible growth from 100 to 150 acres per phase. This phasing gives investors and occupants the ability to meet market demands with scaled operations. Multiple conceptual plans help the park adapt to a variety of project types and industry needs, while a comprehensive master plan provides a long-term vision for sustainable, coordinated growth. The site's strategic location, robust infrastructure, regulatory clarity, and a supportive community make the Logan County Industrial Park a winning site for future economic success.



SITE ACCESS

Project Location

Sterling, Colorado is strategically positioned in proximity to several major highways, providing easy access to regional and national transportation networks. The Logan County Industrial Park development site is two miles east of the City of Sterling, Colorado on US-6 at:

LOGAN COUNTY INDUSTRIAL PARK
23615 U.S. HIGHWAY 6
STERLING, COLORADO 80751

The project boundary shown in **Figure 1: Project Location Map**, encompasses nearly 720 acres of open grassland. Phased development, with 100-to-150-acres per phase is planned for the site.

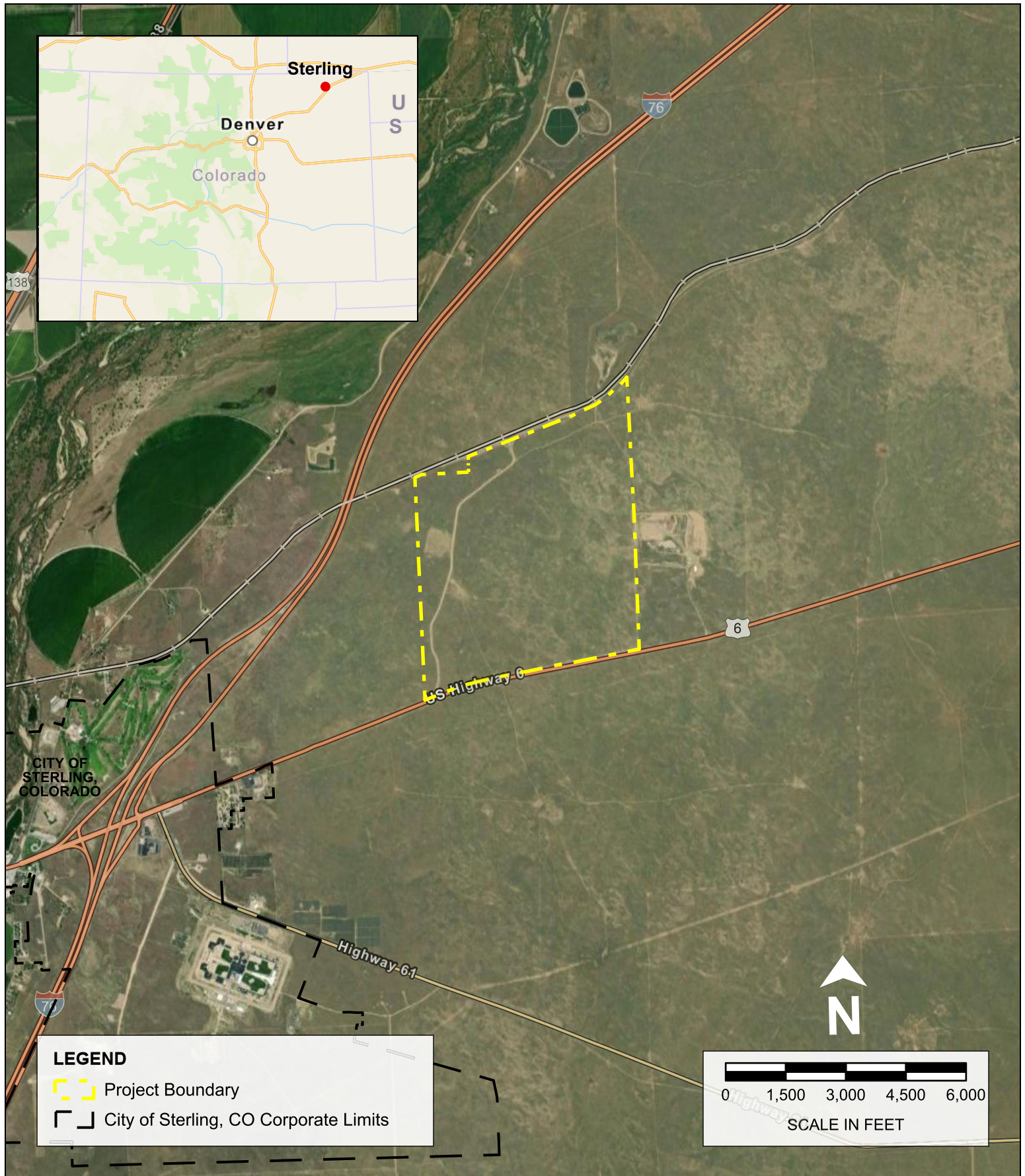
The proposed development site is part of Logan County Parcel IDs:

- 38052525100921
- 38052525100925
- 38052525100922
- 38052525300001

Two parcels in the southeast corner of the project area are owned by Logan County and planned for industrial development, making additional industrial uses an appropriate use in this area. The industrial park project boundary is bordered by the following uses:

- **Eastern Boundary:** North half is undeveloped; South half is the Logan County Landfill
- **Western Boundary:** 1,500 feet to I-76 separated by undeveloped land
- **Northern Boundary:** OmniTRAX – Nebraska, Kansas and Colorado Railway (NKCR) line
- **Southern Boundary:** US-6

The development site is well-positioned for industrial growth with the infrastructure, transportation network, workforce, and incentives to attract and support new businesses.



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Figure 1: Project Location Map
Logan County, Colorado - May 2026

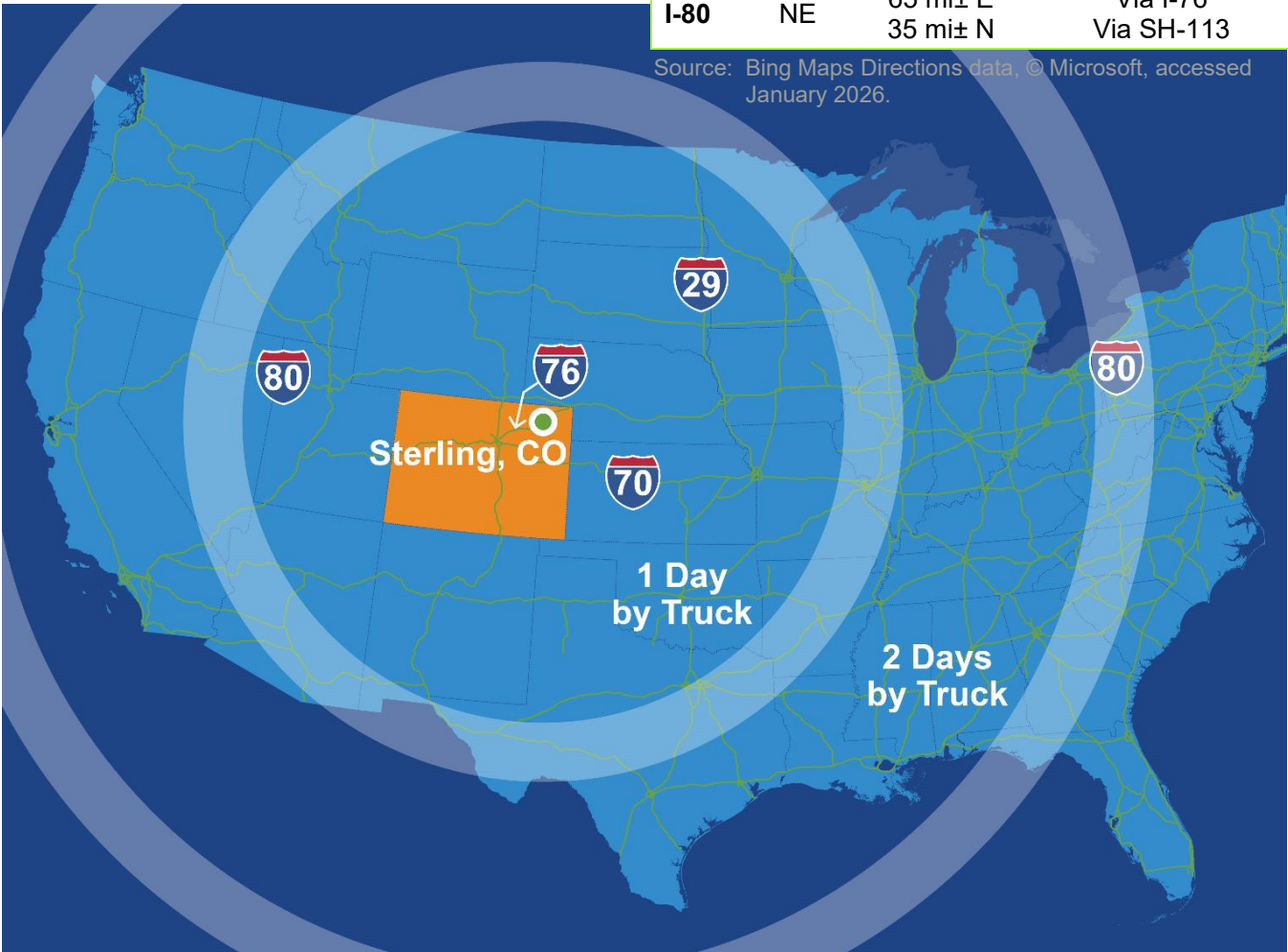
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Vehicular Access

The vehicular network surrounding the project site is defined by a framework of interstate, federal, and state highways which support reliable, regional mobility and freight movement.

Major improvements on I-76, between the Crook and Iliff interchanges, enhance freight mobility, long-term durability, and safety for the project site. This corridor supports high freight volumes, accounting for over one-eighth (1/8) of Colorado's rural interstate combination truck travel. The network's capacity for industrial logistics and distribution needs, paired with the site's geographic location, creates a competitive location for businesses seeking streamlined freight movement to regional and national markets via reliable, high-capacity transport.

Figure 2: Truck Travel Time



Network Proximity

Key corridors in eastern Colorado, including I-76, I-70, US-6, and SH-71 near the project site, are part of the Ports-to-Plains Alliance. The initiative's mission is improving freight and passenger connectivity to enhance economic development and transportation efficiency across the central United States, from Mexico to Canada. The routes facilitate access to national and international markets through major interstate and highway connections, supporting robust infrastructure to accommodate high volumes of commercial traffic.

Figure 3: Distances to Connecting Interstates

NAME	STATE	PROXIMITY TO SITE	ROUTE DESCRIPTION
I-76	CO	0.5 mi ± W	Via US-6
I-25	CO	115 mi± W 125 mi± SW	Via I-76, US-34 Via I-76
I-70	CO	125 mi± SW 110 mi± S	Via I-76 Via I-76, SH-71
I-80	NE	65 mi± E 35 mi± N	Via I-76 Via SH-113

Source: Bing Maps Directions data, © Microsoft, accessed January 2026.

Figure 4: Metropolitan Area Proximity

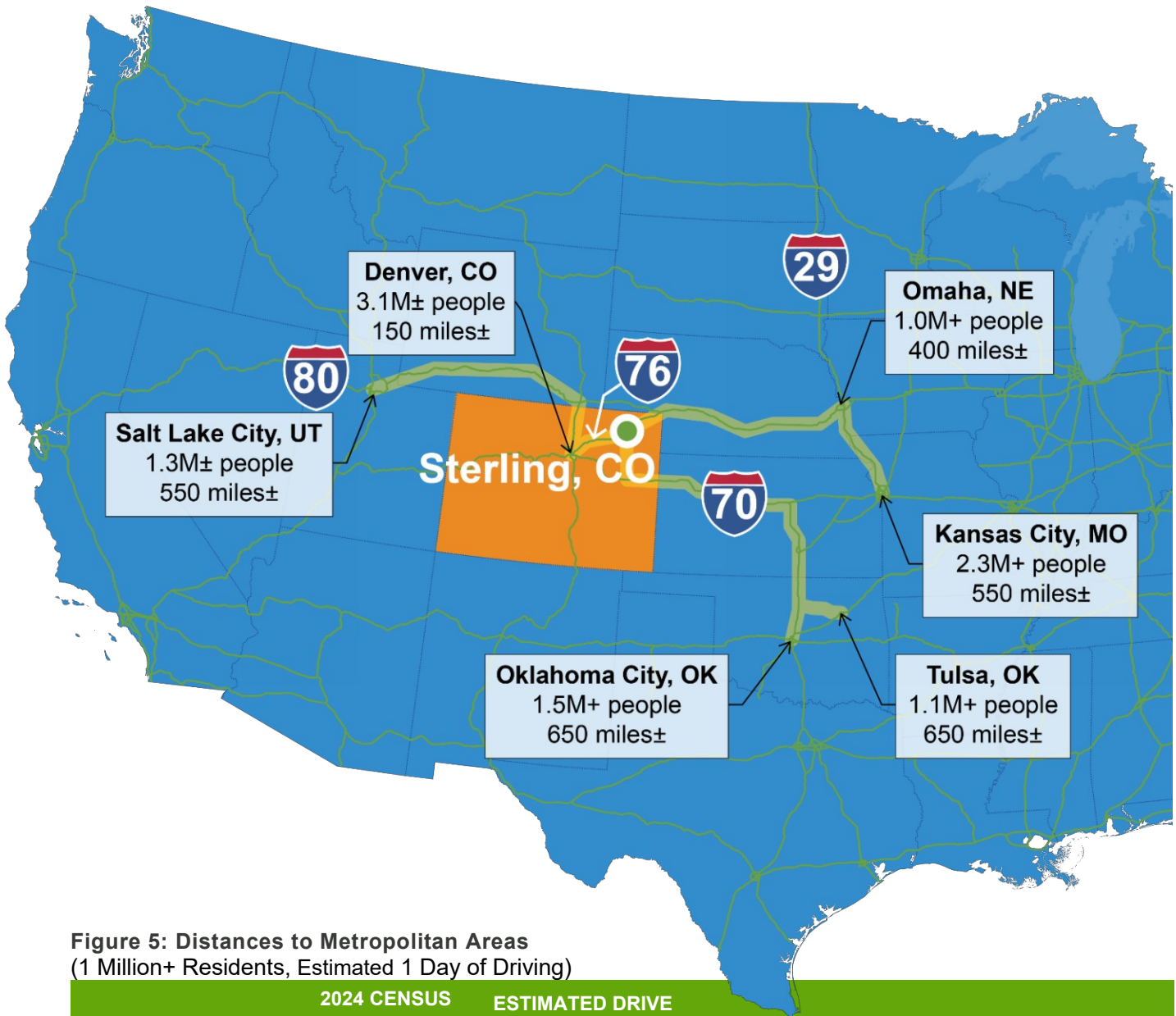


Figure 5: Distances to Metropolitan Areas
(1 Million+ Residents, Estimated 1 Day of Driving)

METROPOLITAN AREA	2024 CENSUS ESTIMATED POPULATION	ESTIMATED DRIVE DISTANCE FROM SITE	ROUTE DESCRIPTION
Denver, CO	3,052,498	150 mi± SW	Via US-6, I-76
Omaha, NE	1,001,010	400 mi± E	Via US-6, I-76, I-80
Kansas City, MO	2,253,579	550 mi± SE	Via US-6, I-76, I-80, I-29
Salt Lake City, UT	1,300,762	550 mi± W	Via US-6, SH-14, US-85, I-80
Oklahoma City, OK	1,497,821	650 mi± SE	Via US-6, US-385, I-70, I-135, I-35
Tulsa, OK	1,059,803	650 mi± SE	Via US-6, US-385, I-70, I-135, I-35, US-412

Source: U.S. Census Bureau, 2024 Census Estimates. <https://www.data.census.gov>. Bing Maps Directions data, © Microsoft, accessed January 2026.

Regional Network

The project site is strategically located with proximity to both state and federal vehicular networks. Details about these networks are listed below:

I-76

- 0.5 miles± west of the site
- Southwest-northeast mixed-vehicle traffic
- Paved, four-lane interstate
- Connection with US-6 and SH-61: 1.5 miles± southwest of the site
- Major improvements recently completed from Iliff to Crook interchanges, 10 miles± northeast of Sterling. The project enhances freight mobility, safety, and long-term durability.
- High freight volumes account for 13% of rural interstate travel in Colorado

US-138

- 2.5 miles± west of the site
- Northeast mixed-vehicle traffic from Sterling, CO
- Paved, four-lane federal highway
- Parallel to I-76 until Big Springs, NE, then north to US-30 connection

US-6

- Southern boundary of site
- West-east mixed-vehicle traffic
- Paved, two-lane federal highway
- Connection with I-76 and SH-61: 1.5 miles± southwest of the site
- No posted oversized/overweight restrictions



SH-14

- 2.5 miles± west of the site
- West mixed-vehicle traffic from Sterling, CO
- Paved four-lane state highway with a fifth, center left turn lane
- Connection with Denver, CO northern suburbs: 75 miles± west of Sterling, CO

SH-61

- 1.5 miles± southwest of the site
- Southeast mixed-vehicle traffic from Sterling, CO
- Paved two-lane state highway
- Connection with US-34: 40 miles± southeast of Sterling, CO

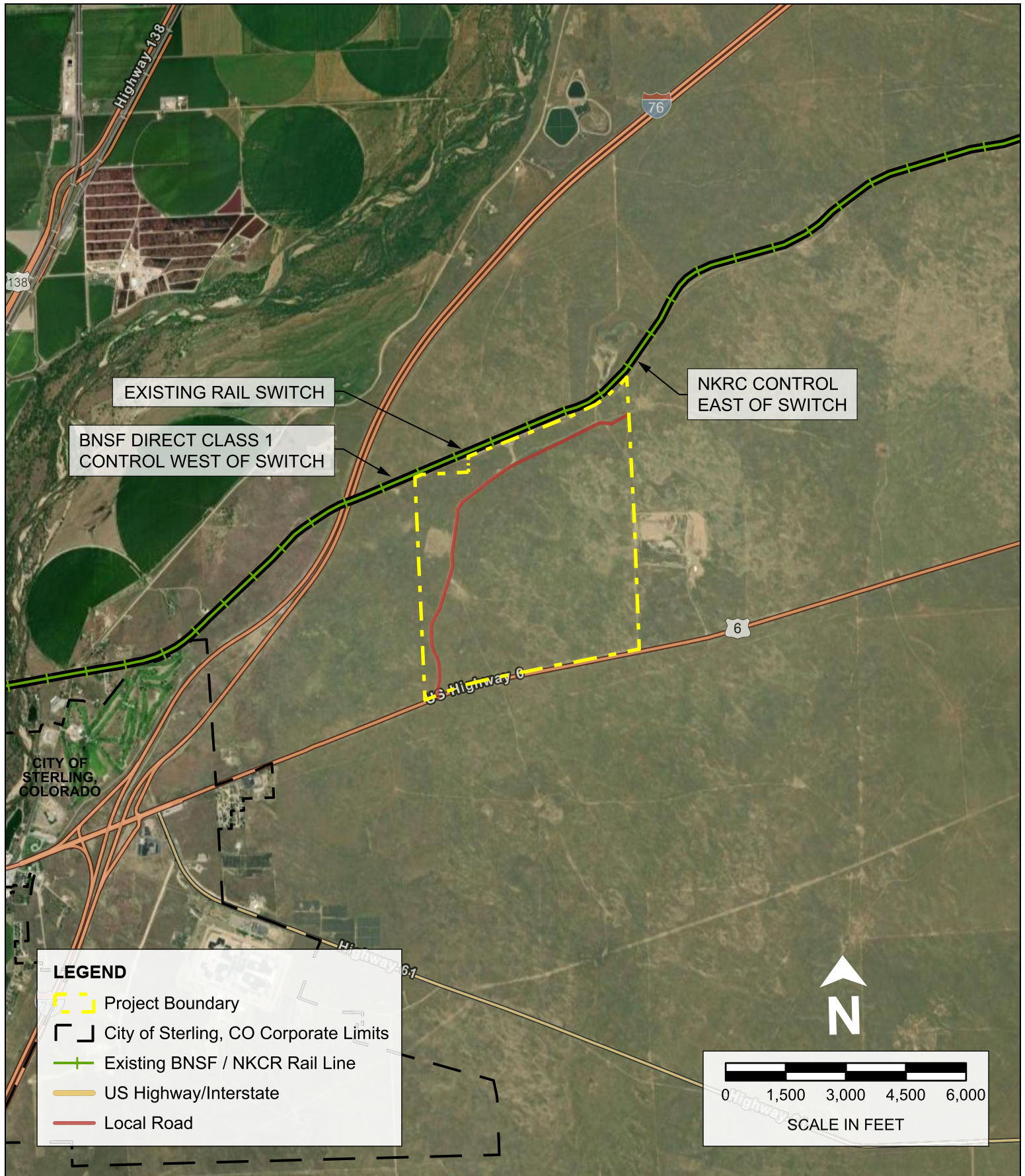
Access Road

- Interior access, two-lane dirt road
- Vehicular access from US-6, along the west and northern boundaries of the site.

Figure 6: Regional Network Characteristics

ROAD NAME	ABV.	SURFACE	LANES	DISTANCE FROM SITE
Interstate 76	I-76	Paved	4 divided	0.5 mi±
US Highway 138	US-138	Paved	4 divided	2.5 mi±
US Highway 6	US-6	Paved	2	adjacent
State Highway 14	SH-14	Paved	4 + 1 shared	2.5 mi±
State Highway 61	SH-61	Paved	2	1.5 mi±
Access Road	Access	Gravel	2	interior

Source: Google Earth Pro imagery, © Google, accessed January 2026. Bing Maps Aerial imagery, © Microsoft, accessed January 2026.



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Figure 7: Transportation Network Map
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Traffic Counts

Colorado Department of Transportation (CDOT) records Annual Average Daily Traffic Counts (AADT) throughout Colorado. The 2024 AADT Counts recorded near the site are listed below and shown in **Figure 9: CDOT Annual Average Daily Traffic (AADT) Counts Map**.

Reported traffic volumes on I-76 are moderate, with truck traffic representing a significant portion of the counts, supporting I-76's role as the region's primary freight corridor. US 6 exhibits variable traffic loads per day across nearby count stations. These counts show less use than I-76 but prove capacity for increasing vehicular loads.

The AADT data reflects capacity for industrial traffic, strong freight accessibility via I-76, and suitable multi route options for distributing vehicle flows. These characteristics support phased industrial development by providing dependable access for employee travel, construction activity, and long-term logistics operations.

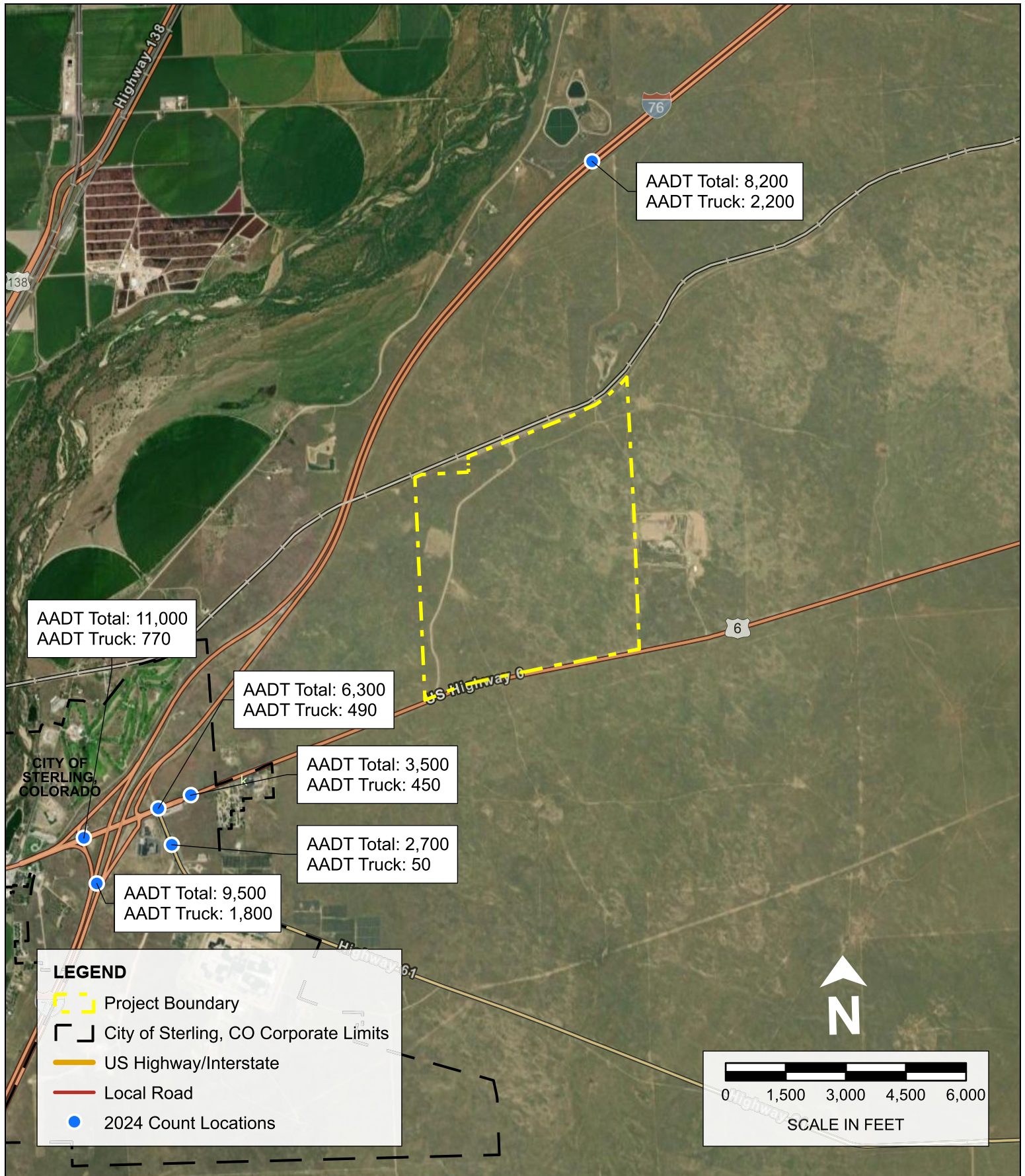
Traffic Control

There are currently no traffic signals adjacent to the site. One stop sign is located at the intersection of the site access road and US-6 for accessing the highway. Two-way highway traffic does not stop at this location. One at-grade railroad crossing in the northeast corner of the site provides minimal local access to agricultural land north of the railroad.

Figure 8: 2024 CDOT Annual Average Daily Traffic (AADT) Counts

STREET NAME	PROXIMITY TO SITE	LOCATION DESCRIPTION	AADT TOTAL	AADT TRUCK
I-76	1.0 mi± N	Station ID: 000115	8,200	2,200
	1.8 mi± SW	South of US-6 Intersection	9,500	1,800
US-6	1.2 mi± SW	East of SH-61 Intersection	3,500	450
	1.4 mi± SW	SH-61 Intersection	6,300	490
	1.8 mi± SW	West of I-76 and SH-61 Intersections	11,000	770
SH-61	1.4 mi± SW	South of US-6 Intersection	2,700	50

Source: Google Earth Pro imagery, © Google, accessed January 2026. Bing Maps Aerial imagery, © Microsoft, accessed January 2026.



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Figure 9: CDOT Annual Average Daily Traffic (AADT) Counts Map
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Rail

The Holdrege-Sterling Branch of the Nebraska, Kansas, and Colorado Railway (NKCR) delineates the northern boundary of the site. NKCR owns and operates over 500 miles of track in three states under their parent company, OmniTRAX. NKCR offers substantial benefits to new tenants through a range of proven, reliable rail services including railcar repair, railcar storage, and transloading capabilities. Typical freight for this railway includes agricultural-based products ranging from wheat and corn to coal and fertilizer.

The existing rail position adjacent to the site is an attractive option for industrial users seeking efficient connections to national freight networks. A new rail line engineering switch is needed to effectively serve the site. A transportation service agreement is required for installation. This includes design review of track within the project site's boundaries. Ongoing maintenance of internal tracks will be the Industrial Park's or rail users' responsibility.

OmniTRAX supports the proposed industrial park and promotes frequent communication to aid successful development.

UP and BNSF also own and operate lines in Sterling, Colorado with interchanges to NKCR. An existing rail switch is located near the northwest corner of the project site. BNSF has direct Class 1 control west of the existing switch, continuing toward the city.

ADJACENT TO NKCR UP AND BNSF INTERCHANGES IN STERLING

Industrial users at this location can leverage both rail and highway assets to optimize supply chain efficiency and reach key markets across the central United States.



Intermodal Facilities

Both Union Pacific and BNSF operate major intermodal terminals in Denver, CO. They are located roughly 120 to 130 miles southwest of the site via I-76 and are the nearest large-scale intermodal hubs. Interchanges from NKCR to both Union Pacific and BNSF exist in Sterling.

Existing and anticipated federal resources may provide alternative financing for rail access improvements and intermodal facilities.

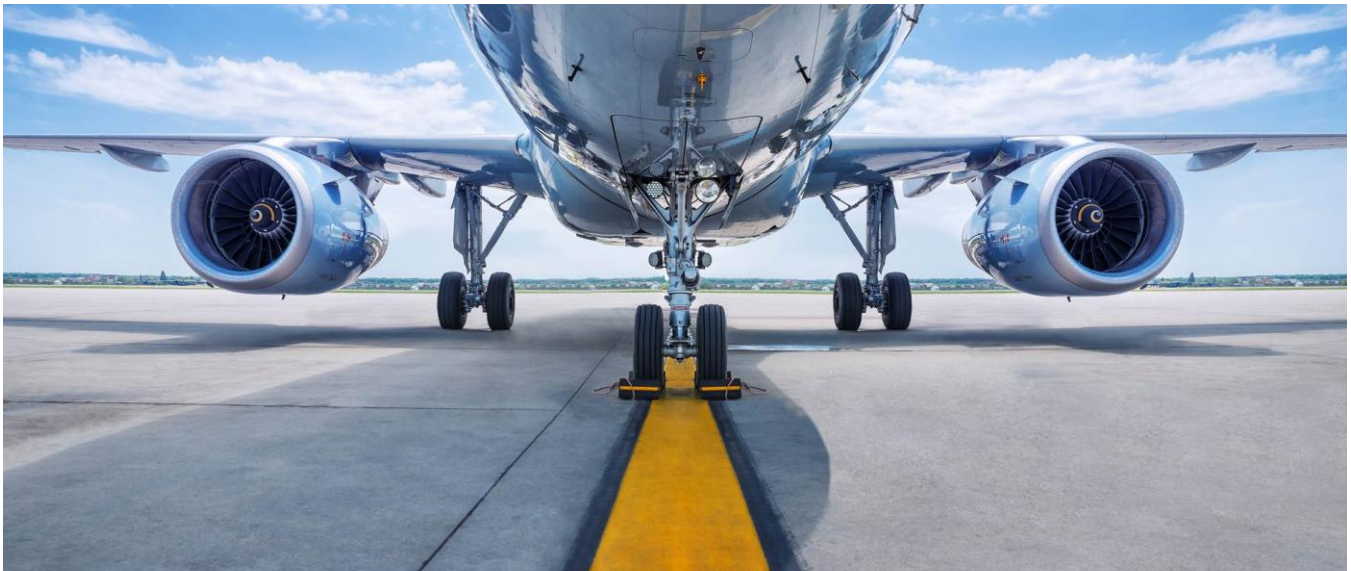
Transload Facilities

While OmniTRAX and NKCR do not operate full intermodal container terminals with lift-on/lift-off facilities near the project site, OmniTRAX operates several transload and rail-served industrial parks in Northern Colorado. These facilities provide rail-to-truck and truck-to-rail transfer.

OmniTRAX operates a bulk transload site in Loveland, CO, 120 miles west of the project site. The facility handles lumber, building materials, and project cargo.

The Greeley/Windsor Transload Facility is leased and operated by Savage through a partnership with OmniTRAX. The facility is located 100 miles west of the project site and offers rail-to-truck services, HAZMAT capability, and BNSF/UP access via GWR short line.





Commercial Air

Multiple commercial air facilities, with local, regional, and international air transportation capabilities, provide the site with additional options for reliable logistics and flexible travel.

Sterling Municipal Airport (STK)

The Sterling Municipal Airport is located 7 miles west of the site on SH-14 and provides convenient commercial air access. The airport offers general aviation services suitable for corporate and freight operations. The City of Sterling is the airport's Fixed Base Operator (FBO) and provides the following services:

- **FBO:** City of Sterling, UNICOM 122.8
- **Full-service fueling:** 100LL and Jet-A (premix)
- **Services:** Lounge, Wi-Fi, flight-planning computer, courtesy car, tiedowns, and hangars
- **Phone:** 970-522-0417
- **After 4pm:** 970-520-2325

Collaboration between the Sterling Municipal Airport, City of Sterling, and Logan County provides a unique opportunity to develop innovative solutions for future tenants with access needs for air, rail, and surface transportation. Access to fuels, hangars, and full-service aviation support reduces logistical barriers for industries requiring rapid movement of people or light cargo.

Denver International Airport (DEN)

Denver International Airport (DEN) provides the project site with a long-range transportation asset, supporting both business travel and the movement of goods.

Located approximately 125 miles southwest of the site via I-76, DEN is one of the nation's largest and busiest airports, offering direct access to major domestic and international destinations. The airport's scale, carrier diversity, and global connectivity enhance the region's competitiveness for advanced manufacturing, logistics, and corporate operations by providing efficient national or international travel. The airport provides reliable passenger, business, and technical workforce mobility, effectively supporting the region's industries.



SITE CHARACTERISTICS

An Environmental Desktop Review was conducted by Olsson in October 2025 to provide supplemental information for this report. The complete review has been included in this report as **Appendix A**.

The sections below present a summary of the main environmental and engineering challenges that may impact industrial development on the project site. These summaries are based on the findings and analysis detailed in the Environmental Desktop Review and the information found through public sources during the industrial due diligence process.

Overall, no known environmental constraints would preclude development, based on desktop review. The site appears suitable location for industrial development with respect to the environmental resources discussed in the Environmental Desktop Review.

Land Use

A large portion of the development site is owned by the Colorado State Land Board and leased for agricultural uses. A structure on the north end of the site is leased and operated by Scoular Grain Company. Existing land uses adjacent to the site are conducive to industrial park development. Existing industrial uses are present east of the site.

- **North:** Agricultural Use separated by Railroad
- **East:** Agricultural Use
- **South:** Agricultural Use separated by US-6
- **West:** Agricultural Use

While Logan County has designated Industrial areas along I-76, the development site's location along the railroad and US-6 lends itself to industrial development. This area was selected for industrial development due to its proximity to other industries and various transportation networks. The existing commercial development between the site and Sterling's corporate limits also complements the proposed development.

The City of Sterling's Future Land Use Map shows the area between the site and Sterling's corporate limits as an Employment Opportunity Area. County and City stakeholders encourage the Industrial Park to support employment generating industrial uses over the development of data centers. The proposed site development in this PER is in line with City of Sterling and Logan County growth strategies.

Zoning

The Logan County Industrial Park site is located east of the City of Sterling's corporate limits. Therefore, the site is in Logan County's jurisdiction. The Planning, Zoning, and Building Department supports industrial uses if it is implemented to balance agricultural uses.

Logan County's current zoning documentation designates a majority of the site as part of the "A-Agricultural District". Two-hundred-thirteen acres in the southeast corner of the site are zoned "I – Industrial" as shown in **Figure 10: Logan County Zoning Map**. The County allows industrial development through the Special Use Permit process.

Logan County's general industrial standards support typical manufacturing users involving chemicals, fabrication, and processing subject to compliance with environmental, safety, and performance standards.

Other "I – Industrial" zones are shown on Logan County's Zoning Map near the intersection of US-138 and US-6 in Sterling and south of the project site on SH-61. "CH – Commercial Highway" zones follow I-76 north and south of Sterling's corporate limits.

The City of Sterling offers connector agreements in lieu of annexation to provide municipal services to users outside the corporate limits. This means annexation is not required to receive municipal utilities. If the site is annexed, the City's "LI – Light Industrial" or "HI – Heavy Industrial" Districts will be the best fit for industrial users. These two districts allow the following uses:

- **HI – Heavy Industrial:** manufacturing, processing, and higher intensity uses commonly involving chemicals
- **LI – Light Industrial:** lower intensity industrial processes

The maximum building height is 50 feet for the City's industrial districts. The maximum building heights vary by use in the zoning regulations for Logan County's Industrial District.

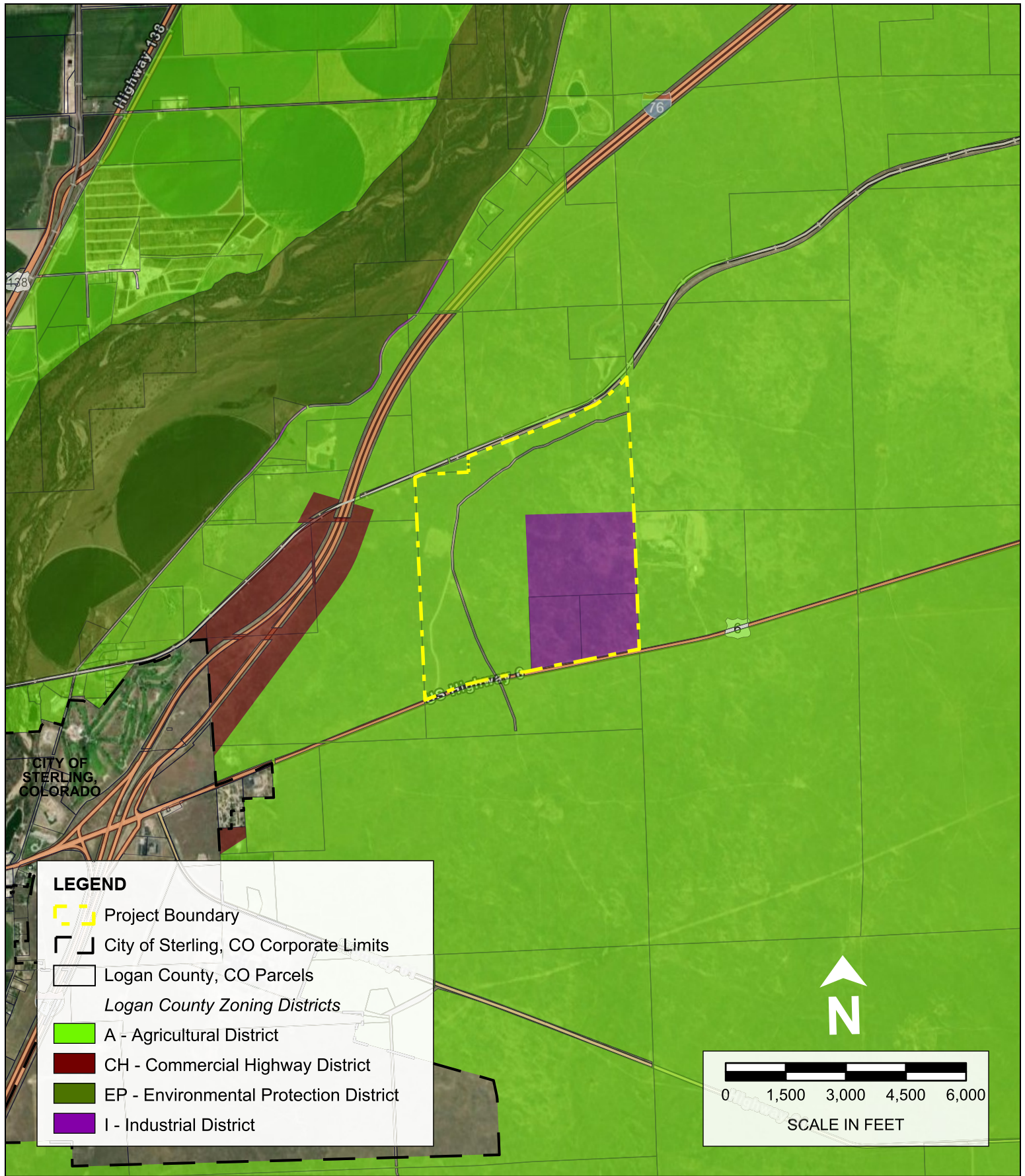
Zoning Change Process

Logan County's standard zoning change process and associated time estimates are outlined below:

Amendments to the Official Zoning Map:

- 25+ Days Prior to Public Hearing
 - Submit complete petition for amendment to County Planning Commission
 - Pay application fee: \$25
- 14+ Days Prior to Public Hearing
 - Notice of Public Hearing Published in newspaper of general circulation
 - Written notice of public hearing delivered or mailed, first-class postage prepaid, to all landowners within 300 feet of the property
 - Both above notices shall include:
 - Name of the petitioner
 - Description of the property
 - Statement of the nature of the request
 - Time and place of public hearing
- Planning Commission Public Hearing
 - Make recommendation about zoning change
- Within 5 Days after Public Hearing
 - Planning Commission shall send written notification to Logan County Board of Commissioners
- 30 Day Review (if needed)
 - County Planning Commission
 - If application requires substantial revisions or additional materials
- Within 35 Days of Receipt
 - Board of County Commissioners shall act on petition for amendment

The full list of required information for a complete petition for amendment is in Logan County's Zoning Regulations or by contacting the Planning, Zoning and Building Department for Logan County, Colorado.



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Figure 10: Logan County Zoning Map
Logan County, Colorado - May 2026

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Property Ownership

The project boundary encompasses land owned by multiple government and private entities. Ownership details of the various parcels within the project boundary are outlined below:

- **Colorado State Land Board**
 - Logan County PID: 38052525100921
 - Parcel Area: 1,012 ac±
 - Area within Boundary: 633.3 ac±
- **Logan County Board of Commissioners**
 - Logan County PID: 38052525100925
 - Parcel Area: 50 ac±
 - Fully within Boundary
 - Logan County PID: 38052525100922
 - Parcel Area: 50 ac±
 - Fully within Boundary
- **Scouler Grain Company**
 - Logan County PID 38052525300001
 - Parcel Area: Improvements Only
 - Fully within Boundary

The Colorado State Land Board (SLB) owns most of the area within the project site. According to select SLB representatives, they seek to understand the maximum opportunities and associated value of the site. As part of SLB ownership, this land is managed for long-term revenue generation which impacts public institutions including schools. For this reason, what is done with the land, how it is done, and who can do it are subject to specific statutory requirements and SLB policies.

Property Acquisition Overview

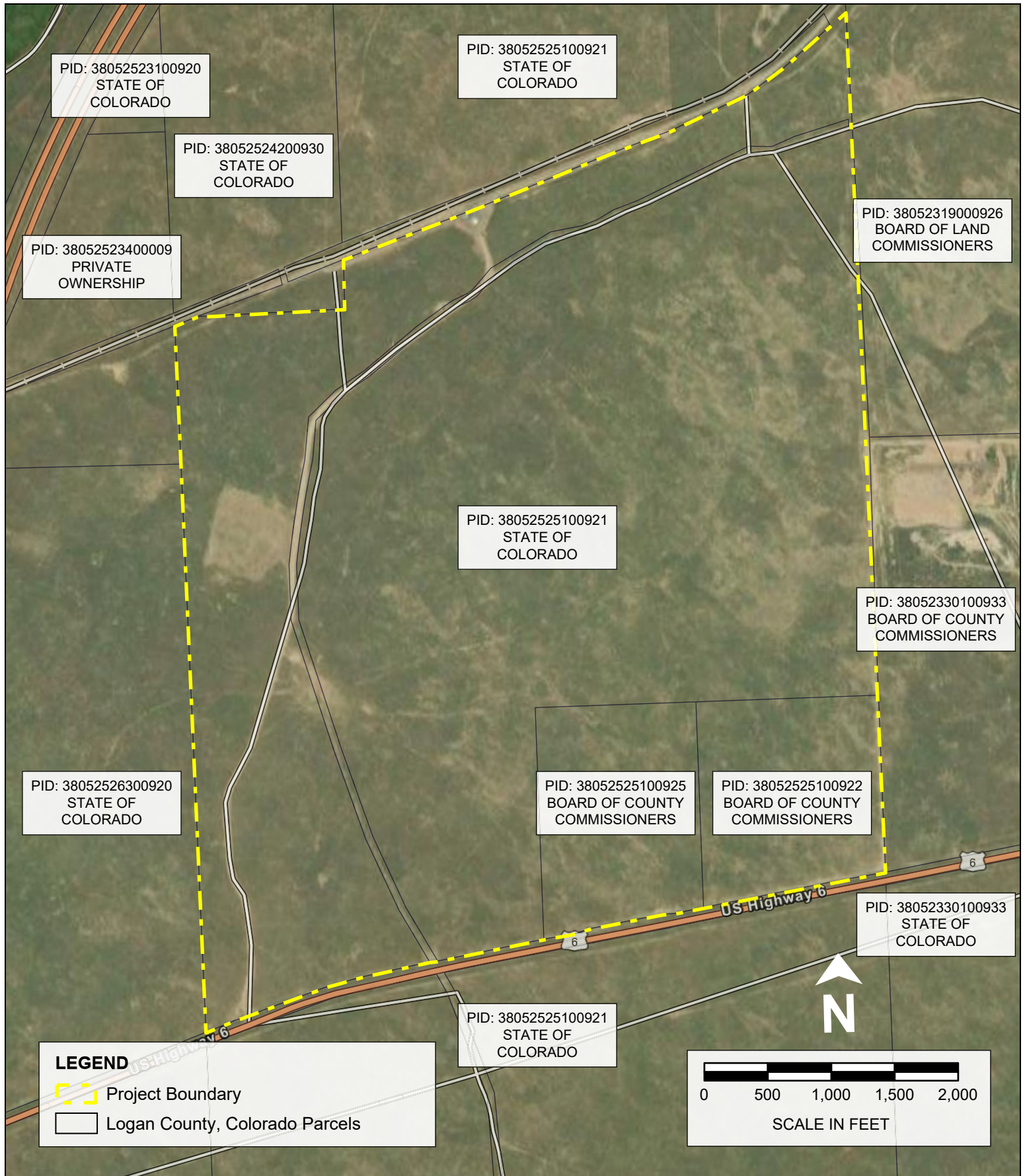
Generally, the State Land Board leases property rather than selling the land. This allows them to continue gaining revenue from the land. SLB ownership creates important implications for acquisition, development timing, and project structuring.

The agency typically favors long-term ground leases or revenue generating agreements over outright land sales unless a project demonstrates clear public benefit and long-range financial returns. This disposition can influence negotiation timelines, appraisal processes, and the level of due diligence required before entitlements or infrastructure can proceed.

Partnering with the State Land Board and other government entities also offers advantages for land development.

- The State Land Board's mission driven approach supports economic development.
- Large, contiguous holdings reduce title complexity and enable master planned development.

Early coordination with the Colorado State Land Board and other government entities, emphasizing those with land ownership in or around the site, will be essential to determine lease options, purchase pathways, and any conditions tied to land use, infrastructure investment, or revenue sharing.



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Figure 11: Logan County Parcels Map
Logan County, Colorado - May 2026

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Threatened and Endangered Species

A review of protected species and habitats was also conducted as part of the Environmental Desktop Review. Olsson reviewed publicly available and non-disclosure agreement data to identify potential concerns on the project site. There were species with potential to be affected by the project listed below:

- Federal Listings
 - **Piping Plover:** Threatened
 - **Whooping Crane:** Endangered
 - **Pallid Sturgeon:** Endangered
 - **Western Prairie Fringed Orchid:** Threatened
- Federal Proposed Listings
 - **Monarch Butterfly:** Proposed Threatened
 - **Suckley's Cuckoo Bumble Bee:** Proposed Endangered
- State Listings
 - **Brassey Minnow:** State Threatened
 - **Suckermouth Minnow:** State Endangered
 - **Burrowing Owl:** State Threatened

There were no federally designated critical habitats, and the desktop review did not identify suitable habitats for these species on the project site.

Animal burrows may not be visible in aerial review but could still be present within the site. If so, burrowing owl surveys are recommended by Colorado Parks and Wildlife (CPW) to determine if the owls are present. The CPW protocol for burrowing owl surveys includes three separate surveys approximately one week apart with the last survey occurring within seven days of the start of construction or grading.

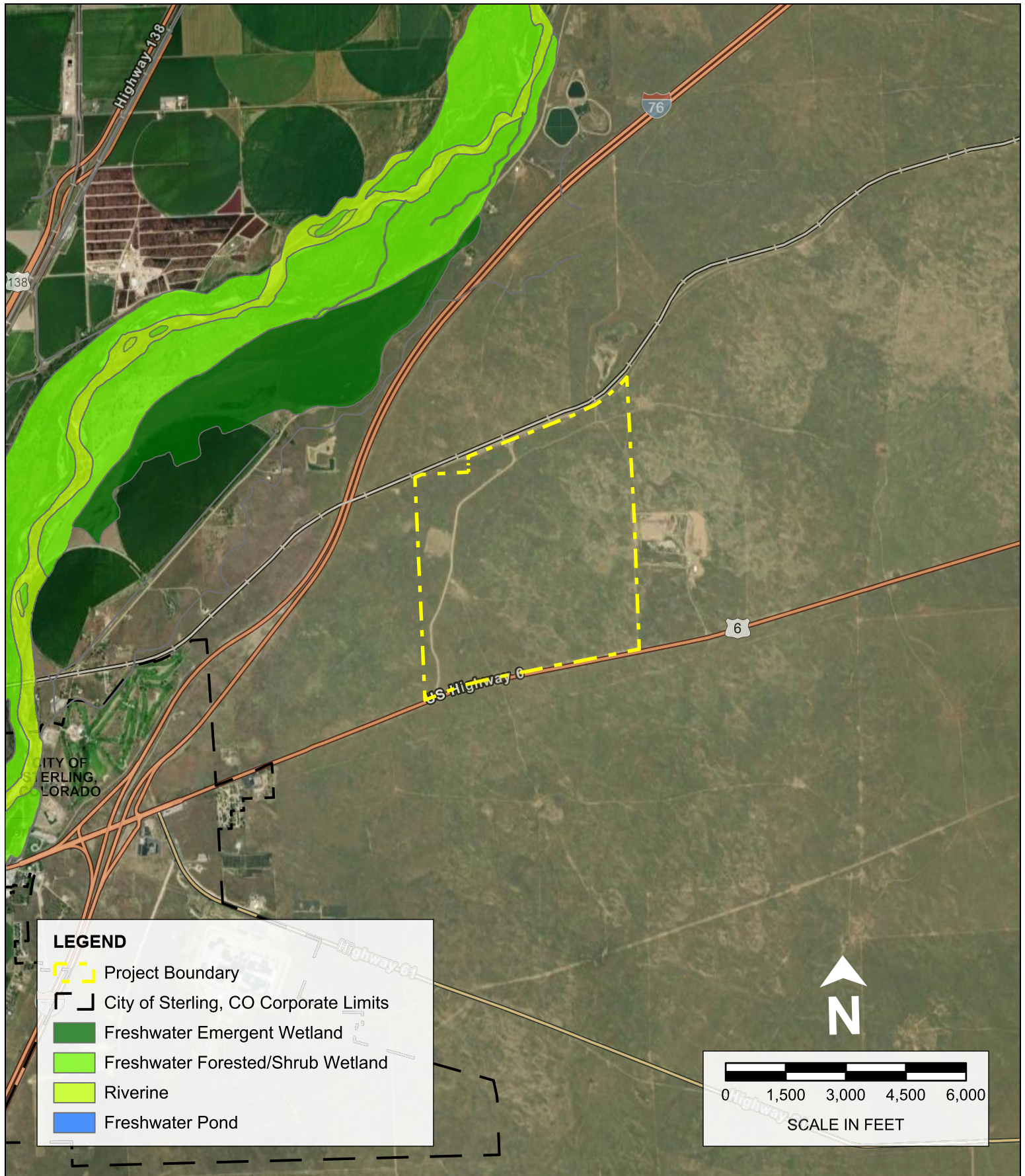
Wetlands and Waterways

Construction activities affecting wetlands or waterways should be given special consideration. Wetlands and waterways have the potential to be classified as Waters of the United States. Although recently updated guidance may reduce requirements, the final determination of whether a potential wetland or waterway is jurisdictional is completed by the United States Army Corps of Engineers (USACE) acting under the authority of the Clean Water Act.

The National Hydrography Dataset (NHD) and National Wetlands Inventory (NWI) do not show wetlands or streams on the project site. The nearest jurisdictional waterbody is the South Platte River, approximately 0.5 miles northwest of the site. The site offers habitat for grassland species and lacks significant wetlands, streams, or protected habitats.

Three disturbed areas are apparent on aerial imagery. Two of three show minor hydrologic signs but lack wetland plants and hydric soils, making wetland designation unlikely. If classified as wetlands, these areas would be considered isolated and not federally regulated, as they are more than 1,000 feet from the nearest 100-year floodplain.

Compliance with Colorado House Bill 24-1379 would be required, but no notification or verification process is needed. The Bill establishes a state-level dredge and fill permitting program to regulate activities that discharge dredge or fill material into state waters. This ensures wetlands, streams, and isolated waters continue to receive protection even when they no longer qualify as Waters of the United States under federal law.



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Figure 12: Potential Wetlands Map
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Soils

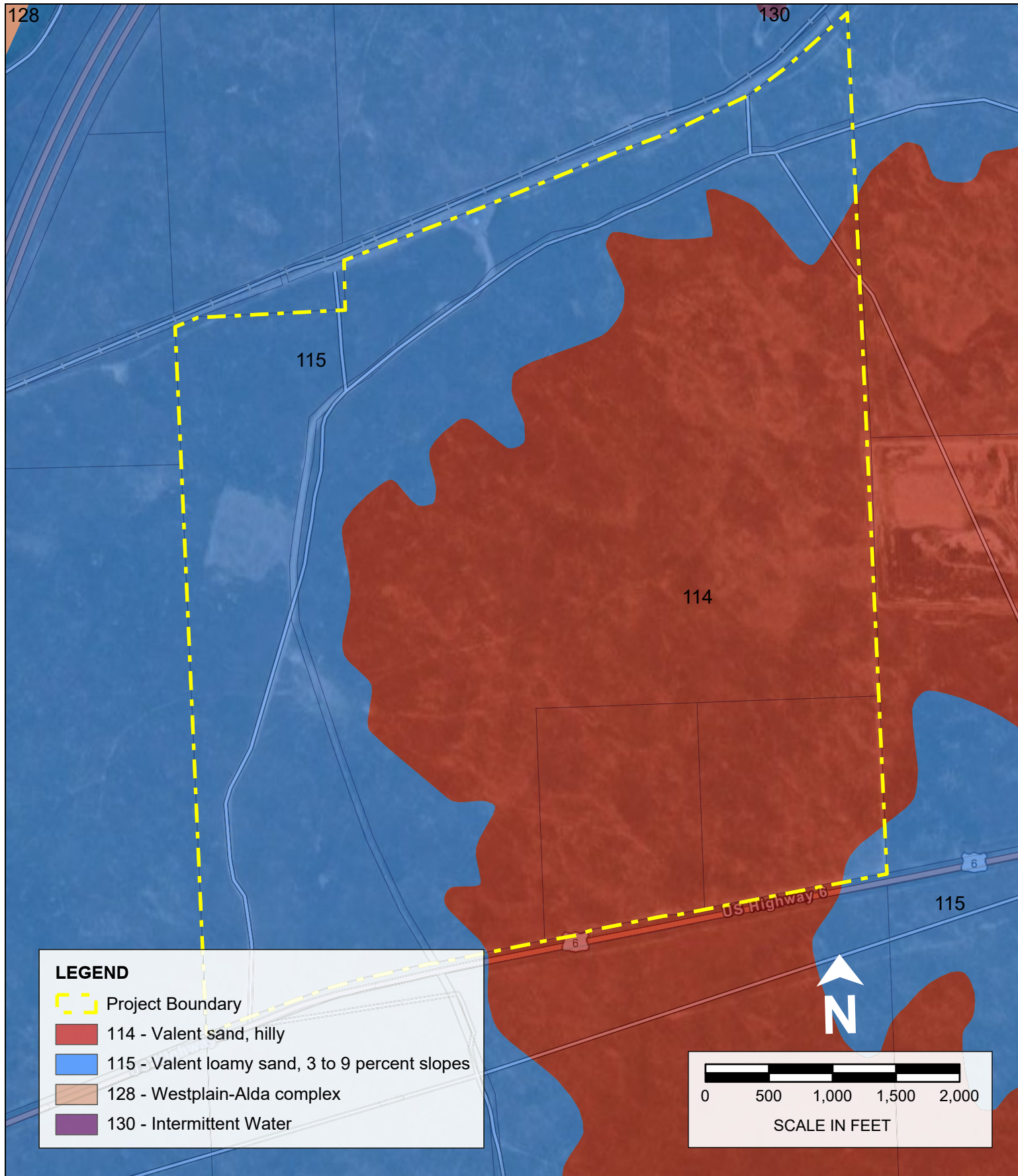
Soil information was obtained for Logan County, CO from the National Resources Conservation Service (NRCS) Web Soil Survey. The site contains only two soil types which are outlined below. The preliminary soil report is available in **Appendix A**. The Soil Survey map for the site contains the following soils:

- Valent sand, hilly comprises southeast
- Depth to Restrictive Feature > 80 inches
- Depth to Water Table > 80 inches
- Drainage Class: Excessively drained
- Valent loamy sand, 3 to 9 percent slopes comprise west, northwest and north
- Depth to Restrictive Feature > 80 inches
- Depth to Water Table > 80 inches
- Drainage Class: Excessively drained

Soil ratings reported by the NRCS are based on the capacity of a soil type to support load without movement. For soil rating purposes, small commercial buildings are structures without basements and are less than three stories tall.

The site is comprised of Valent sands which have high hydraulic conductivity and naturally loose and non-cohesive compaction properties. They are generally rated as 'poor' for supporting structures unless proper pre-construction soil preparation and engineering are executed as commonly practiced on similar sites in the area. Key considerations for site preparation may include soil stabilization or deep foundations and/or compaction of loose sands prior to construction is crucial to avoid settlement.

A Geotechnical Exploration Report is recommended for the site to further explore soil suitability for industrial development. The Report can make recommendations for grading procedures and bearing pressure for foundation support.



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Figure 13: USGS Soil Profiles Map
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Floodplain

A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) was performed for the site. The following is a breakdown of the findings:

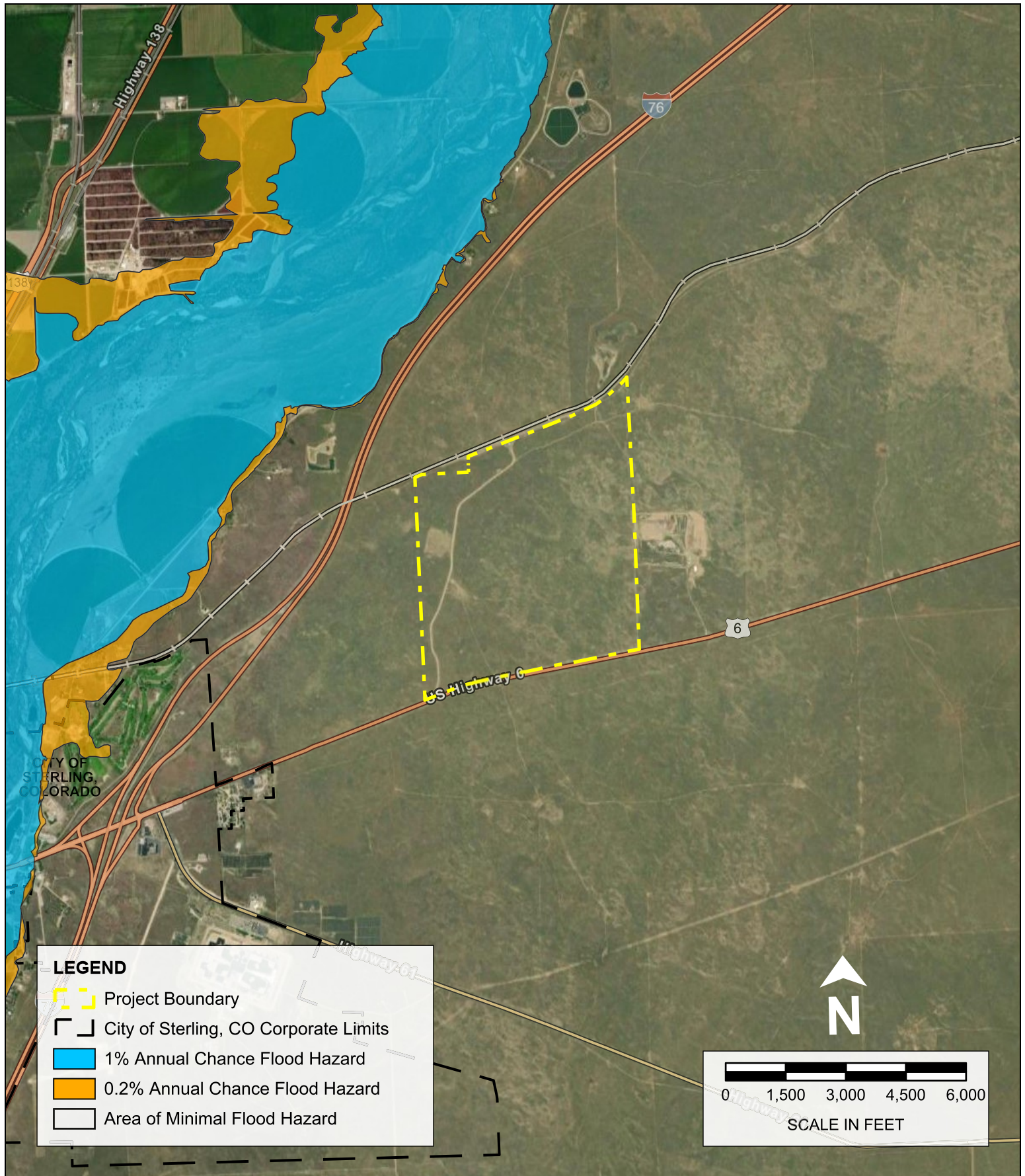
- The development site is in the FEMA Area of Minimal Flood Hazard.
- No portion of the site is located within the FEMA 1% Annual Chance Flood Hazard.
- No portion of the site is located within the FEMA 0.2% Annual Chance Flood Hazard.

The nearest reported Flood Hazard Areas are shown on **Figure 14: FEMA Flood Hazard Map**. The absence of mapped flood hazard areas provides significant advantages for industrial development at the proposed site. The site developability is increased by eliminating the need for flood-mitigating designs like elevated building pads, floodproofing, and restrictive site design to avoid flood risk.

With fewer regulatory triggers and no requirement for federal floodplain development permitting, the site can accommodate large building footprints, utility corridors, and roadway extensions with far greater flexibility. This lowers both construction complexity and long-term operational risk.

For project phasing and infrastructure planning, the lack of flood hazards also improves cost predictability and accelerates build out schedules. The site can be designed for topography and drainage performance rather than federal floodplain constraints, allowing regional stormwater detention, access roads, and utility alignments to be optimized.

The reduction in environmental and permitting risk enhances the site's marketability by reducing hazards and providing a more reliable, cost-effective development for industrial users.



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Figure 14: FEMA Flood Hazard Map
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Topography

The site's rolling topography, shown in **Figure 15: Elevation Map**, is relatively uniform across the site including localized slopes of up to approximately 25 percent. Industrial development is planned through selective grading and terracing to create market ready building pads. Rather than mass grading large portions of the project site, individual pads will be graded to achieve slopes of one percent or less where feasible, with a maximum target slope of two percent, supporting efficient slab on grade construction, positive drainage, and long-term operational performance. Steeper slopes will be incorporated into drainage corridors, open space, or transition areas to minimize grading impacts and construction costs.

Generally, drainage flows from the southeast corner to the northwest corner of the site. More than 100 feet of elevation change, with an average slope around one percent, is shown across the site with minimum and maximum elevations listed below:

- The minimum elevation on the property is approximately 3,970 feet above mean sea level in the northwest corner of the site.
- The maximum elevation on the property is approximately 4,096 feet above mean sea level near the southeast corner of the site.

Source: USGS 1m 1-arc second Digital Elevation Model

Environmental desktop review confirms existing conditions are open grassland with stable elevation patterns extending across the proposed project site. Strategic drainage planning can reduce the potential need for engineered structures such as retaining walls or major diversion channels, improving constructability and cost efficiency for future industrial users.

With proper planning, the site's topography presents minimal development concerns and provides clear advantages for efficient site layout, infrastructure integration, and phased build-out.

Rights-of-Way

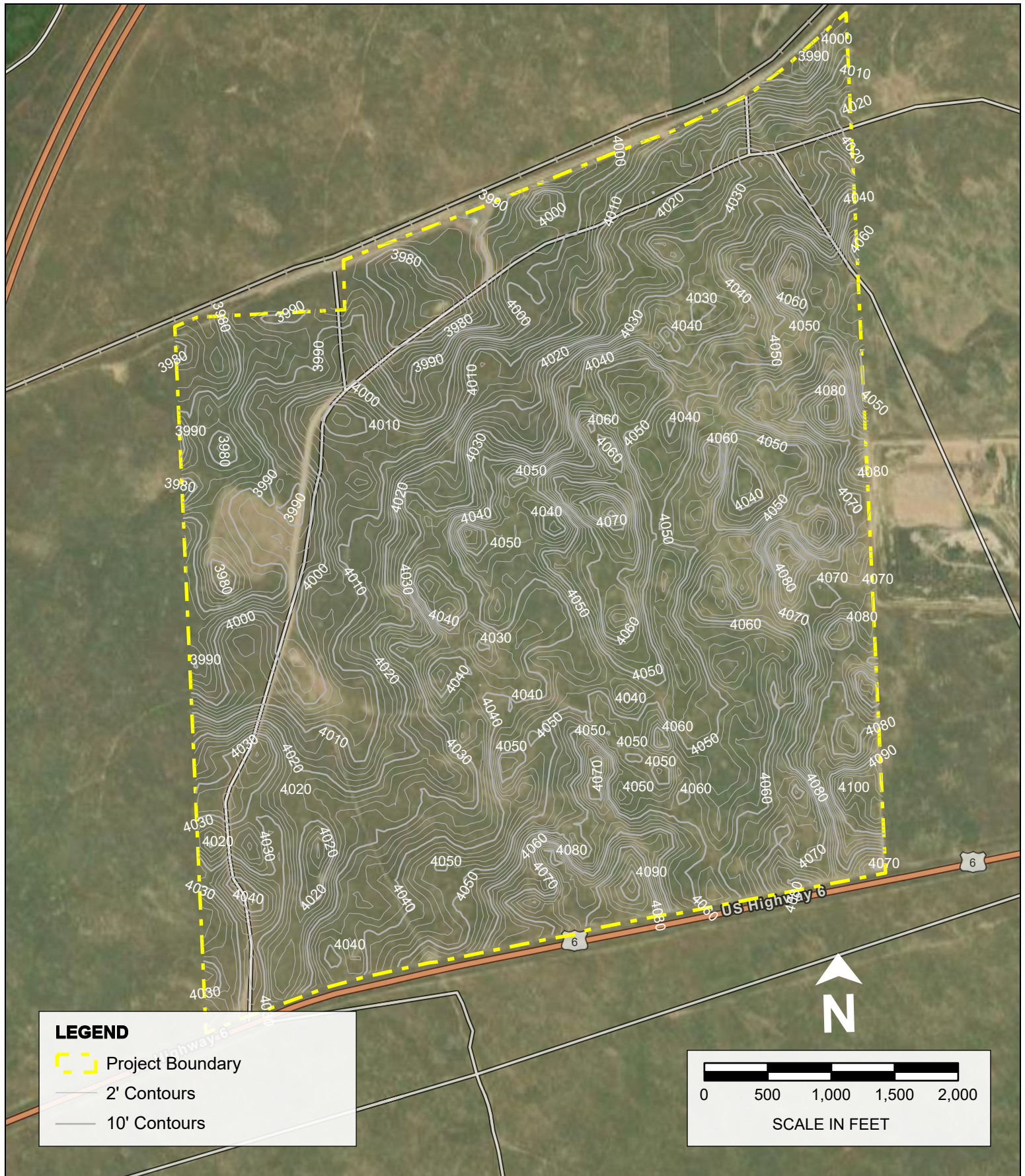
Several recorded rights of way (ROW) transverse the development site, as shown on **Figure 16: State Land Board Right-of-Way Map**. The delineated centerlines identify existing utility and infrastructure corridors for natural gas, wastewater, electric power transmission, and telecommunications. ROW widths range from approximately 20 to 75 feet for utilities, with the highway corridor reaching 150 feet wide.

Colorado governs development within these corridors through state statutes, utility specific easement requirements, and local permitting procedures. Any grading, excavation, utility extension, or building within a ROW requires coordination with the easement holder, compliance with the Colorado One Call/Dig Safe 811 system, and adherence to applicable Colorado Revised Statutes. Standard design requirements within ROW areas include:

- Avoiding permanent structures in ROWs
- Maintaining horizontal and vertical clearances
- Preserving access for inspection, maintenance, and emergency response.

Any proposed modification or relocation of a ROW requires approval by both the State Land Board and the utility owner. This typically requires engineering design, cost participation, and amendment documentation.

For industrial users, these reduce the need for new utility corridors but also shape development layouts. The presence of multiple utility alignments influences parcel configuration, roadway placement, rail planning, and stormwater system design. Identifying these areas early helps optimize building footprints and efficient utility connections while minimizing conflicts during construction. Coordinated planning with the City of Sterling, Logan County, and utility providers promotes regulatory compliance and long-term operational reliability.



LEGEND

- Project Boundary
- 2' Contours
- 10' Contours

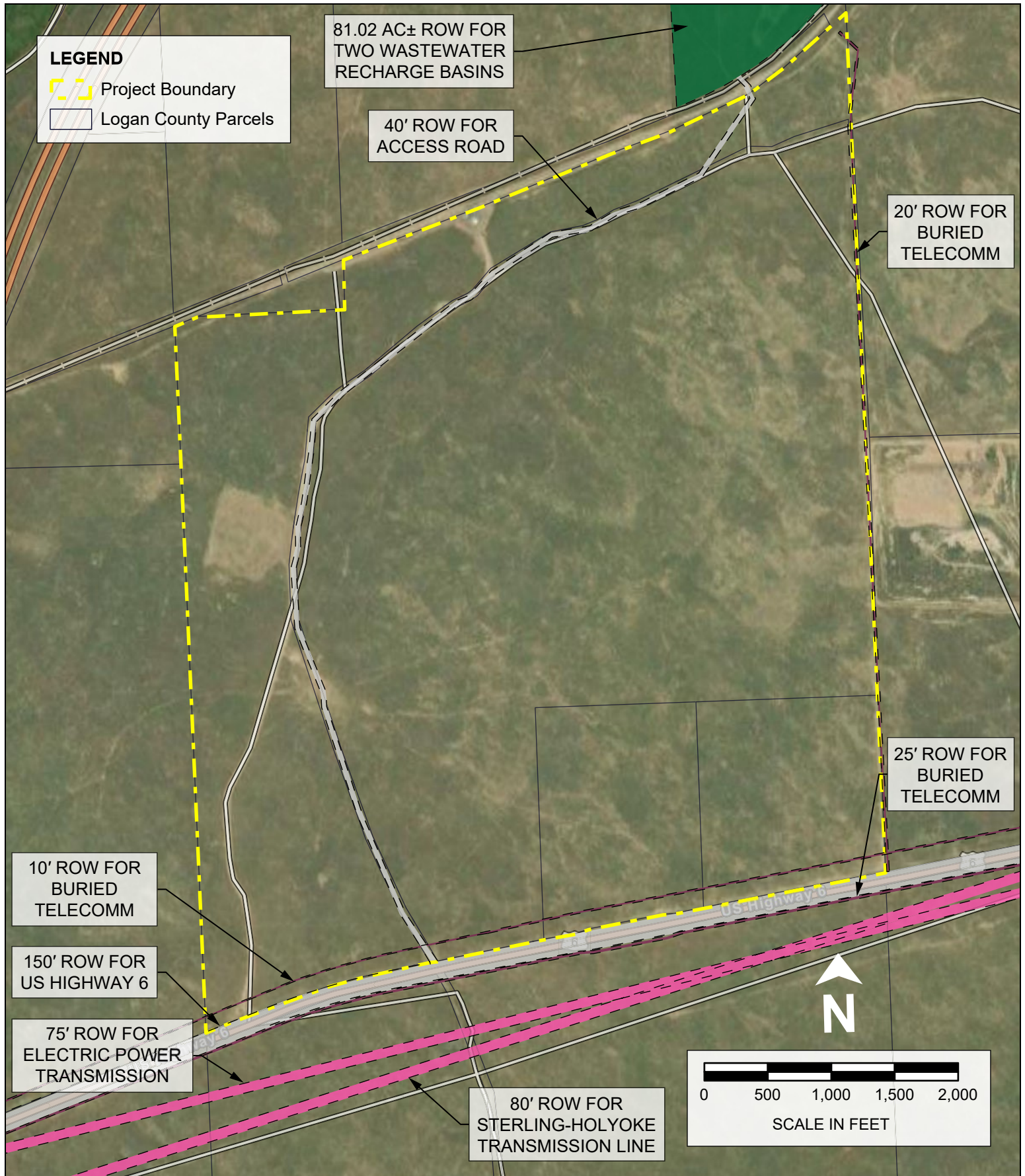
SCALE IN FEET

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Figure 15: Elevation Map
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Figure 16: State Land Board Right-of-Way Map
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INFRASTRUCTURE

The corporate limits boundary for the City of Sterling, CO is located one mile east of the site. While annexation is not a requirement for access to public utilities, a connector agreement is required. More information is available through the City of Sterling's Public Works Department .

City of Sterling
Public Works Department
421 N 4th Street | PO Box 4000
Sterling, CO 80751

www.sterlingcolo.com
970-522-9700

Streets

Logan County's Road and Bridge Department supports industrial growth at its foundation by maintaining over 1,800 miles of roads throughout the county. This extensive network includes over 200 miles of asphalt-surfaced roads, over 1,600 miles of gravel-surfaced roads, and 120 bridges. This ensures reliable access for freight movement, employee commuting, and the efficient operation of industrial facilities.

The department's efforts are particularly critical for large-scale developments like the Logan County Industrial Park, where dependable roadways are essential. Special transport permits are provided through the department for oversized and overweight loads when needed. There are no posted oversized or overweight restrictions on US-6 to access the site.

The Streets Division of the City of Sterling's Public Works Department complements these efforts by maintaining public streets within the corporate limits and adjacent developments as needed. Connector agreements with the City ensure industrial users benefit from reliable infrastructure and services. The department's focus on maintaining and upgrading roads and utilities supports both residential and industrial growth, making Sterling an attractive location for new and expanding businesses. They provide and maintain the necessary infrastructure for industrial users to operate efficiently and grow sustainably.

Stormwater

The overall development lends itself to regional detention or retention. Stormwater storage will be provided near the lowest elevation on the project site and will be primarily surface drained. Generally, the development site drains from the southeast corner to the northwest corner of the site.

An overall drainage master plan will be provided, and end users will provide amendments to the master plan showing their proposed site development meets the requirements of the overall master plan. Maps detailing approximate location of regional detention are included within the Conceptual Master Plan in this PER.

The Surface Water Supply Index (SWSI) for the site is currently classified as "Slightly Dry (-1.0 and -1.9)" reflecting surface water conditions that are mildly below average. This typically indicates early-stage dryness which can influence seasonal water availability. While surface water resources remain functional with this designation, reduced streamflow, lower reservoir contributions, or decreased snowmelt-derived inputs may begin to constrain supply reliability if conditions persist. Potential variability in surface water availability during planning, particularly for industrial users who may depend on consistent supplies for long-term operations, should be considered for this site.

Water

The Public Works Department maintains the community's water infrastructure. The system is comprised of nearly one hundred miles of distribution lines, ranging from four- to twenty-four-inches in size. The system supplies a combination of residential, multi-unit residential, commercial, and industrial taps. The system is serviced by twelve ground water wells and four storage tanks located throughout the City. All storage tanks are kept full using a SCADA system, regardless of water demand. The water system has the following key characteristics:

- Existing uses on the development site are served by well water.
- A ten-inch (10") water main serves the commercial properties located along US-6. The main terminates at the Ramada Inn Sterling, which is approximately one mile west of the existing egress to the project site, along US-6.
- A ten-inch (10") water main also extends to the Riverview Golf Club on County Road 370. A booster pump increases water pressure for the highway commercial properties and Logan County Detention Center. All other water pressure in this water main is created with gravity.

Typical pressure for the City of Sterling's municipal system is approximately 35 – 40 psi±. Flow tests were recently completed in the area which confirmed adequate water pressure for fire suppression of an existing building near the Industrial Park. The City recommends verifying water pressure as needed at specific locations.

Sanitary Sewer

The City of Sterling Public Works Department maintains the community's sanitary sewer infrastructure. The system is engineered to facilitate and support the area's economic growth. Both the City of Sterling Public Works Department and Logan County have prioritized modern, resilient sanitary sewer infrastructure to serve businesses, manufacturers, and commercial facilities within city limits and nearby industrial zones.

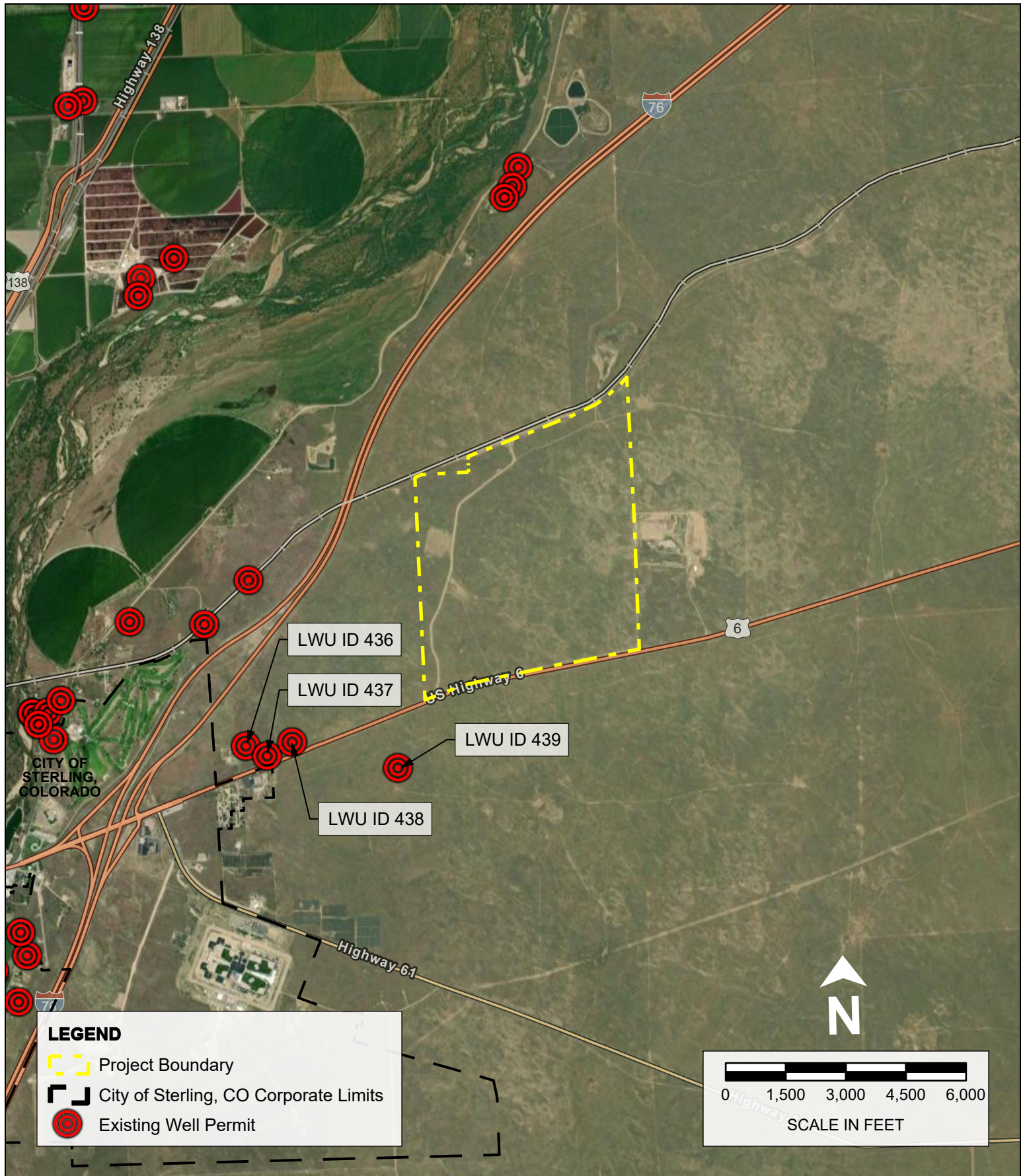
The City's sanitary sewer system consists of approximately seventy miles of pipe, integrated with twelve lift stations to ensure reliable conveyance of sanitary sewer throughout the service area. The City's Wastewater Treatment Plant utilizes advanced biological treatment processes to meet the Colorado Department of Public Health and Environment standards. The system is maintained by certified operators and is regularly upgraded to address increasing demand from industrial users and population growth.

Sterling's sanitary sewer services are financed through a user fee model based on monthly sanitary sewer discharge volume and pollutant concentration. Industrial rate schedules are openly published by the City and reviewed annually. Fees promote an equitable allocation of system costs and incentivize best practices for sanitary sewer pretreatment among industrial users.

Figure 17: Existing Well Descriptions

LWU ID	WELL NAME	AMOUNT	USE
436	Logan County Industrial Site Well No. 1 WDID: 6406868	0.267 cfs, Conditional	Irrigation of 30 acres
437	Logan County Industrial Site Well No. 2 WDID: 6406869	0.267 cfs, Conditional	Irrigation of 30 acres
438	Logan County Industrial Site Well No. 3 WDID: 6406870	0.267 cfs, Conditional	Industrial
439	Logan County Industrial Site Well No. 4 WDID: 6406871	0.14 cfs, Conditional	Industrial

Source: Logan Wells Users, Inc. Industrial Park Wells. Case No. 07CW300. Logan County, Colorado.

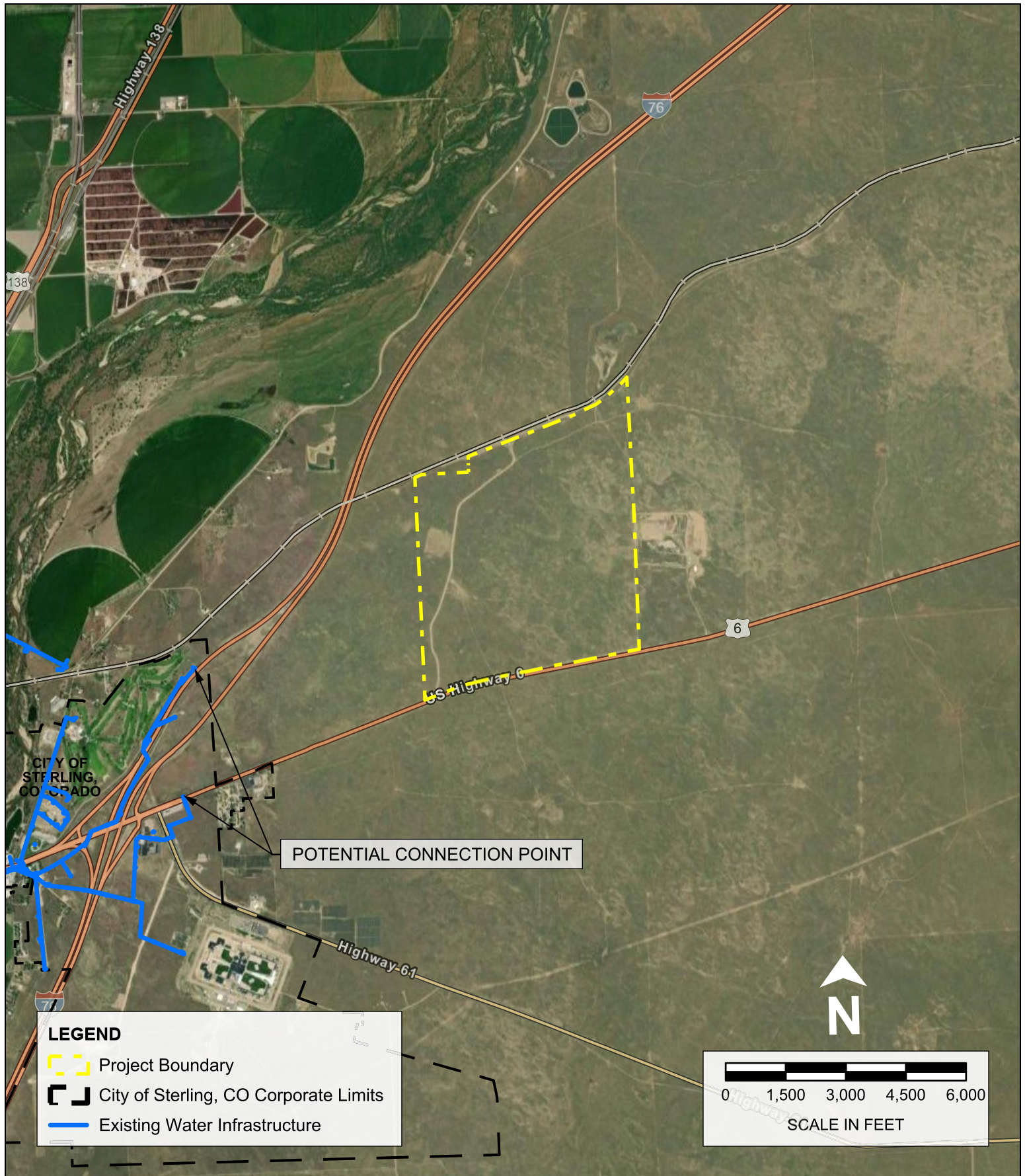


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Figure 18: Logan County Existing Wells Map
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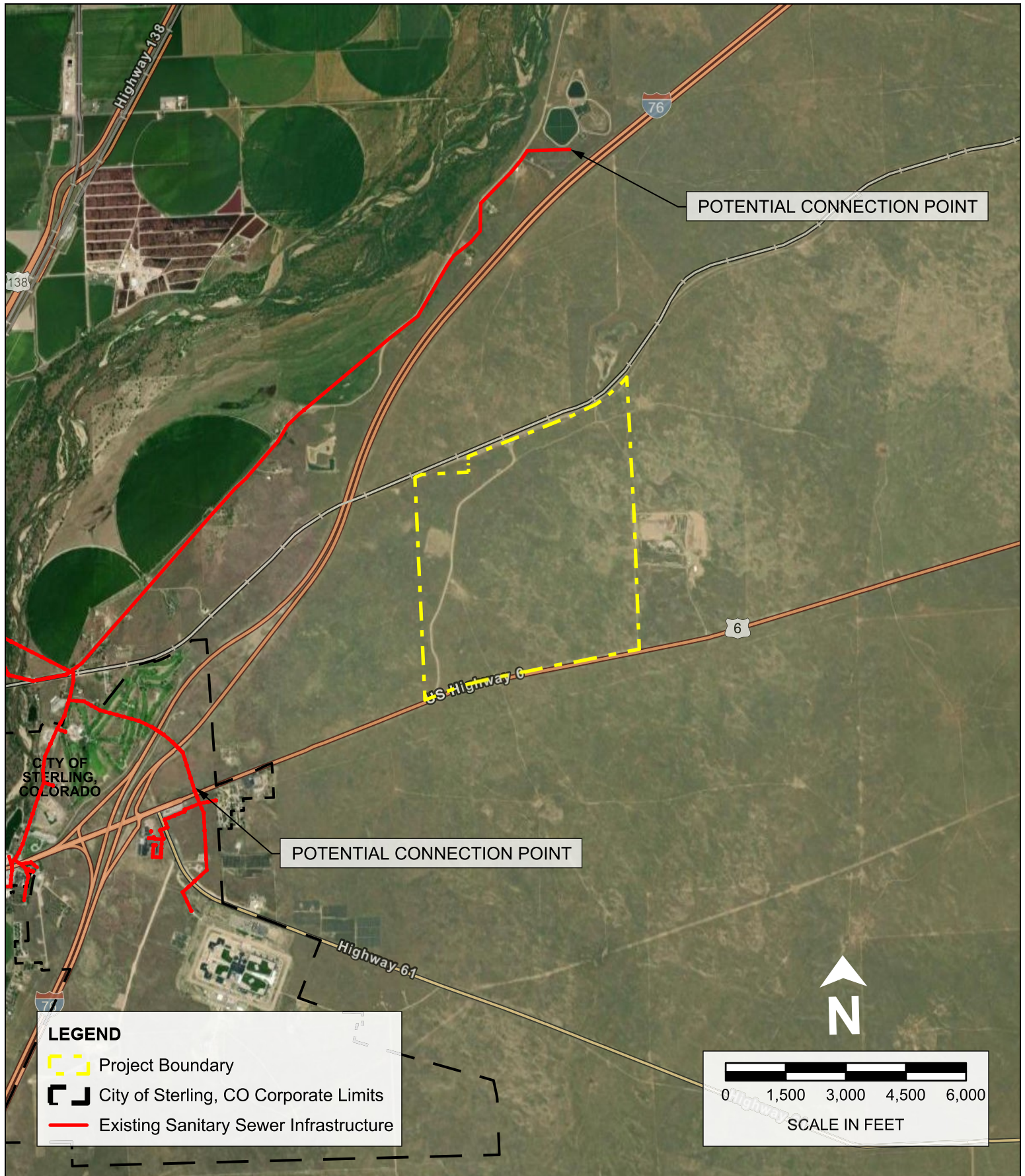


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Figure 19: Municipal Water Infrastructure Map
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Figure 20: Municipal Sanitary Sewer Infrastructure Map
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Electrical

The project site and surrounding area is served by two electric utility providers – Highline Electric Association (HEA) and Xcel Energy. The northern portion of the site is within HEA's service area while the southern portion is mainly located in Xcel Energy's service area.

Sterling's electric capacities for 2024 are listed below:

- **Overall Annual Net Generation:** 37.7 GWh
- **Annual Fuel Consumption:** 131.9 k MMBtu

There are active leases with Colorado State Land Board for Solar Gardens near the site. One lease is located one mile north of the site, while the other four leases are grouped one mile southwest of the site.

Highline Electric Association

HEA is a rural electric cooperative serving seven counties in Colorado and four counties in Nebraska. The existing electric infrastructure maintained by HEA is anticipated to support initial user demand; final service capacity will be subject to a detailed load assessment for the specific end user.

- **Current System Load:** 59.72 MW±
- **Peak Demand Load:** 61.38 MW±

Because the industrial park is being advanced as a speculative development, HEA intends to coordinate with prospective users to define power requirements and establish appropriate service configurations. To support long-term growth and higher capacity users, HEA has developed improvement packages which incrementally increase the available power at the project site. These upgrade pathways are below:

- **Gold-Level Upgrade:** 2 – 4 MW±
- **Platinum-Level Upgrade:** 6.5 MW±
- **Double Gold-Level Upgrade:** 13 MW±

Current lead times for major equipment, included in the listed upgrades, range from 12 to 18 months. Early coordination is essential for schedule reliability.

STERLING IS RANKED 814 OF 3,050 U.S. CITIES IN SOLAR NET ELECTRICITY GENERATION

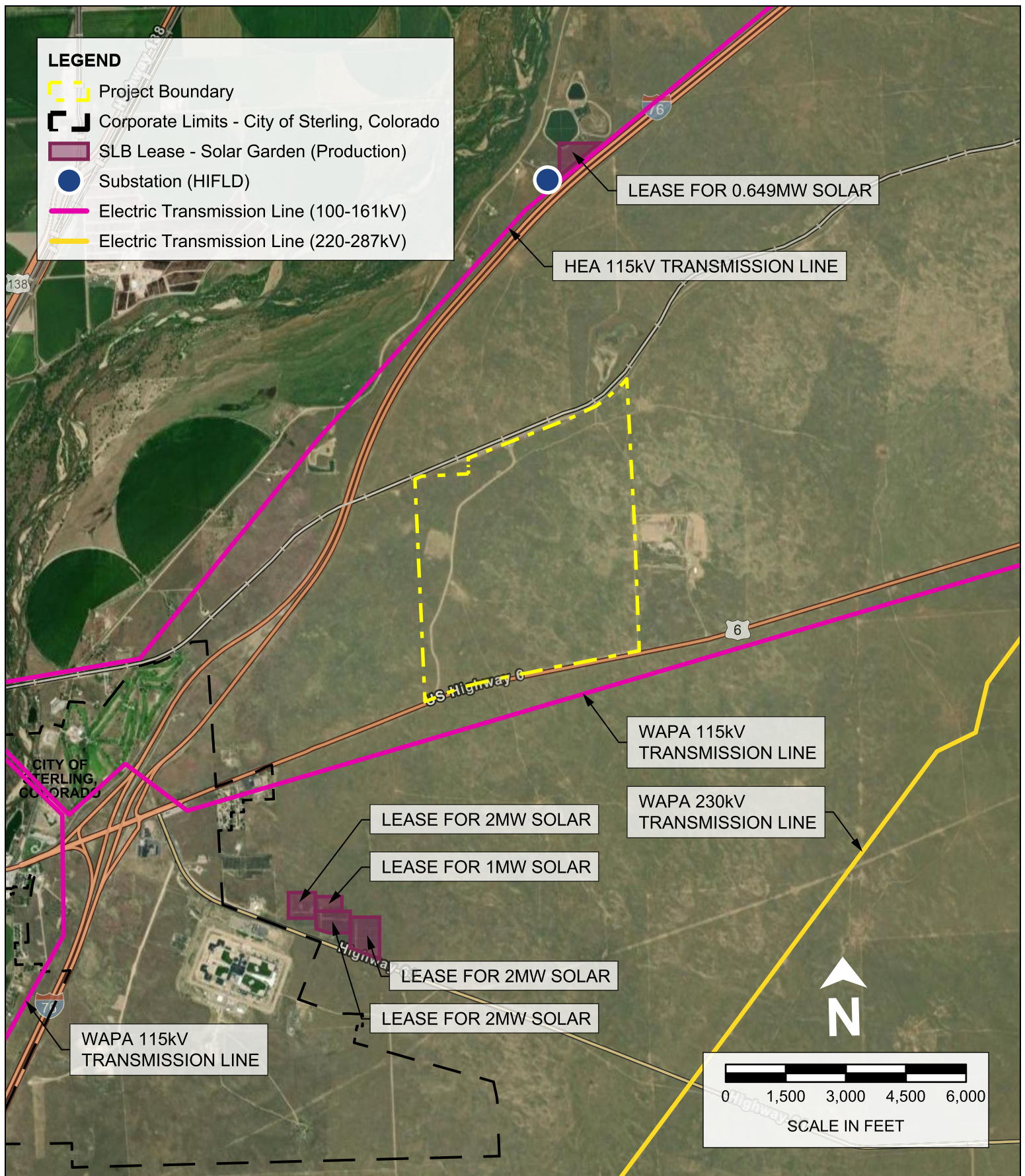
Xcel Energy

Xcel Energy is an electric utility provider with service in eight states and maintains a franchise agreement with the City of Sterling, Colorado. The company's substation nearest the project site is situated west of the project site along BNSF Railway at Riverside Drive. Primary distribution lines extend east along US 6 and the railroad then follow the north side of the I-76 corridor northeast, providing foundational service to the surrounding commercial and industrial properties. Crossing I-76 to expand capacity or establish new service connections is feasible but may introduce schedule and coordination constraints due to permitting, construction complexity, and utility clearance requirements.

Prospective tenants can submit an online energy application for a formal load assessment, with the capacity threshold listed below:

- **Infrastructure Upgrade Threshold:** 20 MW±

Accessing additional capacity in this portion of the service territory can be challenging and requires early coordination with providers to identify feasible service configurations, potential off-site improvements, and any phased infrastructure required, which is typical for large industrial users. Xcel Energy will continue coordination efforts with Logan County Economic Development Corporation and potential tenants to assess the load profiles of specific tenants.



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Figure 21: Electric Infrastructure Map
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Tallgrass Energy
370 Van Gordon Street
Lakewood, CO 80228

<https://tallgrass.com>
303-763-3209

Xcel Energy Service Center
502 S 8th Avenue
Sterling, CO 80751

<https://co.my.xcelenergy.com>
970-521-1830

Natural Gas

Tallgrass Energy operates interstate natural gas pipelines and storage facilities that serve as major transportation routes for natural gas. These transmission level pipelines terminate at regional distribution centers, with the nearest custody transfer points in the following locations:

- 2.5 miles southwest of the site
- 2.5 miles south of the site
- 3.4 miles southwest of the site

Two crude oil pipelines are also located near the project area. The pipelines are shown in **Figure 23: Natural Gas Transmission Map**. The closest distribution station is approximately 1.5 miles south of the site at the Sterling Correctional Facility, with Sterling's highest natural gas capacity near the intersection of US-6 and US-138.

While natural gas is not currently available on the development site, the site is in the Xcel Energy service area. Xcel Energy operates over 24,000 miles of high- and low-pressure gas lines, connecting transmission pipelines to end users. They plan to be a net-zero energy provider by 2050. The following details are listed on Tallgrass Energy's website for Loc Segment 145:

- **Description:** Illiff Jct to Sterling/Cliff
- **Design Capacity:** 15,000 MMBtu
- **Unsubscribed Capacity:** 994 MMBtu
- **Operating Capacity:** 15,000 MMBtu
- **Total Scheduled Quantity:** 4,364 MMBtu
- **Operationally Available Capacity:** 10,363 MMBtu

Distribution mains in the area range from 2 to 8 inches in diameter, based on user demand. A regulation station may be required where distribution lines transition to service lines, particularly when steel pipes are needed for higher pressure demands. Lower pressure systems may use plastic pipes, which typically does not require a regulation station.

Xcel Energy determines final pipe material, pressure requirements, and associated costs based on BTU load, peak demand, engineering specifications, and other site design needs. Distribution mains are generally buried at least 24 inches deep per the distributor's construction requirements. Permanent easements are required for long-term access, maintenance, and federally regulated inspections.

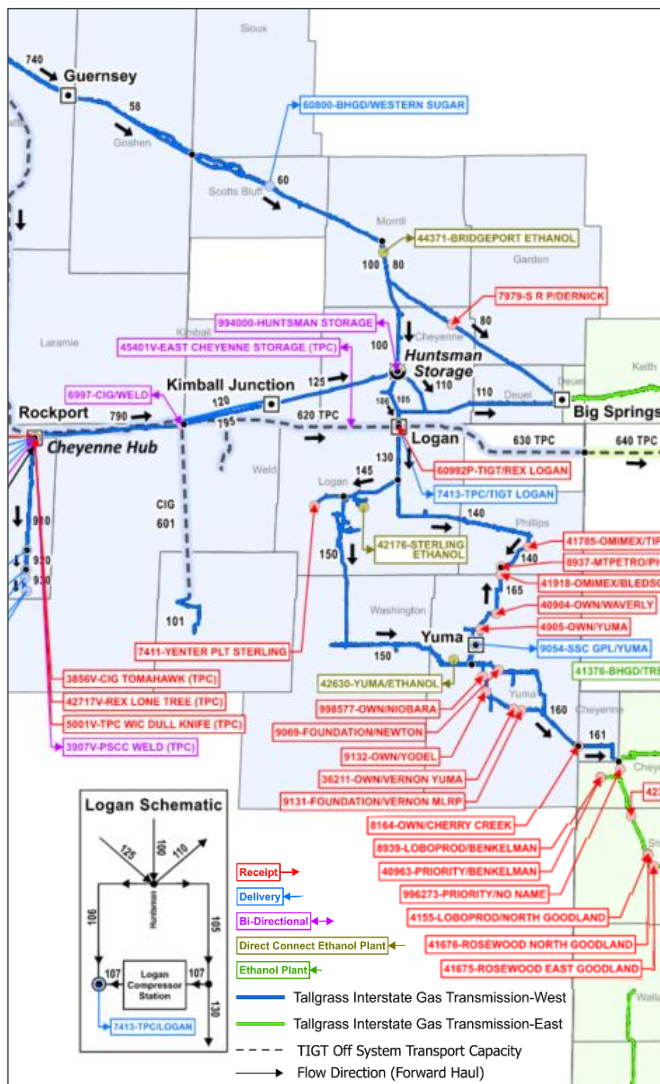
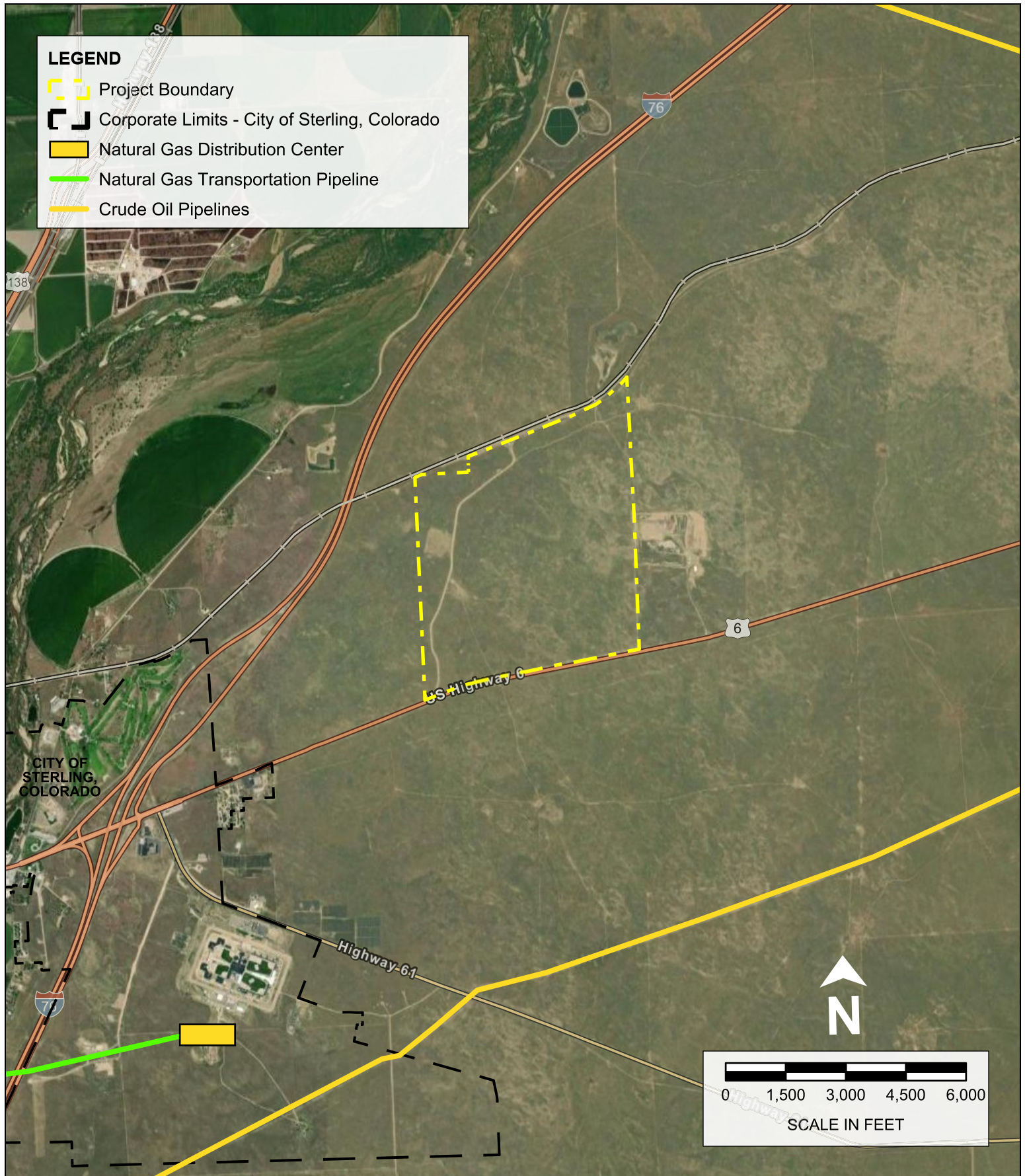


Figure 22: Portion of Tallgrass Energy Federal Energy Regulatory Commission (FERC) Map

Source: Tallgrass Energy, TIGT FERC Web Map.
<https://pipeline.tallgrassenergyllp.com>

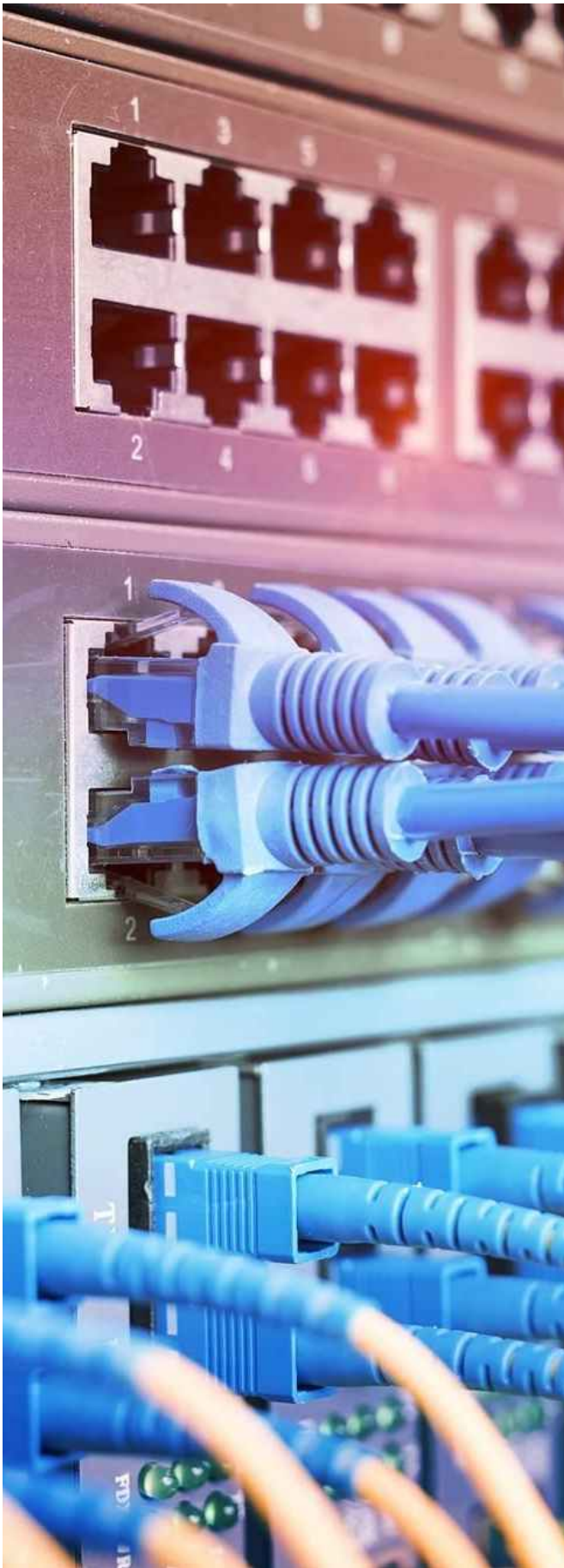


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Figure 23: Natural Gas Transmission Map
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Telecommunications

Telecommunications infrastructure within the service region provides a diverse range of broadband and wireless connectivity options to support industrial development, logistics operations, and advanced manufacturing. Primary telecommunication service providers in the area include CenturyLink, Magnifi Broadband, Spectrum, Viaero Fiber, and Vistabeam.

Although the site does not currently contain dedicated telecommunications facilities, regional coverage around US 6 and the I-76 corridor indicates strong availability of fiber, cable, fixed wireless, 5G, and satellite services.

Modern industrial users require reliable, high-capacity communications infrastructure to support logistics, automation, and data-intensive operations. To meet these needs, the Industrial Park will require scalable fiber backhaul, typically 1 to 10 Gbps, with the ability to expand to 25 Gbps or higher for advanced manufacturing and AI-driven systems. Redundancy is essential and is typically achieved through a combination of fiber, fixed wireless, and 5G backup to maintain operations during service interruptions.

While fiber infrastructure is present in the area, lateral extensions or new splice points may be required to enable direct service. Cable broadband provides mid-capacity connectivity for general industrial use, while fixed-wireless and 5G services offer flexible and rapid-deployment options for secondary or backup connections. Early coordination with regional providers will help verify backhaul capacity, identify fiber extension routes, understand construction timelines, and develop multi-path redundancy strategies tailored to tenant needs.

COMMUNITY PROFILE

The City of Sterling and Logan County offer a stable community that supports industrial growth through diverse employment sectors and a labor force aligned with manufacturing, logistics, and service-based operations.

Population

The City of Sterling serves as the primary population center in Logan County, with 13,273 residents and 4,977 households. Household sizes in both the City and County align with typical mid-sized rural communities at 2.27 and 2.33 people per household, respectively. This means most homes are likely composed of individuals, couples, and small families, reflecting a community with a significant portion of non-family households.

Figure 24: Population and Households

	STERLING, CO	LOGAN COUNTY, CO
2023 Total Population	13,273	21,067
Total Households	4,977 (±278)	8,148 (±207)
Average Household Size	2.27 (±0.1)	2.33 (±0.05)

Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates Data Profiles and 2020 Decennial Census Data.
<https://www.data.census.gov>.

The combination of moderate population figures and average household sizes in Sterling and Logan County suggests a stable community with a reliable workforce base. These demographic patterns provide industrial users with access to a consistent labor pool, supporting operational needs and scalability for future growth. The balance between household size and total population makes the region appealing for businesses looking for both stability and expansion opportunities.

Income Profile

Median household incomes in the region demonstrate affordability balanced with steady economic activity. Sterling reports a median household income of \$44,242, while Logan County's reaches \$55,074, reflecting wage growth in agricultural, manufacturing, and public-sector employment.

Figure 25: Income Profile

	STERLING, CO	LOGAN COUNTY, CO
Median Household Income	\$44,242 (±3,553)	\$55,074 (±6,544)
Per Capita Income	\$23,613 (±1,856)	\$29,538 (±1,753)

Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates Data Profiles and 2020 Decennial Census Data.
<https://www.data.census.gov>.

The City of Sterling's per capita income is reported at \$23,613 per resident while Logan County is a little higher at \$29,538 per resident. These values indicate a cost-effective labor market attractive to industrial employers seeking competitive operating costs.

Workforce

Logan County maintains a strong and accessible labor pool. Sterling’s workforce population includes 11,306 residents aged 16 years and older, while Logan County supports 17,638 workers in this age group. The active labor force totals 6,200 workers in Sterling and 10,353 workers countywide.

Figure 26: Workforce and Employment

	STERLING, CO	LOGAN COUNTY, CO
Workforce Population (16 years old +)	11,306 (±206)	17,638 (±124)
Labor Force Population	6,200 (±418)	10,353 (±409)
Unemployment Rate	3.5%*	3.5%*
Mean Commute Time	13.2 min (±2.0)	15.8 min (±1.6)

Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates Data Profiles and 2020 Decennial Census Data. <https://www.data.census.gov>.

*Colorado Department of Labor and Employment, 2025 Annual Unemployment Characteristics. <https://www.colmigateway.com>.

The Colorado Department of Labor and Employment reports a lower unemployment rate for Logan County than ACS 5-Year Estimates. The lower rate is more likely accurate given the data gathering processes for each entity. The annual 2025 unemployment rate was reported as 3.5% by the Colorado Department of Labor and Employment for both Logan County and the Sterling Micropolitan Statistical Area.

The natural unemployment rate is typically considered around 4% or 6% for communities in the United States. This is defined as the level of unemployment which provides structural stability while allowing employment flexibility within a healthy economy. The unemployment rate in Logan County shows a strong economy that maintains flexibility for the workforce, encouraging career development.

Commuting Patterns

Commuting flows into and out of Sterling are shown in the image below; the data demonstrates a mobile and flexible labor force. The inflow/outflow data shows 4,799 workers are employed within Sterling, yet only 2,120 of these employees also live in the community. This means over half of Sterling’s workforce commutes from the surrounding area.

This signifies access to a workforce drawn from multiple nearby communities with short, predictable commute times. Sterling’s 13.2-minute average commute and the county’s 15.8-minute average indicate minimal regional congestion, improved employee retention potential, and dependable access for shift-based operations.

Figure 27: Primary Job Inflow/Outflow Analysis



Source: U.S. Census Bureau, OnTheMap – Inflow/Outflow Analysis for Primary Jobs in Sterling, CO. <https://www.onthemap.cescensus.gov>.

Sterling serves as a residential base for 5,236 workers but nearly 60% of Sterling’s workforce commutes to jobs outside the community. This means residents are accustomed to traveling for employment. Industrial users can benefit from this by capturing both inbound commuters and residents currently working elsewhere but seeking employment closer to home. The existing commuter base indicates new industrial operations are unlikely to be constrained by limited local labor availability.

Educational Attainment

Education levels in Sterling and Logan County align well with industrial workforce needs. Countywide, 15,158 adults aged 25 and older provide a stable talent base. Key indicators include:

- High school graduates and equivalency holders represent the largest share of the population at 43% in Sterling and 37.8% countywide. This portion of the population should demonstrate baseline skills for production, logistics, and entry-level technical roles.
- Supervisory, maintenance, and technician-level staffing roles can be accommodated with additional educational attainment in the category “Some college or associate’s degree,” comprising 28.4% of Sterling’s population 25 years and over and 32.7% of the same age range in the county.
- Bachelor’s and graduate degree holders, representing approximately 14% to 19% of the population across both geographies, contribute to management, engineering, and administrative talent pipelines.

Median earnings by education level demonstrate competitive wage expectations relative to regional industry norms, with higher-degree holders earning between \$44,500 and \$51,901 countywide.

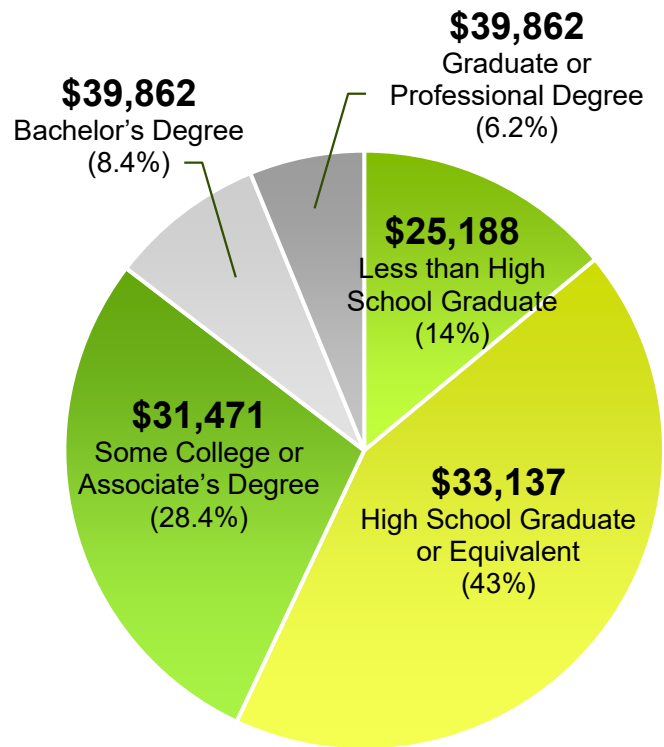


Figure 28: Educational Attainment

	STERLING, CO		LOGAN COUNTY, CO	
	Employed Civilians	Median Earnings	Employed Civilians	Median Earnings
Population 25 Years and Over	9,675 (±316)	\$33,234 (±4,782)	15,158 (±193)	\$38,117 (±2,069)
Less than High School Graduate	14% (±3.9)	\$25,188 (±10,591)	10.6% (±2.5)	\$24,907 (±10,443)
High School Graduate or Equivalent	43% (±3.8)	\$33,137 (±6,759)	37.8% (±2.5)	\$34,881 (±4,087)
Some College or Associate's Degree	28.4% (±5.6)	\$31,471 (±4,764)	32.7% (±3.8)	\$36,208 (±4,595)
Bachelor's Degree	8.4% (±8.4)	\$39,826 (±8,724)	11.3% (±1.6)	\$44,500 (±4,136)
Graduate or Professional Degree	6.2% (±6.2)	\$39,186 (±15,752)	7.6% (±2.1)	\$51,901 (±7,283)

Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates Data Profiles and 2020 Decennial Census Data.
<https://www.data.census.gov>



Employment by Industry

Logan County's diverse industry composition effectively complements the increase of industrial development in the area. The county supports 8,898 employed residents, with concentrations in:

- 1,526 workers in Logan County's agriculture and resource sectors reflect strong regional supply chains.
- 3,293 people employed in the county's retail, education, and healthcare trades anchor vital community services for the areas.
- 499 workers in manufacturing show an existing industrial workforce base and establishes regional familiarity with industrial operations.
- 815 of the county's residents in professional and administrative services demonstrate support capacity for office management, logistics, and specialized services.

Sterling's employment distribution follows Logan County's trends, emphasizing industrial-based employment and workforce availability of trained experienced individuals.

The demographic and workforce characteristics of Sterling and Logan County reflect a community well-positioned to support industrial expansion:

- Stable and available labor force
- Low commute times
- Competitive wage expectations
- Diverse educational attainment
- Existing industrial workforce

These trends create strong workforce and infrastructure conditions for manufacturing, logistics, food processing, and technology enabled industrial operations. Access to a dependable workforce, supported by local training programs and higher education partnerships, enhance the long-term viability of the proposed Logan County Industrial Park as a competitive site for industrial investment.



Figure 29: Employment by Industry

	STERLING, CO	LOGAN COUNTY, CO
Civilian Employed Population (16 Years and Over)	5729 people (±445)	8898 people (±849)
Agriculture, Forestry, Fishing, Hunting, and Mining	193 people (±91)	1526 people (±641)
Construction	366 people (±149)	576 people (±359)
Manufacturing	280 people (±166)	499 people (±356)
Wholesale Trade	86 people (±82)	46 people (±48)
Retail Trade	927 people (±222)	1463 people (±507)
Transportation, Warehousing, and Utilities	450 people (±149)	305 people (±242)
Information	52 people (±60)	127 people (±153)
Finance, Insurance, Real Estate, Rental, and Leasing	214 people (±126)	264 people (±226)
Professional, Scientific, Management, Administrative, and Waste Management Services	235 people (±132)	815 people (±369)
Educational Services, Health Care, and Social Assistance	1327 people (±255)	1830 people (±599)
Arts, Entertainment, Recreation, Accommodation, and Food Services	651 people (±244)	720 people (±450)
Other Services except Public Administration	404 people (±184)	245 people (±223)
Public Administration	544 people (±179)	482 people (±245)

Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates Data Profiles and 2020 Decennial Census Data.
<https://www.data.census.gov>

Housing

The 5,298 housing units in Sterling and 8,709 housing units in Logan County provide a sufficient base of available housing to support the workforce growth associated with new industrial development. A balance of owner-occupied and renter-occupied units ensures both permanent and transitional workers can fulfill their housing needs. Sterling's 59% owner-occupancy rate and Logan County's 68.3% rate indicate a stable residential population with long-term community ties. This is an important attribute for employers seeking to retain skilled workers and reduce turnover.

Rental housing remains readily available, with 41% of the housing units in Sterling and 31.7% of the countywide housing units being renter-occupied. This supply supports workers relocating to the area for new industrial positions, including entry-level employees and those requiring short-term lodging during training or onboarding. Median gross rents between \$1,000 and \$1,100 per month remain well below metropolitan benchmarks, reinforcing the region's cost-of-living advantages.

Housing affordability further strengthens Sterling and Logan County's competitiveness in the industrial development market. Median home values below \$230,000 in Logan County reflect attainable homeownership opportunities for workers across a range of income levels. Moderate housing costs reduce wage pressure for employers, support long-term workforce retention, and improve overall economic sustainability for businesses locating in the proposed Industrial Park. For industrial users seeking a community with a reliable, affordable, and stable workforce base, the region's housing profile is a clear strategic benefit.

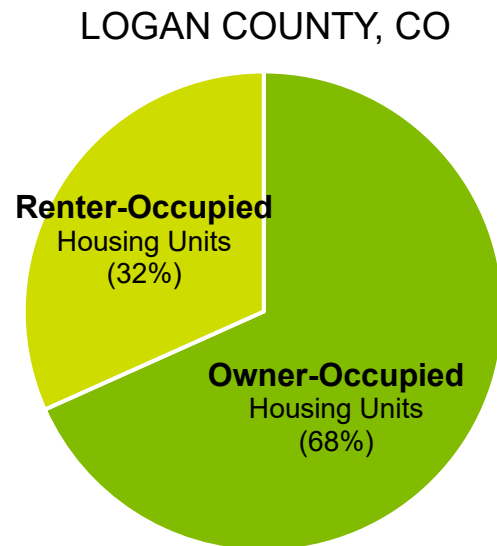
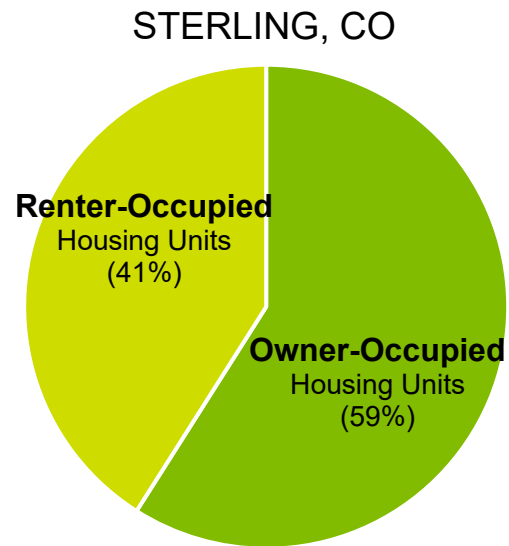


Figure 30: Housing Unit Ownership

	STERLING, CO	LOGAN COUNTY, CO
Total Housing Units	5,298 (±231)	8,709 (±115)
Owner-Occupied Housing Units	59% (±4.7)	68.3% (±3.4)
Renter-Occupied Housing Units	41% (±4.7)	31.7% (±3.4)
Median Value of Owner-Occupied Units	\$205,200 (±16,631)	\$228,100 (±12,515)
Median Gross Rent	\$1,052 (±82)	\$1,027 (±79)

Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates Data Profiles and 2020 Decennial Census Data.
<https://www.data.census.gov>

IMPLEMENTATION

Innovation Warehouse

The Innovation Warehouse will provide essential facilities for business startups and catalyze growth for the Logan County Industrial Park by offering flexible workspaces and resources that contribute to local economic development. The warehouse will function as an incubator facility, designed to foster small-scale manufacturing, early industrial development, and entrepreneurship.

The Innovation Warehouse will serve as a launch platform for businesses, which may later expand into larger parcels within the Industrial Park. The planned programming offers flexible spaces for research and development, prototyping, fabrication, and assembly. This building will support a pipeline of future industrial tenants to further enhance the economic development competitiveness of the Industrial Park, the Sterling community, and Logan County.

With a flexible, modular configuration, the warehouse will remain flexible to fulfill the needs of light industrial and manufacturing startups. The warehouse will have the ability to evolve with economic trends and continue adapting to serve tenants' needs. User overhead will remain limited with shared amenities like loading zones, meeting rooms, co-working spaces, business support services, and high-speed internet.

Visibility for new users will be enhanced by proximity to the site's entrance. The Innovation Warehouse should be strategically positioned near primary access roads and near early phases of development to leverage initial infrastructure investment and attract early adopters to the development. Strategic positioning will also improve access for vendors, workforce, and logistics providers.

Conceptual Design

The conceptual design process for the Logan County Industrial Park establishes a structured approach for translating existing site conditions, market demand, and stakeholder objectives into a cohesive and implementable development program. This process evaluates alternative land use configurations, assesses infrastructure strategies, and defines phasing to allow incremental development of the Industrial Park in response to market demand. The resulting Conceptual Master Plan provides a long-term framework to guide future development.

Three conceptual design options were developed to evaluate a range of development intensities, parcel configurations, rail service opportunities, and vehicular access considerations. The Engineer's Opinion of Probable Construction Costs (EOPCC) prepared for each option includes only public infrastructure within the project boundary. Actual costs will vary based on end-user requirements and the approach to infrastructure delivery.

Coordination with the City Engineer has confirmed municipal services can be extended to serve the Industrial Park. This would be consistent with established service and connector agreement practices. Assumed connection points for municipal utility systems are at the southwest corner of the proposed development along US-6 for water and in the northeast corner for sanitary sewer. The EOPCC for each Conceptual Development Plan option utilizes these assumed connection points to measure quantities.

Separate EOPCCs were developed to compare the cost of extending municipal water and sanitary sewer service from the City of Sterling to the estimated cost of constructing onsite water and wastewater treatment systems. The costs are included in **Figure 31: EOPCC to Connect to Existing Municipal Water Infrastructure** through **Figure 34: EOPCC for Onsite Wastewater Treatment with Sanitary Sewer Outfall** on the following pages.

These EOPCCs do not include engineering design of the utility systems, which is typically 10-15% of Construction Costs minus Contingencies. If a booster pump station is needed to meet specific user water pressure requirements, the construction costs would increase an estimated \$200,000.

Figure 31: EOPCC to Connect to Existing Municipal Water Infrastructure

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
Mobilization	1	LS	\$115,000	\$115,000
Construction Staking	1	LS	\$8,000	\$8,000
Open Trench 12" Pipe	6,700	LF	\$220	\$1,474,000
12" 11.25 Degree Bend	4	EA	\$750	\$3,000
12" 45 Degree Bend	4	EA	\$1,750	\$7,000
12" Tee	2	EA	\$1,500	\$3,000
12"x6" Tee	1	EA	\$2,000	\$2,000
Install 12" Gate Valve	4	EA	\$5,000	\$20,000
12" Solid Sleeve	2	EA	\$1,500	\$3,000
Installation of Fire Hydrant Assembly	4	EA	\$14,000	\$56,000
Pressure Testing and Disinfection	1	LS	\$15,000	\$15,000
Construction Subtotal				\$1,706,000
Contingency 30%				\$511,800
CONSTRUCTION TOTAL				\$2,217,800

Note: The Engineer, using his or her professional judgment, has developed this stated Opinion of Probable Construction Cost based upon the design status identified above. Development of this Opinion has included consideration of design input level; however, the circumstances under which the work is expected to be undertaken, the cost and availability of materials, labor and services, probable bidder response and the economic conditions at the time of bid solicitation are beyond the control of the Engineer and will impact actual bid costs. Should bidding be delayed, these costs should be reviewed and, if necessary, adjusted to a more applicable Engineering News Record Construction Cost Index.

Figure 32: EOPCC to Connect to Existing Municipal Sanitary Sewer Infrastructure

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
Mobilization	1	LS	\$132,000	\$132,000
Construction Staking	1	LS	\$8,000	\$8,000
12" Sanitary Sewer (SDR26 PVC)	6,700	LF	\$250	\$1,675,000
4' Diameter Sanitary Sewer Manhole	13	EA	\$10,000	\$130,000
Connection to Existing Manhole	1	LS	\$10,000	\$10,000
Construction Subtotal				\$1,955,000
Contingency 30%				\$586,500
CONSTRUCTION TOTAL				\$2,541,500

Note: The Engineer, using his or her professional judgment, has developed this stated Opinion of Probable Construction Cost based upon the design status identified above. Development of this Opinion has included consideration of design input level; however, the circumstances under which the work is expected to be undertaken, the cost and availability of materials, labor and services, probable bidder response and the economic conditions at the time of bid solicitation are beyond the control of the Engineer and will impact actual bid costs. Should bidding be delayed, these costs should be reviewed and, if necessary, adjusted to a more applicable Engineering News Record Construction Cost Index.

Figure 33: EOPCC for Onsite Water Well

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
Mobilization and Demobilization	1	LS	\$70,000	\$70,000
Pilot/Test Hole Drilling	75	LF	\$125	\$9,375
E-logging	1	LS	\$6,000	\$6,000
Temporary Test Well	1	LS	\$35,000	\$35,000
Pumping Test (8 hr + 24 hr)	32	HR	\$300	\$9,600
Drill & Ream to Final Well Depth	75	LF	\$125	\$9,375
Stainless Steel Casing	60	LF	\$250	\$15,000
Stainless Steel Screen	15	LF	\$575	\$8,625
Gravel Pack/Bentonite/Concrete Steel	1	LS	\$18,000	\$18,000
Well Development	1	LS	\$15,000	\$15,000
Submersible Turbine Pump, Motor, Column, Cable, Check, Discharge Head	1	LS	\$150,000	\$150,000
Municipal-grade Pitless Unit (large-frame)	1	LS	\$25,000	\$25,000
Valve and Meter Vault	1	LS	\$50,000	\$50,000
Yard Piping (10 ft), Fittings, Thrust Block, Valves	1	LS	\$15,000	\$15,000
Electrical and Controls	1	LS	\$220,000	\$220,000
Water Quality Sampling and Testing	1	LS	\$3,300	\$3,300
Miscellaneous Permitting	1	LS	\$10,000	\$10,000
			Construction Subtotal	\$669,275
			Contingency 30%	\$200,783
			CONSTRUCTION TOTAL	\$870,058

Note: The Engineer, using his or her professional judgment, has developed this stated Opinion of Probable Construction Cost based upon the design status identified above. Development of this Opinion has included consideration of design input level; however, the circumstances under which the work is expected to be undertaken, the cost and availability of materials, labor and services, probable bidder response and the economic conditions at the time of bid solicitation are beyond the control of the Engineer and will impact actual bid costs. Should bidding be delayed, these costs should be reviewed and, if necessary, adjusted to a more applicable Engineering News Record Construction Cost Index.

Figure 34: EOPCC for Onsite Wastewater Treatment with Sanitary Sewer Outfall

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
Mobilization	1	LS	\$108,000	\$108,000
12" Sanitary Sewer (SDR26 PVC)	11,000	LF	\$250	\$2,750,000
4' Diameter Sanitary Sewer Manhole	10	EA	\$10,000	\$100,000
Trenchless Crossing for RR and I-76	500	LF	\$450	\$225,000
Outfall Structure	1	LS	\$10,000	\$10,000
			Construction Subtotal	\$3,193,000
			Contingency 30%	\$957,900
			CONSTRUCTION TOTAL	\$4,150,900

Note: The Engineer, using his or her professional judgment, has developed this stated Opinion of Probable Construction Cost based upon the design status identified above. Development of this Opinion has included consideration of design input level; however, the circumstances under which the work is expected to be undertaken, the cost and availability of materials, labor and services, probable bidder response and the economic conditions at the time of bid solicitation are beyond the control of the Engineer and will impact actual bid costs. Should bidding be delayed, these costs should be reviewed and, if necessary, adjusted to a more applicable Engineering News Record Construction Cost Index.

Option 1: Rail-Oriented

Option 1 emphasizes rail service as a primary competitive asset of the Industrial Park. Key characteristics for this conceptual layout include:

- Subdividable lots ranging from 5 – 25 acres for smaller industrial users.
- A shared rail spur configuration for rail access and use.
- A clear Phase 1 layout accommodating multiple 50,000 SF± industrial buildings, semi-truck circulation loops, and dedicated rail loading zones.
- Expansion phases (Phases 2 – 6) extending outward in increments of 90 – 150 acres± to support growing utility networks and internal access roads.

This option best supports industries requiring direct rail access, bulk material handling, or large outdoor laydown areas.

Preliminary Cost Considerations:

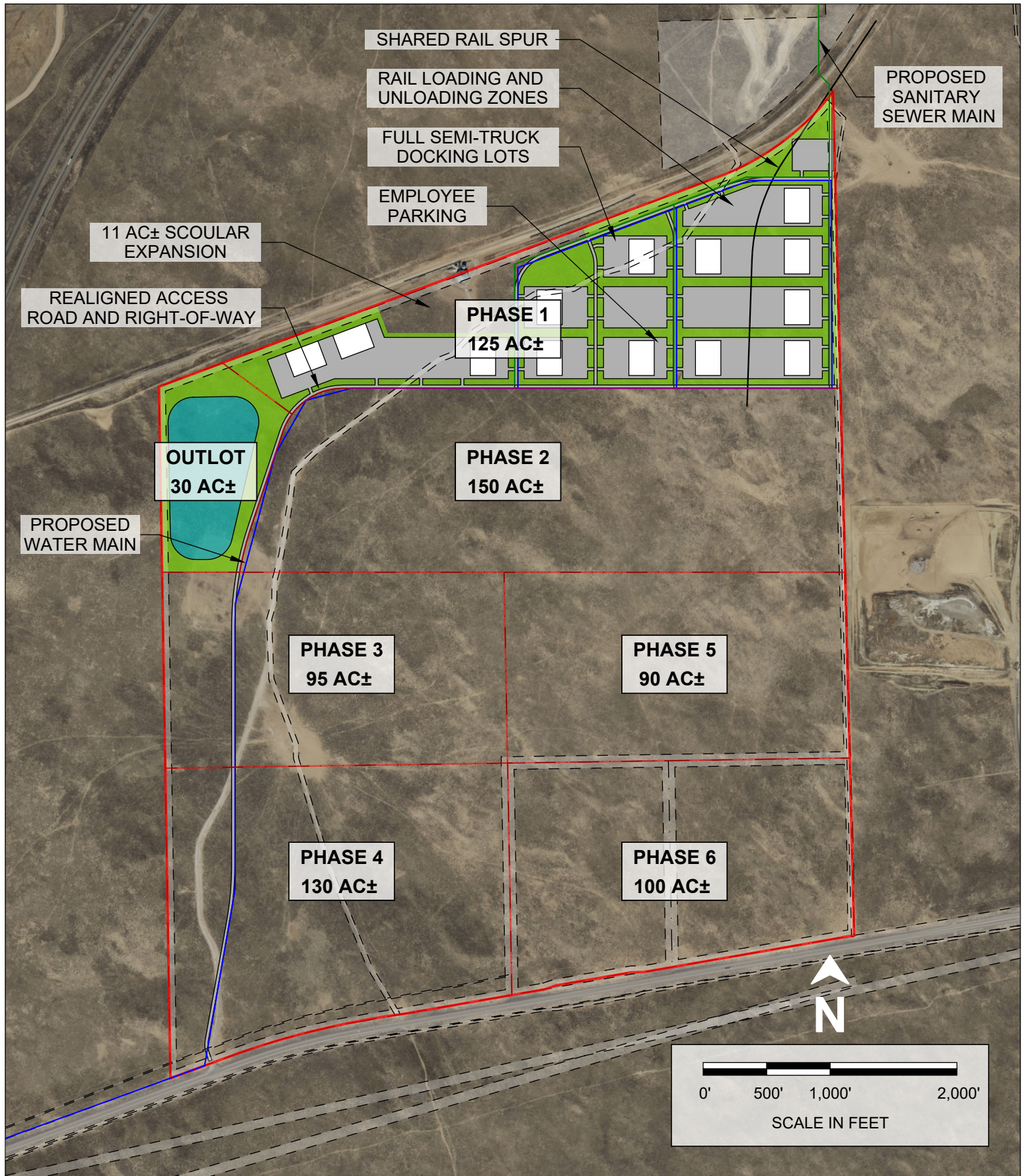
The Engineer's Opinion of Probable Construction Costs (EOPCC) for Phase 1 Public Infrastructure Improvements shown in **Figure 36: Conceptual Development Plan | Option 1** is listed in **Figure 35: EOPCC Phase 1 Infrastructure Improvements | Option 1** below. Costs associated with extending services to Phase 1 are presented separately from preliminary costs for infrastructure improvements within the Phase 1 development area to support consideration of multiple funding sources.

The total preliminary budget for Phase 1 of Option 1 is approximately \$21 million – equating to \$169,400± per acre. This includes public infrastructure services for water, sanitary sewer, paving, and shared stormwater detention. It does not include the private development costs for individual industrial users. Extending services to Phase 1 represents a significant upfront investment but may reduce infrastructure costs in later phases.

Figure 35: EOPCC Phase 1 Onsite Infrastructure Improvements | Option 1

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
Mobilization	1	LS	\$1,100,000	\$1,100,000
Mass Grading	125	AC	\$20,000	\$2,500,000
Regional Detention Pond	1	LS	\$800,000	\$800,000
Railroad Track	3,300	LF	\$350	\$1,155,000
Project Boundary to Phase 1				
Street Paving with Curb and Gutter	14,440	SY	\$100	\$1,444,000
Water Main	5,360	LF	\$265	\$1,420,400
Sanitary Sewer Main	0	LF	\$225	\$0
Within Phase 1				
Street Paving with Curb and Gutter	33,370	SY	\$100	\$3,337,000
Water Main	10,870	LF	\$265	\$2,880,550
Sanitary Sewer Main	7,350	LF	\$225	\$1,653,750
Construction Subtotal				\$16,290,700
Contingency 30%				\$4,887,210
CONSTRUCTION TOTAL				\$21,177,910
Construction Cost per Acre				\$169,400

Note: The Engineer, using his or her professional judgment, has developed this stated Opinion of Probable Construction Cost based upon the design status identified above. Development of this Opinion has included consideration of design input level; however, the circumstances under which the work is expected to be undertaken, the cost and availability of materials, labor and services, probable bidder response and the economic conditions at the time of bid solicitation are beyond the control of the Engineer and will impact actual bid costs. Should bidding be delayed, these costs should be reviewed and, if necessary, adjusted to a more applicable Engineering News Record Construction Cost Index.



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Figure 36: Conceptual Development Plan | Option 1
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Option 2: Large Lot

Figure 38: Conceptual Development Plan | Option 2 provides the highest density of buildable square footage within the site. Core elements include:

- Subdividable lots ranging from 10 – 75 acres for small to medium industrial users.
- Multiple large building pads 540,000 to over 800,000 SF± for distribution, food processing, or fabrication uses.
- Smaller building pads, 100,000 – 250,000 SF±, providing flexibility for support services or mid-scale industrial users.
- An expanded rail yard for maximized use of rail proximity.
- Dedicated truck courts and parking areas designed for high-throughput logistics operations.

This option is optimized for high-volume freight users and tenants requiring large, consolidated footprints.

Preliminary Cost Considerations:

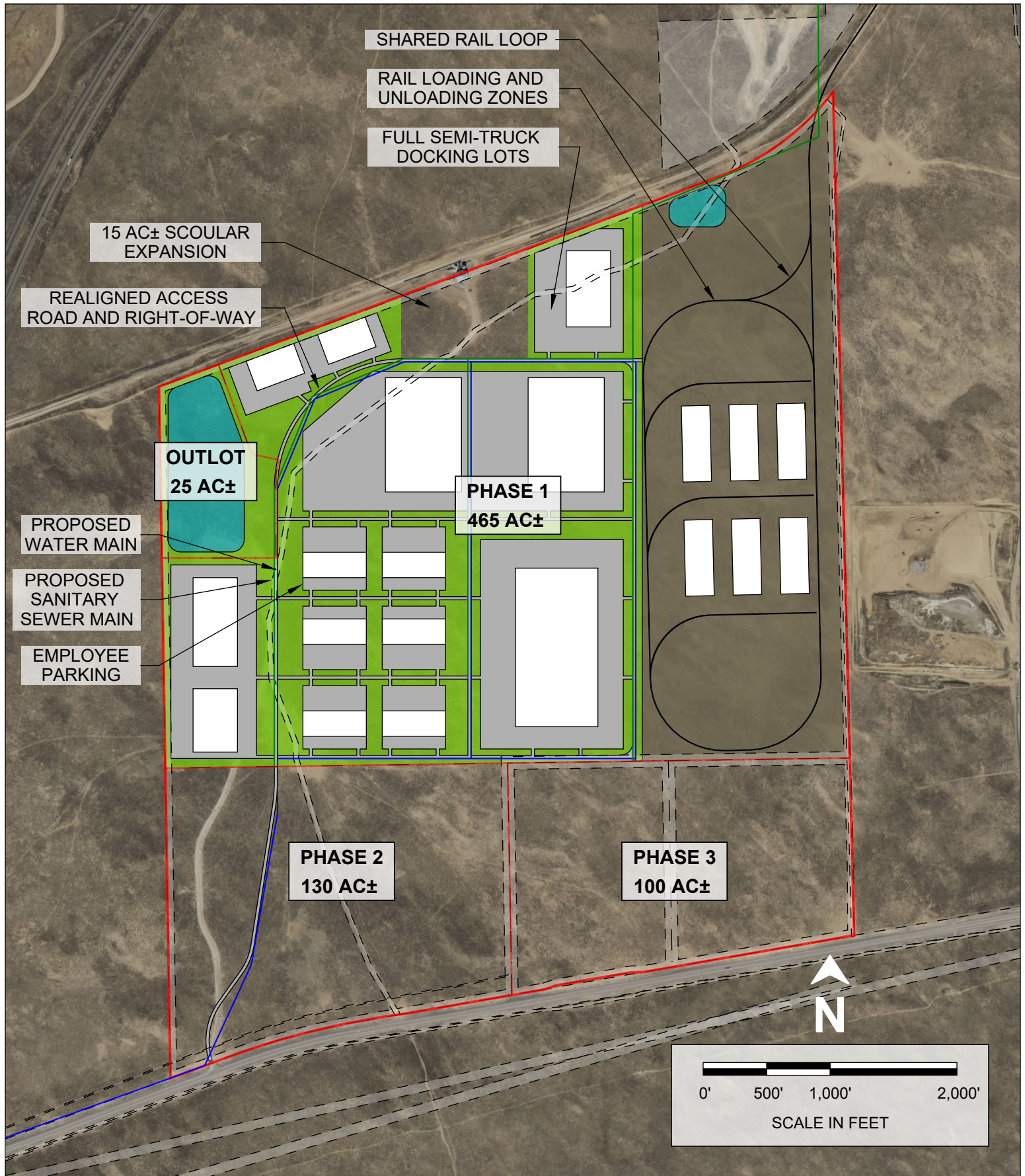
The Engineer's Opinion of Probable Construction Costs (EOPCC) for Phase 1 Public Infrastructure Improvements shown in **Figure 38: Conceptual Development Plan | Option 2** is listed in **Figure 37: EOPCC Phase 1 Onsite Infrastructure Improvements | Option 2** below. As with Option 1, preliminary costs associated with extending services to Phase 1 are presented separately from costs for infrastructure improvements within the Phase 1 development area to support consideration of multiple funding sources.

The total preliminary budget for Phase 1 of Option 2 is approximately \$37 million, but the development area is substantially larger. The preliminary development cost is relatively lower than Option 1 at \$80,400± per acre. This includes public infrastructure services for water, sanitary sewer, paving, and shared stormwater detention. It does not include the private development costs for individual industrial users. This concept presents increased flexibility for potential industrial users and economy of scale.

Figure 37: EOPCC Phase 1 Onsite Infrastructure Improvements | Option 2

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
Mobilization	1	LS	\$1,945,000	\$1,945,000
Mass Grading	465	AC	\$20,000	\$9,300,000
Shared Detention Grading	1	LS	\$800,000	\$800,000
Railroad Track	18,350	LF	\$350	\$6,422,500
Project Boundary to Phase 1				
Street Paving with Curb and Gutter	6,740	SY	\$100	\$674,000
Water Main	2,520	LF	\$265	\$667,800
Sanitary Sewer Main	0	LF	\$225	\$0
Within Phase 1				
Street Paving with Curb and Gutter	53,900	SY	\$100	\$5,390,000
Water Main	1,460	LF	\$265	\$386,900
Sanitary Sewer Main	14,060	LF	\$225	\$3,163,500
Construction Subtotal				\$28,749,700
Contingency 30%				\$8,624,910
CONSTRUCTION TOTAL				\$37,374,610
Construction Cost per Acre				\$80,400

Note: The Engineer, using his or her professional judgment, has developed this stated Opinion of Probable Construction Cost based upon the design status identified above. Development of this Opinion has included consideration of design input level; however, the circumstances under which the work is expected to be undertaken, the cost and availability of materials, labor and services, probable bidder response and the economic conditions at the time of bid solicitation are beyond the control of the Engineer and will impact actual bid costs. Should bidding be delayed, these



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Figure 38: Conceptual Development Plan | Option 2
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Option 3: Mixed Industry

Option 3 presents a smaller scale development than Option 2 while maintaining flexibility for mixed industry. **Figure 39: EOPCC Phase 1 Onsite Infrastructure Improvements | Option 3** capitalizes on the adjacent vehicular network of highways and interstates for large truck traffic. Key elements of this conceptual layout include:

- Subdividable lots ranging from 3 – 20 acres for smaller industrial users.
- Building pads ranging from 50,000 to 250,000 SF±, including one test fit using a potential industrial user with interest in developing in this industrial park.
- Flexibility for a future rail yard or large industrial user once infrastructure is extended through Phase 1.

Option 3 best provides a diverse tenant mix while maintaining long-term adaptability.

Preliminary Cost Considerations:

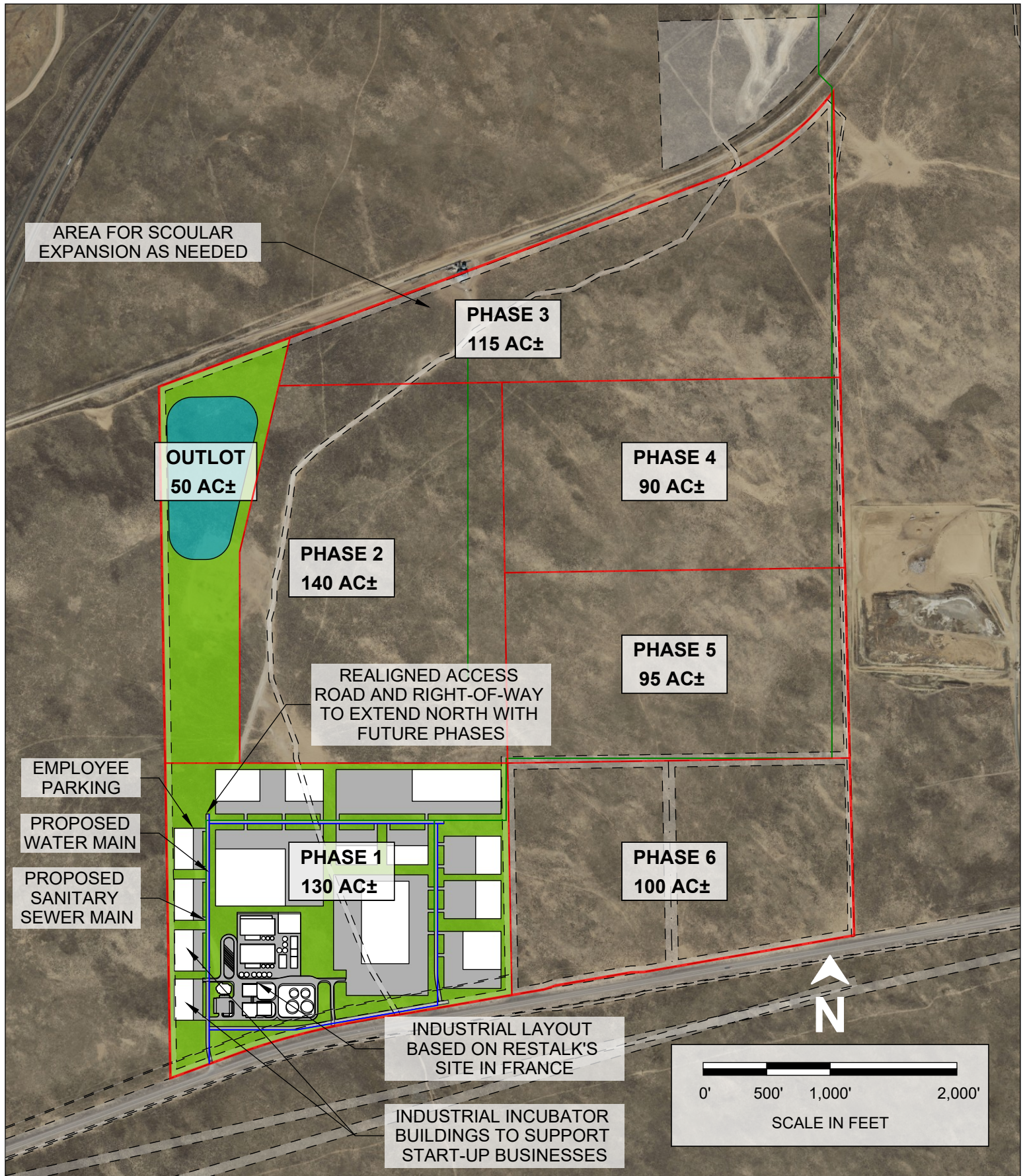
The Engineer's Opinion of Probable Construction Costs (EOPCC) for Phase 1 Public Infrastructure Improvements shown in **Figure 40: Conceptual Development Plan | Option 3** is listed in **Figure 39: EOPCC Phase 1 Onsite Infrastructure Improvements | Option 3** below. Preliminary costs associated with extending services to Phase 1 are presented separately from costs for infrastructure improvements within the Phase 1 development area to support consideration of multiple funding sources.

The total preliminary budget for Phase 1 of Option 3 is approximately \$14 million, presenting a lower initial price tag than the previous concepts. The lower cost is associated with proximity to existing infrastructure and a smaller footprint for Phase 1. The preliminary development cost is \$109,000± per acre. This includes public infrastructure services for water, sanitary sewer, paving, and shared stormwater detention. It does not include private development costs for individual industrial users. Option 3 provides direct highway access and delays development of the rail spur to increase flexibility for future users.

Figure 39: EOPCC Phase 1 Onsite Infrastructure Improvements | Option 3

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
Mobilization	1	LS	\$735,000	\$735,000
Mass Grading	130	AC	\$20,000	\$2,600,000
Shared Detention Grading	1	LS	\$800,000	\$800,000
Project Boundary to Phase 1				
Street Paving with Curb and Gutter	0	SY	\$100	\$0
Water Main	0	LF	\$265	\$0
Sanitary Sewer Main	7,860	LF	\$225	\$1,768,500
Within Phase 1				
Street Paving with Curb and Gutter	19,730	SY	\$100	\$1,973,000
Water Main	7,160	LF	\$265	\$1,897,400
Sanitary Sewer Main	5,010	LF	\$225	\$1,127,250
Construction Subtotal				\$10,901,150
Contingency 30%				\$3,270,345
CONSTRUCTION TOTAL				\$14,171,495
Construction Cost per Acre				\$109,000

Note: The Engineer, using his or her professional judgment, has developed this stated Opinion of Probable Construction Cost based upon the design status identified above. Development of this Opinion has included consideration of design input level; however, the circumstances under which the work is expected to be undertaken, the cost and availability of materials, labor and services, probable bidder response and the economic conditions at the time of bid solicitation are beyond the control of the Engineer and will impact actual bid costs. Should bidding be delayed, these costs should be reviewed and, if necessary, adjusted to a more applicable Engineering News Record Construction Cost Index.



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Figure 40: Conceptual Development Plan | Option 3
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Conceptual Master Plan

The Conceptual Master Plan synthesizes strong components of each conceptual development option into a preferred development framework. This framework establishes a scalable internal roadway network, rational parcel boundaries, and utility corridors capable of supporting full buildout of the Industrial Park.

Roadway and Access Framework

A primary access corridor extends from US-6 into the park, forming the vehicular circulation framework. Secondary industrial roads provide direct access to individual parcels and future phases. Road alignments are arranged to minimize grading and maximize the usability of large parcels for industrial footprints.

Rail Infrastructure

A shared rail spur can accommodate multiple tenants and reduce individual development costs. Rail service areas are expandable based on demand, with designated zones for loading, unloading, and railcar storage.

Parcel Configuration

Parcels are sized to meet industrial market expectations ranging from 10 – 25 acres for smaller industrial users to sites exceeding 100 acres in later phases if needed for an anchor industrial user. Parcel layouts are designed to be flexible, allowing adjustments as anchor tenants or funding sources evolve.

Utility Master Plan

Key utilities including water, wastewater, electricity, and telecommunications should be extended in parallel with main roadway improvements. A looped network strategy enhances reliability and supports future industrial expansion. Regional detention in the northwest corner of the site manages stormwater needs while providing increased flexibility throughout the development.

Phasing

The phasing strategy organizes the Industrial Park into manageable increments aligned with market readiness, funding availability, and infrastructure expansion. Each phase is intended to stand alone while enabling efficient progression to the next.

- **Phase 1: Initial Activation (135 ac±)**
 - Construct primary access road and initial utility extensions.
 - Install shared stormwater detention.
 - Target small- to mid-scale manufacturers, logistics firms, and early industrial users.
- **Phase 2: Network Expansion (110 ac±)**
 - Extend internal roadways and broaden utility service areas.
 - Prepare sites for 50,000 – 150,000 SF industrial buildings.
 - Expand stormwater infrastructure as needed to serve additional parcels.
 - Optional: Develop shortened shared rail spur to attract early tenants.
- **Phase 3: Rail Buildout (170 ac±)**
 - Enhance rail infrastructure capacity, including additional spurs or sidings.
- **Phase 4: Industrial Scaling (160 ac±)**
 - Deliver larger parcels suitable for major manufacturers and advanced industry.
 - Complete supporting infrastructure for high-demand users.
 - Finalize looped utility networks and complete the internal roadway system.
- **Phases 5: Full Buildout (100 ac±)**
 - Finalize development along highway with looped utility networks and a complete internal roadway system.



LOGAN COUNTY INDUSTRIAL PARK

Figure 41: Conceptual Master Plan
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Figure 42: EOPCC Phase 1 Infrastructure Improvements | Conceptual Master Plan

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
Mobilization	1	LS	\$2,665,000	\$2,665,000
Mass Grading	620	AC	\$20,000	\$12,400,000
Regional Detention Pond	1	LS	\$800,000	\$800,000
Railroad Track	18,350	LF	\$350	\$6,422,500
Street Paving with Curb and Gutter	69,940	SY	\$100	\$6,994,000
Water Main	20,570	LF	\$265	\$5,451,050
Sanitary Sewer Main	20,990	LF	\$225	\$4,722,750
Construction Subtotal				\$39,455,300
Contingency 30%				\$11,836,590
CONSTRUCTION TOTAL				\$51,291,890
Construction Cost per Acre				\$82,700

Note: The Engineer, using his or her professional judgment, has developed this stated Opinion of Probable Construction Cost based upon the design status identified above. Development of this Opinion has included consideration of design input level; however, the circumstances under which the work is expected to be undertaken, the cost and availability of materials, labor and services, probable bidder response and the economic conditions at the time of bid solicitation are beyond the control of the Engineer and will impact actual bid costs. Should bidding be delayed, these costs should be reviewed and, if necessary, adjusted to a more applicable Engineering News Record Construction Cost Index.

Project Schedule

The proposed project schedule for Logan County Industrial Park utilizes EDA grant timeline resources and industry standards for construction schedules of industrial development. This schedule can be adjusted to fit specific needs of the developer or potential industrial users:

Planning and Grant Application

(3 – 6 months)

- CEDS Alignment
- Environmental Review
- Application Submission

Conceptual Site Design

(6 – 9 months)

- Preliminary Engineering Report
- Conceptual Layouts
- Cost Estimates
- Preapplication Meeting with the County

OVERALL DURATION OF PHASE 1
3–7 YEARS FROM GRANT AWARD TO
FULL BUILDOUT, DEPENDING ON
FUNDING CYCLES, ENVIRONMENTAL
APPROVALS, AND MARKET DEMAND

CRITICAL PATH ACTIVITIES
ENVIRONMENTAL CLEARANCES,
PROCUREMENT COMPLIANCE, AND
INFRASTRUCTURE SEQUENCING ARE
MAJOR TIMELINE DRIVERS

EDA REQUIREMENTS
REGULAR REPORTING, ADHERENCE
TO FEDERAL PROCUREMENT
STANDARDS, AND GPRA METRICS
THROUGHOUT THE PROJECT
LIFECYCLE.

EDA Construction Grant Process

- **Notice of Award (90 days – 6 months)**
- **Obligations (6 – 12 months):** Contracts, special conditions, applicant/developer training, release of funds
- **Kickoff Meeting:** Applicant and EDA Engineer/Construction Manager
- **Compliance and Reporting:** Quarterly progress reports, financial reporting, and GPRA performance metrics
- **Procurement and Contracting:** 2 CFR 200 procurement standards
- **Construction Phases:** Bid opening, A/E contracts, and site certifications
- **Post-Approval Monitoring:** Reports every 3rd year after award ends for performance metrics
- **Engineering Site Design (6 – 12 months):** Phase 1 infrastructure and public services
- **Construction (2 – 5 years):** Phase 1
- **Site Activation (6 – 12 months):** Access roads, initial utilities, and small lots
- **Network Expansion (12 – 18 months):** Broaden utilities, prepare mid-size parcels
- **Industrial Scaling (18 – 24 months):** Large parcels and advanced infrastructure
- **Full Buildout (+12 – 24 months):** Mega-parcels and complete utility loops

Property Acquisition

Acquisition Options

Long-Term Ground Lease

The SLB typically leases property rather than selling it to preserve long-term trust revenue.

Fee-Simple Purchase

SLB evaluates land value based on intended project investments and improvements. This requires justification that a sale provides long-term revenue and community benefits equal or superior to a leasing agreement.

Key Considerations

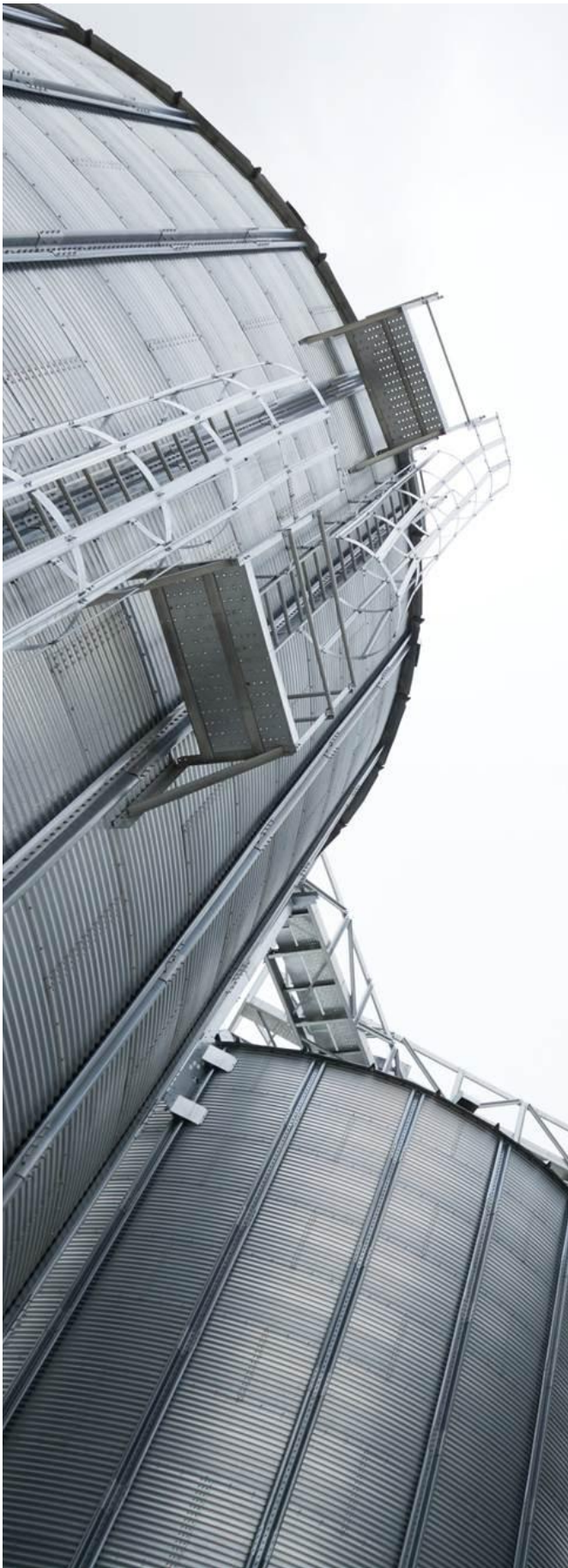
The following items must be thoroughly documented to assess all implications of property acquisition:

- Existing agricultural leases and utility easements
- Complete title search and encumbrance report
- Long-term revenue generation
- Community benefits of acquisition options

The development magnitude of the proposed industrial park makes this project a good candidate for Fee-Simple Purchase consideration. The transition from agricultural land to an Industrial Park will increase the assets on the land and the property's value. This increase in value is projected to increase long-term revenue at the site while increasing possibilities for economic development and population growth in the surrounding community.

Steps for Control

- Initial Engagement with SLB Disposition Manager
- Present the project concept, intended investment, and development timeline.
- SLB aims to understand the site's maximum opportunities and value.
- Identify and Document Existing Leases and Encumbrances
- Agricultural leases, utility easements include oil, natural gas, water, sewer, power, and other potential restrictions.
- Conduct title search and encumbrance report.
- Complete Due Diligence Materials
- PER, environmental desktop review, preliminary site concepts, infrastructure analyses.
- PER is used by SLB to evaluate revenue potential and determine lease/sale structure.
- Prepare Valuation and Justification Package
- Include project investment estimates, phasing, and long-term economic benefits.
- Required for lease terms and essential if pursuing fee-simple acquisition.
- Negotiate Terms with SLB
- Lease duration, performance requirements, investment commitments, and coordination with existing leaseholders.
- Address encumbrance treatment, utility coordination, and development phasing.
- SLB Internal Review and Approval
- Compliance with statutory requirements, appraisal review, and board-level decision-making.
- Potential need for competitive disposition if required by statute.



INCENTIVES

Public Support

Logan County and the City of Sterling have demonstrated strong, consistent public support for the development of the Logan County Industrial Park. The region's leaders and key decision-makers recognize the project as a critical opportunity to strengthen long-term economic resilience through economic diversification and new industry attraction. Local officials, economic development organizations, and community partners have aligned around a shared vision emphasizing the following key goals:

JOB CREATION

INDUSTRIAL GROWTH

INFRASTRUCTURE UPDATE

Logan County's proactive actions ranging from property readiness to collaboration with the State Land Board and local municipalities illustrates a unified commitment to advancing the park as the area's premier industrial development.

Beyond government partners, the project benefits from an engaged regional network of public and private organizations including the Logan County Economic Development Corporation (LCEDC), rail and utility providers, educational institutions, and workforce development supporters. These organizations collectively enhance industrial development by offering incentives, training resources, and infrastructure coordination. Together, these partnerships position the Logan County Industrial Park as a competitive, supported location for industrial investment.



Federal Incentives

Better Utilizing Investments to Leverage Development (BUILD)

Provider: U.S. Department of Transportation

Value: minimum \$1M request for rural capital projects, no minimum for planning projects. In rural areas 80-100% federal share. Maximum award \$25M.

Use: Freight rail transportation projects, intermodal freight mobility, and other transportation projects with emphasis on safety and economic opportunity.

Eligibility: States, local governments, public agencies or special purpose districts with transportation functions, tribes, transit agencies.

EDA Public Works Construction Grant

Provider: U.S. Economic Development Administration (EDA)

Value: Varies; typically covers 50 – 80% of eligible construction costs.

Use: Construction of public infrastructure necessary to support job creation and industrial development, including water, sewer, roadway, site development, and building construction.

Eligibility: Local governments, counties, districts, and nonprofits. Must meet economic distress criteria and align with regional CEDS.

EDA Public Works Grants

Provider: U.S. Economic Development Administration (EDA), PWEAA Program

Value: \$600,000 – \$3 million typical award range; 50 – 80% federal share.

Use: Industrial park infrastructure, water/sewer extensions, fiber, roadway access, and site preparation. Acquisition and development of land and improvements, design and engineering, and other related activities.

Eligibility: Local governments, counties, and nonprofits (project must align with regional Comprehensive Economic Development Strategy - CEDS)

New Markets Tax Credit (NMTTC)

Provider: U.S. Department of the Treasury / CDFI Fund

Value: 39% federal tax credit over seven years

Eligibility: Logan County contains eligible census tracts. NMTTC offers below market financing, long amortization terms, and flexible capital for projects in low-income areas.

State Incentives

Advanced Industries Incentives

Provider: Colorado Office of Economic Development and International Trade (OEDIT)

Value:

- Grants up to \$250,000
- Export grants up to \$15,000
- 25 – 35% investment tax credits for eligible industries
- Higher rate for Logan County as a rural county

Colorado Opportunity Zone (OZ) Program

Provider: Colorado OEDIT / U.S. Treasury

Value: Capital gains deferral + up to 15% basis increase + 100% gain exclusion after 10 years

Use: Qualify for Rural Jump-Start Program which provides up to 8 years of tax relief, including income tax waiver and sales/use tax exemptions

Eligibility: Logan County contains three designated OZ tracts with industrial and rail served sites

Colorado Workforce Development (WIOA and Apprenticeships)

Provider: Colorado Department of Labor and Employment (CDLE)

Value: Funding for on-the-job training, apprenticeships, classroom training, and supportive services.

Process: Employers coordinate through the local Workforce Center.

Enterprise Zone (EZ) and Enhanced Rural EZ Credits

Provider: Colorado OEDIT

Value: Investment tax credits, job training credits, R&D credits; enhanced rural benefits apply in Logan County.

Local Incentives

LCEDC Local Incentive Support

Provider: Logan County Economic Development Corporation (LCEDC)

Value: Customized incentive packaging, permitting assistance, infrastructure coordination, and grant support.

Public-Private Partnerships

Workforce Partners

Northeast Colorado Workforce Centers: Job placement and training alignment

Apprenticeship Colorado: Employer aligned apprenticeship development

Colorado Department of Labor and Employment Programs: Apprenticeships, WIOA grants, and trade adjustment assistance.

Industry and Private Training Partners

Northeastern Junior College (Sterling): Graduates over five hundred students annually and offers custom training for industrial employers.

Logan County Economic Development Corporation: facilitates multi-employer workforce training consortia for specialized industrial skill needs.

Local and Regional Banks: Provide partnership on matched loans

Utility Providers, Rail Operators, and Engineering Firms: Support infrastructure and site readiness plans.

PROGRAM	PROVIDER	VALUE	NOTES
BUILD Grant	USDOT	\$1-\$25M	Intermodal freight facility transportation infrastructure
EDA Public Works Grant	EDA	\$600k – \$3M typical awards	
New Markets Tax Credit (NMTC)	(50 – 80% share)	Infrastructure: water, sewer, fiber, roadways, site prep	
Advanced Industries Incentives	U.S. Treasury		
Colorado Opportunity Zone Program	CDFI Fund	39% federal tax credit over 7 years	Logan County includes eligible census tracts
Colorado Workforce Development (WIOA and Apprenticeships)	Colorado OEDIT	Grants up to \$250k; export grants up to \$15k; 25 – 35% tax credits	Rural/EZ counties receive enhanced benefits
Enterprise Zone (EZ) and Enhanced Rural EZ Credits	U.S. Treasury		
Rural Jump-Start Program	OEDIT	Capital gains deferral + 15% basis increase + full exclusion after 10 years	Logan County contains 3 OZ tracts
LCEDC Local Incentive Support	CDLE	Funding for OJT, apprenticeships, classroom training	Coordinated via Workforce Centers
LCEDC Revolving Loan Fund	OEDIT	Investment, jobs, training, R&D credits	Logan County qualifies for enhanced rural benefits
Apprenticeship Colorado	OEDIT	Up to 8 years tax waivers + incentives	Available in qualifying OZ tracts
Northeast Colorado Workforce Centers	LCEDC	Customized incentive packaging, permitting and grant assistance	Supports businesses with site development
Community Colleges and Technical Schools	LCEDC	Loans up to \$150k or 75% of project cost (cap \$250k)	Requires 20% equity match
OZ Investors and CDEs	Colorado Office of the Future of Workforce	Supports creation of employer aligned apprenticeship pathways	Available to industrial employers
Local and Regional Banks	Regional Workforce Network	Talent sourcing, screenings, training assistance	Supports employer hiring and onboarding
Program	Regional Education Partners	Customized technical and industrial training	Can partner directly with employers

APPENDIX A: ENVIRONMENTAL DESKTOP REVIEW

ENVIRONMENTAL DESKTOP REVIEW

LOGAN COUNTY PER INDUSTRIAL PARK & INNOVATION WAREHOUSE

PREPARED FOR:
Logan County Economic Development Corp
Sterling, Logan County, Colorado

October 28, 2025



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Appendix B USFWS IPaC

Appendix C CNHP CODEX

1. INTRODUCTION

This report documents the findings of an Environmental Desktop review for the Logan County PER Industrial Park and Innovation Warehouse (Project). The Project is located east of Sterling between U.S. Highway 6 (US-6) and Interstate 76 (I-76) in Logan County, Colorado (Appendix A, Figure 1 and Figure 2). The project area consists of an undeveloped grassland. Logan County Economic Development Corp contracted Olsson, Inc. (Olsson) to identify any potential environmental concerns within the proposed Project study area (Study Area). This report provides a description of the Study Area, methods used, investigation results, and a discussion of the results.

The Study Area consists of approximately 765 acres located in Sections 24 and 25, Township 8 North, Range 52 West in the Sterling North, Colorado, Quadrangle. The geometric center of the Study Area is located at latitude 40.638794 degrees and longitude -103.134985 degrees.

2. DESKTOP REVIEW

Olsson reviewed publicly available information to identify areas with the potential to support wetlands, streams, and other aquatic resources within the Study Area. Data sources reviewed included aerial photography (ESRI 2025; Google Earth 2025), U.S. Geological Survey (USGS) topographic maps (USGS 2014), USGS National Hydrography Dataset (NHD) database (USGS 2024), U.S. Fish and Wildlife Service National Wetlands Inventory (NWI) database (USFWS 2025), Logan County Soil Survey data via the Soil Survey Geographic (SSURGO) database (SSURGO 2025), and U.S. Department of Agriculture (USDA) National Agricultural Imagery Program (NAIP) aerials.

Olsson also reviewed publicly and non-disclosure agreement data for protected species and habitats that may be present in the Study Area. Data sources include USFWS Information for Planning and Consultation (IPaC; USFWS 2025), Colorado Natural Heritage Program's Conservation Data Explorer (CODEX; CNHP 2025), Colorado Parks and Wildlife (CPW) High Priority Habitat (HPH; CPW 2025) data, and CPW's non-disclosure agreement raptor nest data (CPW 2024).

Data from these resources are shown in Appendix A, Figure 1 through Figure 3. The desktop review is meant to identify sensitive environmental areas where avoidance or timing restrictions may apply.

2.1 USGS Topographic Maps

The Location Map (Appendix A, Figure 1) indicates the relief consists of rolling hills with elevations ranging from 4,080 feet above mean sea level in the southeast corner of the Study Area to 3,980

feet above mean sea level in the northwest corner of the Study Area. The USGS topographic layer does not depict any wetlands or other water features within the Study Area.

2.2 Aerial Imagery Review

The Site Map (Appendix A, Figure 2) shows the Study Area as a large grassland likely used as pastureland for livestock. An access road intersects the Study Area on the western half with several areas of disturbance noticed in multiple years of aerial imagery. The first disturbed area (Disturbed Area 1; Figure 2) is located on the east side of the access road in the northwest portion of the Study Area. This area is first observed in the 2019 Google Earth imagery and appears to be associated with clearing for development or a staging area. Two areas of livestock disturbance are present in the Study Area. The first (Disturbed Area 2; Figure 2) is located just southwest of the previously discussed disturbance area in the northwest portion of the Study Area. Livestock trails are visible extending in all directions from this location and may be a place where livestock wallow. The second area (Disturbed Area 3; Figure 2) of livestock disturbance is located to the east of the access road in the western portion of the Study Area. This area is associated with a watering tank and likely a ground water well.

2.3 NHD and NWI Databases

On the Natural Resources Map (Appendix A, Figure 3), the NHD and NWI do not depict any wetlands or streams within the Study Area with the nearest waterbody being the South Platte River approximately 0.5-mile northwest of the Study Area.

2.4 SSURGO Database

The Natural Resources Map (Appendix A, Figure 3) identified the following two SSURGO soil map units within the Study Area:

- 114 – Valent sand, hilly; zero percent hydric
- 115 – Valent loamy sand, 3 to 9 percent slopes; zero percent hydric

The hydric percentage indicates what percentage of the soil map unit meets the criteria for hydric soils, which may indicate wetland conditions. None of the soil map units within the Study Area are likely to support wetland conditions.

2.5 FEMA Floodplain

The Federal Emergency Management Agency (FEMA) 100-year floodplain data does not depict any 100-year floodplains within the Study Area with the nearest floodplain 0.7-mile northwest of the Study Area.

2.6 USFWS IPaC

The USFWS IPaC depicts four listed species from the Endangered Species Act (ESA) and two proposed listings with the potential to be affected by the project (Appendix B). Listed species include the following.

- Piping Plover (*Charadrius melodus*) – Threatened
- Whooping Crane (*Grus americana*) – Endangered
- Pallid Sturgeon (*Scaphirhynchus albus*) – Endangered
- Western Prairie Fringed Orchid (*Platanthera praeclara*) – Threatened

Piping plover, whooping crane, and pallid sturgeon are listed as having the potential to be affected by depletions to the Platte River in Nebraska. If any development is water dependent with the potential to create depletions in the Platte River, coordination with the USFWS and South Platte Water Related Activities Program would be needed to determine if any impacts to protected species would occur.

Suitable habitat for the western prairie fringed orchid consists of mesic prairies, wet meadows, and transition areas between wetlands and shortgrass prairie. While the Study Area does consist of a large grassland, there does not appear to be enough hydrology to support this species.

Two species with proposed listings are also depicted as having the potential to be impacted by the project. The monarch butterfly (*Danaus plexippus*) is shown as proposed threatened and Suckley's cuckoo bumble bee (*Bombus suckleyi*) is shown as proposed endangered. These are pollinator species and may have suitable habitat within the Study Area. Although potential habitat is possibly present within the Study Area, these species do not have any formal protections at the time this report was written.

Finally, there are no federally designated critical habitats within the Study Area.

2.7 CODEX

The CODEX includes a minimum 1-mile buffer which was used for this report (Appendix C). The CODEX tool allows users to identify potential protected species on both the state and federal level. For the purposes of this report the USFWS IPaC covers information on federally listed species, and the CODEX was used for state listed species. The following three species are listed as threatened or endangered according to Colorado's *Nongame, Endangered, or Threatened Wildlife and Rare Plant Conservation Act*.

- Brassey Minnow (*Hybognathus hankinsoni*) – State Threatened
- Suckermouth minnow (*Phenacobius mirabilis*) – State Endangered
- Burrowing owl (*Athene cunicularia*) – State Threatened

The brassey minnow and suckermouth minnow are associated with the South Platte River and its tributaries, none of which occur within the Study Area. The project would not directly impact these species.

Burrowing owls nest in unoccupied animal burrows between March 1 and October 31. Common burrows in which burrowing owls are found include black-tailed prairie dog (*Cynomys ludovicianus*) colonies. While an aerial review is limited in its accuracy, no large colonies were observed during the aerial review. Additionally, burrows of other animals may not be visible but may still be present in the Study Area.

2.8 CPW HPH Layers

High Priority Habitat layers were developed by CPW as recommendations for timing restrictions due to the value these areas provide to wildlife at various times of the year. The project is not located within any CPW HPH Layers.

2.9 CPW NDA Raptor Nest Data

Based on CPW's Non-Disclosure Agreement Raptor Nest Data, there are no documented raptor nests within Study Area with the nearest active nest being over a mile away from the Study Area.

3. DISCUSSION

The Study Area likely provides habitat for grassland species but is relatively void of sensitive environmental resources such as wetlands, streams, and protected species and habitats.

Disturbed Areas 2 and Disturbed Area 3 show some indications of hydrology but do not indicate hydrophytic vegetation and the soils are non-hydric meaning they are unlikely to support wetland characteristics. In the case that these areas were determined to be wetlands, they would likely be determined to be non-federally jurisdictional based on the definition of waters of the U.S. in the Clean Water Act. For the state of Colorado Dredge and Fill bill (House Bill 24-1379), these area would be considered isolated as they are more than 1,000 feet from the nearest 100-year floodplain. The project would need to comply with the bill, but no notification or verification would be required.

Animal burrows may be present within the Study Area. If so, CPW recommends burrowing owl surveys to determine if the owls are present within the Study Area. The CPW protocol for burrowing owl surveys includes three separate surveys approximately one week apart with the last survey occurring within 7 days of the start of construction or grading.

Overall, there are no environmental red flags for the Study Area, and it appears to be a suitable location for development with respect to the environmental resources discussed in this report.

4. LIMITATIONS

This report has been prepared for the use of Logan County Economic Development Corp. It is intended for specific application to the proposed project and has been produced in accordance with generally accepted practices. If any changes occur within the Study Area, or regarding previously outlined methodologies or regulations, the information in this report cannot be considered valid unless it has been further reviewed and verified by Olsson.

7. LITERATURE CITED

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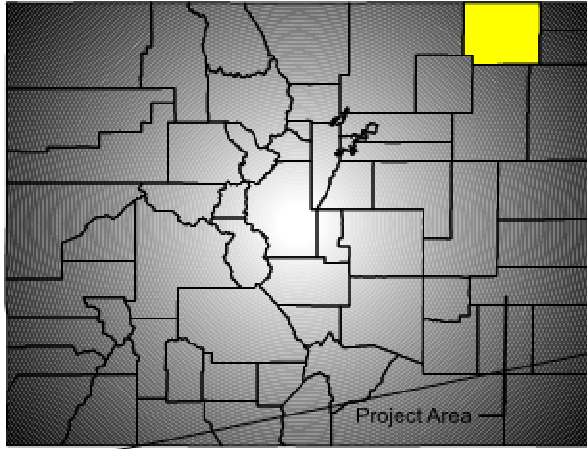
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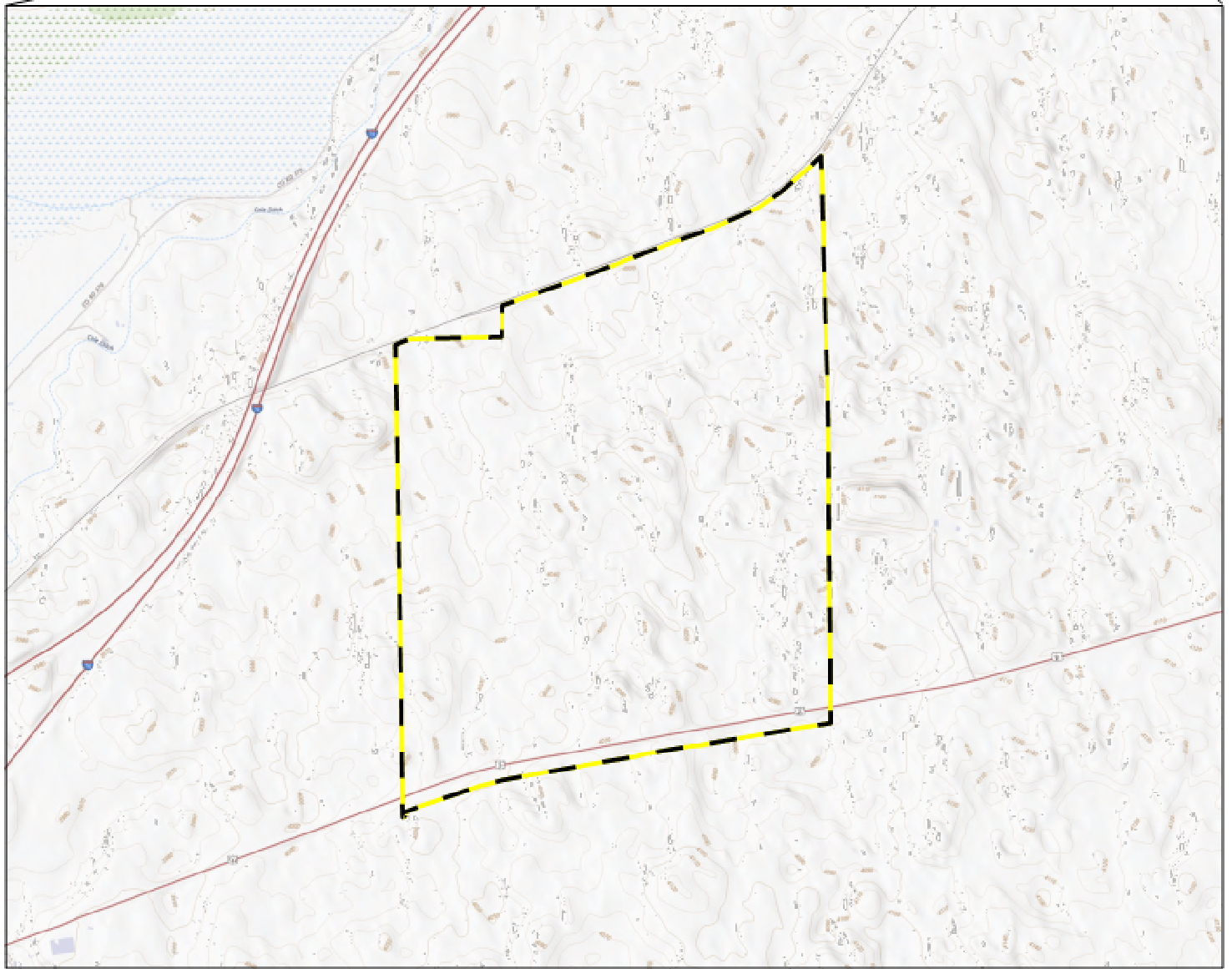
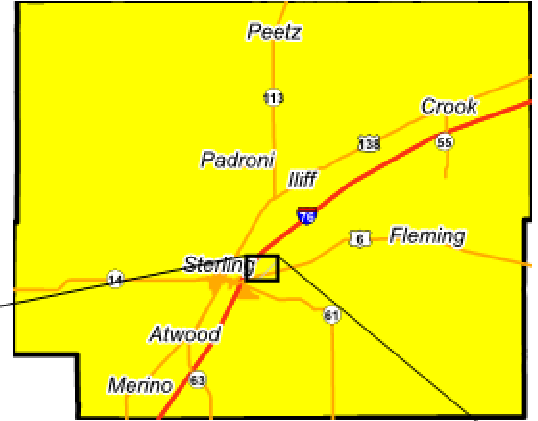
APPENDIX A

Figures

COLORADO

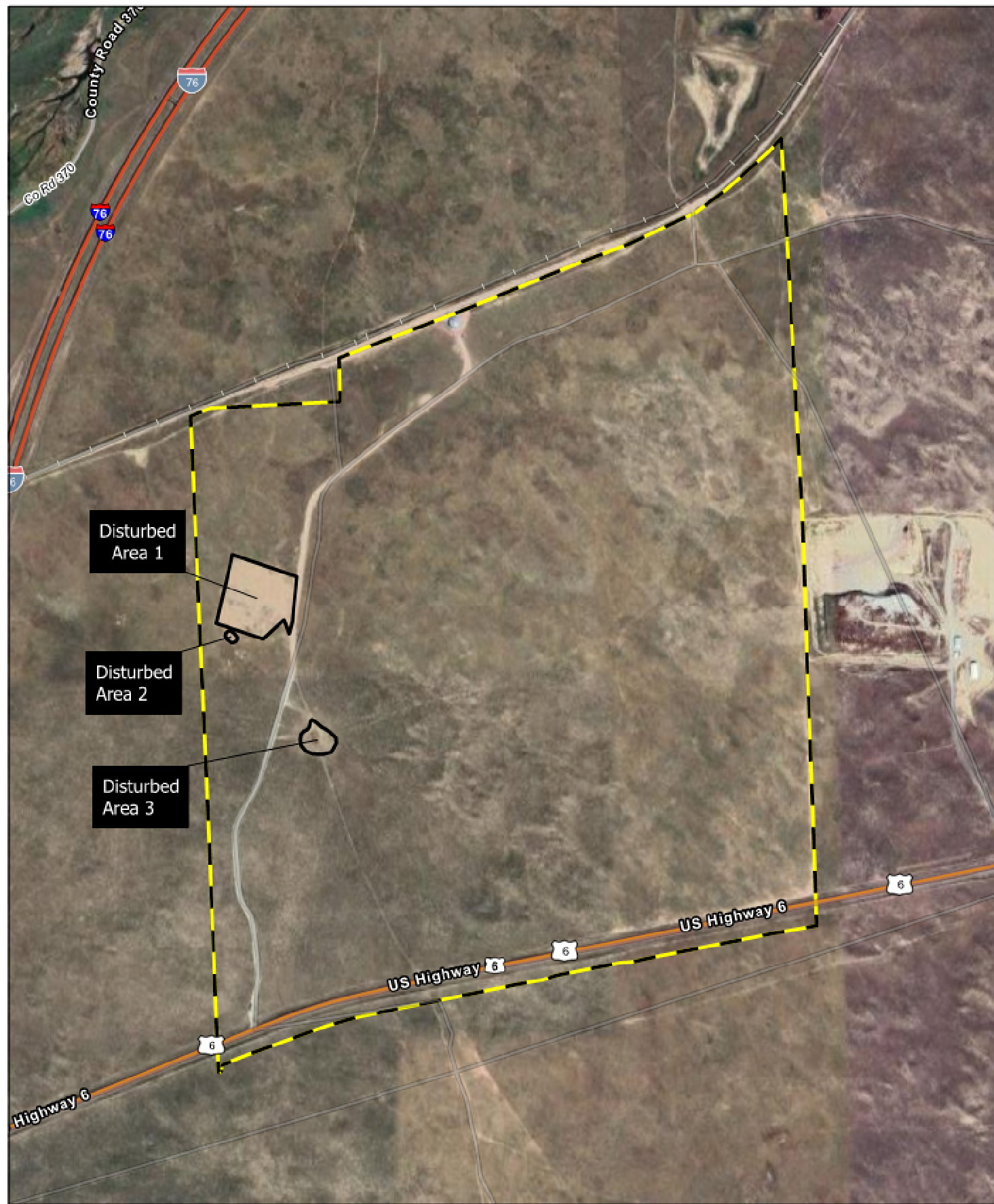


LOGAN COUNTY



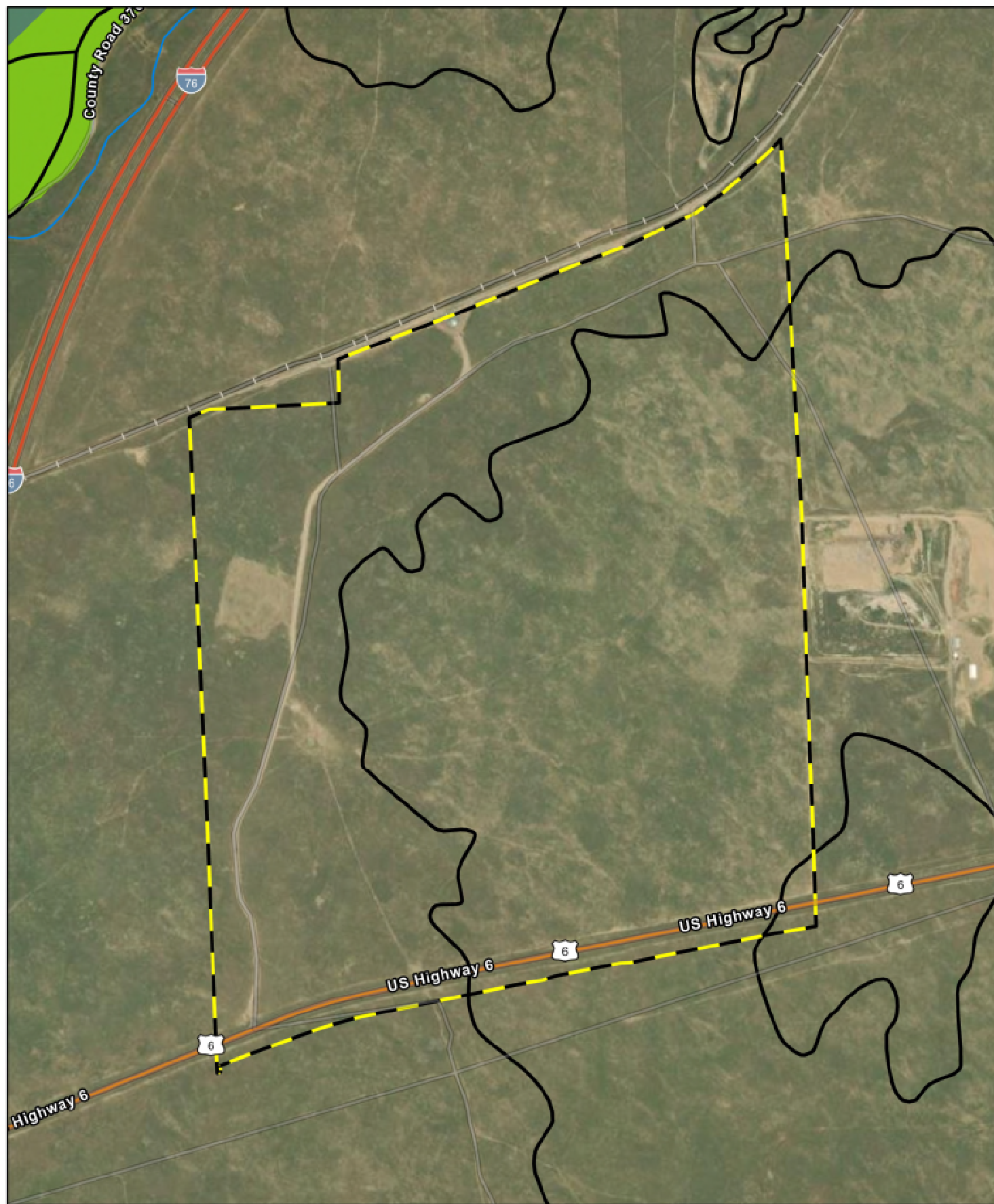
 Study Area

**Logan CO PER Industrial Park
and Innovation Warehouse**
Environmental Desktop Review
024-07305
Logan County, Colorado
Location Map
Figure 1



- Study Area
- Interstate
- Highway
- Local Road
- Disturbed Area

**Logan CO PER Industrial Park
and Innovation Warehouse**
Environmental Review
024-07305
Logan County, Colorado
Site Map
Figure 2



olsson

- Study Area
- Other Flowlines
- Interstate
- Highway
- Local Road

- Freshwater Emergent Wetland
- Riverine Habitat
- SSURGO Soils
- 100 Year Flood Zone

**Logan CO PER Industrial Park
and Innovation Warehouse**
Environmental Review
024-07305
Logan County, Colorado
Location Map
Figure 3

APPENDIX B

USFWS IPaC

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Logan County, Colorado



Local office

Colorado Ecological Services Field Office

☎ (303) 236-4773

📠 (303) 236-4005

MAILING ADDRESS

Denver Federal Center

P.O. Box 25486

Denver, CO 80225-0486

PHYSICAL ADDRESS

1 Denver Federal Center

Bldg 53 Room Fw100}

Denver, CO 80225-0001

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration, NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are not shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
Western Pond Turtle <i>Charadrius melodus</i> This species only needs to be considered if the following condition applies: • Project includes water-related activities and/or use in the N. Platte, S. Platte, and Laramie River Basins which may affect listed species in Nebraska. There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/6039	Threatened
Whooping Crane <i>Grus americana</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/758	Endangered

Fishes

NAME	STATUS
Pallid Sturgeon <i>Scaphirhynchus albus</i> Wherever found This species only needs to be considered if the following condition applies: • Water use or contamination may adversely affect the species. Within the Platte River basin, depletions may adversely affect the species. These affects must be considered even outside occupied range. See local FWS office for more information. No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7162	Endangered

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> Wherever found There is proposed critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Suckley's Cuckoo Bumble Bee <i>Bombus suckleyi</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10885	Proposed Endangered

Flowering Plants

NAME	STATUS
Western Prairie Fringed Orchid <i>Platanthera praeclara</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1669	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans to conduct activities that may result in impacts to Bald or Golden Eagles, or their nests, should follow appropriate regulations and implement required avoidance and minimization measures, as described in the various links on this page.

The [data](#) in this location indicates that no eagles have been observed in this area. This does not mean eagles are not present in your project area, especially if the area is difficult to survey. Please review the 'Steps to Take When No Results Are Returned' section of the [Supplemental Information on Migratory Birds and Eagles document](#) to determine if your project is in a poorly surveyed area. If it is, you may need to rely on other resources to determine if eagles may be present (e.g. your local FWS field office, state surveys, your own surveys).

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

Bald and Golden Eagle information is not available at this time

Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle ([Bald and Golden Eagle Protection Act](#) requirements may apply).

Proper interpretation and use of your eagle report

On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the [RAIL Tool](#) and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:

The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in IPaC to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior [authorization](#) by the Department of Interior U.S. Fish and Wildlife Service (FWS).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

Migratory bird information is not available at this time

Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Avoidance & Minimization Measures for Birds](#) describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the [Bald and Golden Eagle Protection Act](#) and those species marked as "Vulnerable". See the FAQ "What are the levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle ([Bald and Golden Eagle Protection Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for the species are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to involve other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence page, then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (breeding, wintering, migrating, or resident), you may query your location using the [RAIL Tool](#) and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC - Range-wide" birds are [Birds of Conservation Concern \(BCC\)](#) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Bald and Golden Eagle Protection Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ "Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location?". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and

minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

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Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

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Survey Timeframe

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Facilities

National Wildlife Refuge Land

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish Hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

This location did not intersect any wetlands mapped by NWI.

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

APPENDIX C

CNHP CODEX



Project Review Report

Project Description

Environmental Review

Project Information

Report Generation Date: 10/28/2025 04:07:27 PM

Project Title: Logan CO PER Industrial Park and Innovation Warehouse

User Project Number(s):

System Generated ID: CODEX-6645

Project Type: Development/Redevelopment, Industrial

Project Size: 764.92 (acres)

Latitude/Longitude: 40.638801 / -103.134995

County(s): LOGAN

Watershed(s) HUC 8: Middle South Platte-Sterling

Township/Range and/or Section(s): 008N051W - 19 - 6P, 008N052W - 24 - 6P, 008N052W - 23 - 6P, 008N051W - 30 - 6P, 008N052W - 25 - 6P, 008N052W - 26 - 6P

Contact Information

Organization: Olsson Inc.

Contact Name: Caleb Pharris

Contact Phone: 3086273338

Contact Email: cpharris@olsson.com

Contact Address: 1880 Fall River Drive, Loveland, CO 80538

Submitted On Behalf Of: OTHER_CTY

Prepared By:

Project Report:

The information contained herein represents the results of a search of Colorado's Conservation Data Explorer (CODEX) and can be used as notice to anticipate possible impacts or identify areas of interest. This tool queries multiple conservation datasets and includes a synthesis of Colorado Natural Heritage Program (CNHP) and Colorado Parks and Wildlife (CPW) data for sensitive animal and plant species and natural communities. Care should be taken in interpreting these data.

Please note that the absence of data for a particular area, species, or habitat does not necessarily mean that these natural heritage resources do not occur on or adjacent to the project site, rather that our files do not currently contain information to document their presence. CODEX information should not replace field studies necessary for more localized planning efforts, especially if impacts to wildlife habitat are possible. Although every attempt is made to provide the most current and precise information possible, please be aware that some of our sources provide a higher level of accuracy than others, and some interpretation may be required. CODEX data is constantly updated and revised. Please contact CNHP, CPW and our partners for assistance with interpretation of this report or to obtain more information.

Disclaimer:

1. This is a preliminary environmental screening tool. It is not a substitute for the potential knowledge gained by having a biologist conduct a field survey of the project area. **This review does not constitute environmental consultation (including federal consultation under the Endangered Species Act), land use permitting, or the review of site-specific projects by CNHP and CPW and our partners.**
2. This Project Report is based on the project study area that was entered. The report must be updated if the project study area, location, or the type of project changes.
3. The Conservation Data Explorer (CODEX) data is constantly changing and being updated and is not intended to be the final word on the potential distribution of special status species. Colorado is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. CODEX data contains information about species occurrences that have actually been reported to CNHP, CPW and our partners. Not all of Colorado has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity. Such surveys may reveal previously undocumented population of species of special concern.

Location Accuracy Disclaimer:

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.

Contact for CODEX Support:

Colorado Natural Heritage Program (CNHP)

CNHP
Colorado State University
1475 Campus Delivery
Fort Collins, CO 80523-1475

Tel: (970) 491-7331

Email: CNHP_codex_support@mail.colostate.edu

CNHP Website: cnhp.colostate.edu

Colorado Parks and Wildlife

For support regarding project review of land use impacts to wildlife, please contact the regional office in which your project resides and visit <https://cpw.state.co.us/conservation/Pages/CON-Energy-Land.aspx>

CPW Website : cpw.state.co.us

Northeast Region

Denver Office

6060 Broadway
Denver, CO 80216
Tel: (303) 291-7227

Southeast Region

Colorado Springs Office

4255 Sinton Road
Colorado Springs, CO 80907
Tel: (719) 227-5200

Northwest Region

Grand Junction Office

711 Independent Avenue
Grand Junction, CO 81505
Tel: (970) 255-6100

Southwest Region

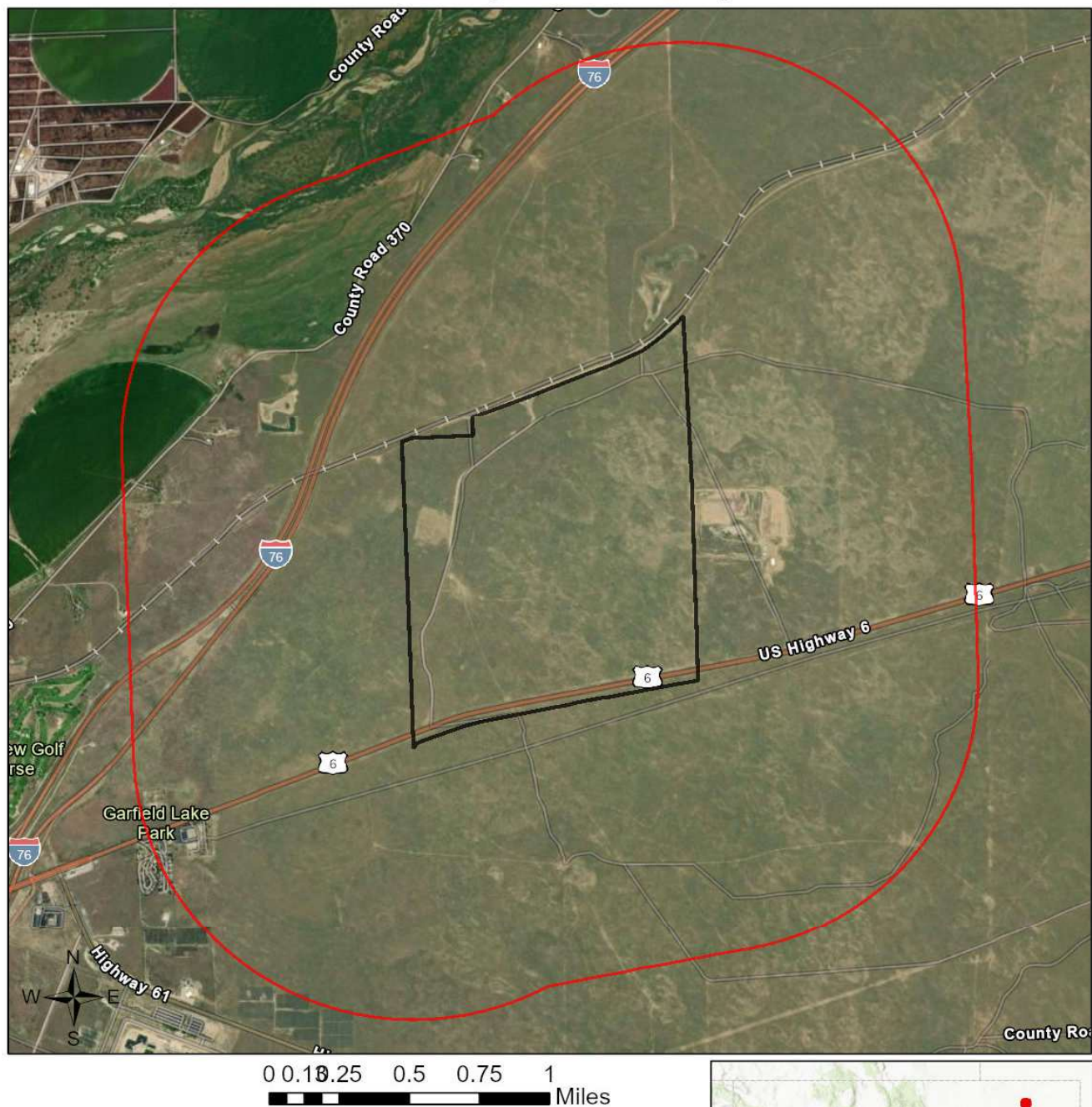
Durango Office

151 East 16th Street
Durango, CO 81301
Tel: (970) 247-0855

For questions regarding CPW data in CODEX please contact 303-291-7152 or matt.schulz@state.co.us

Logan CO PER Industrial Park and Innovation Warehouse

Aerial Image with Locator Map

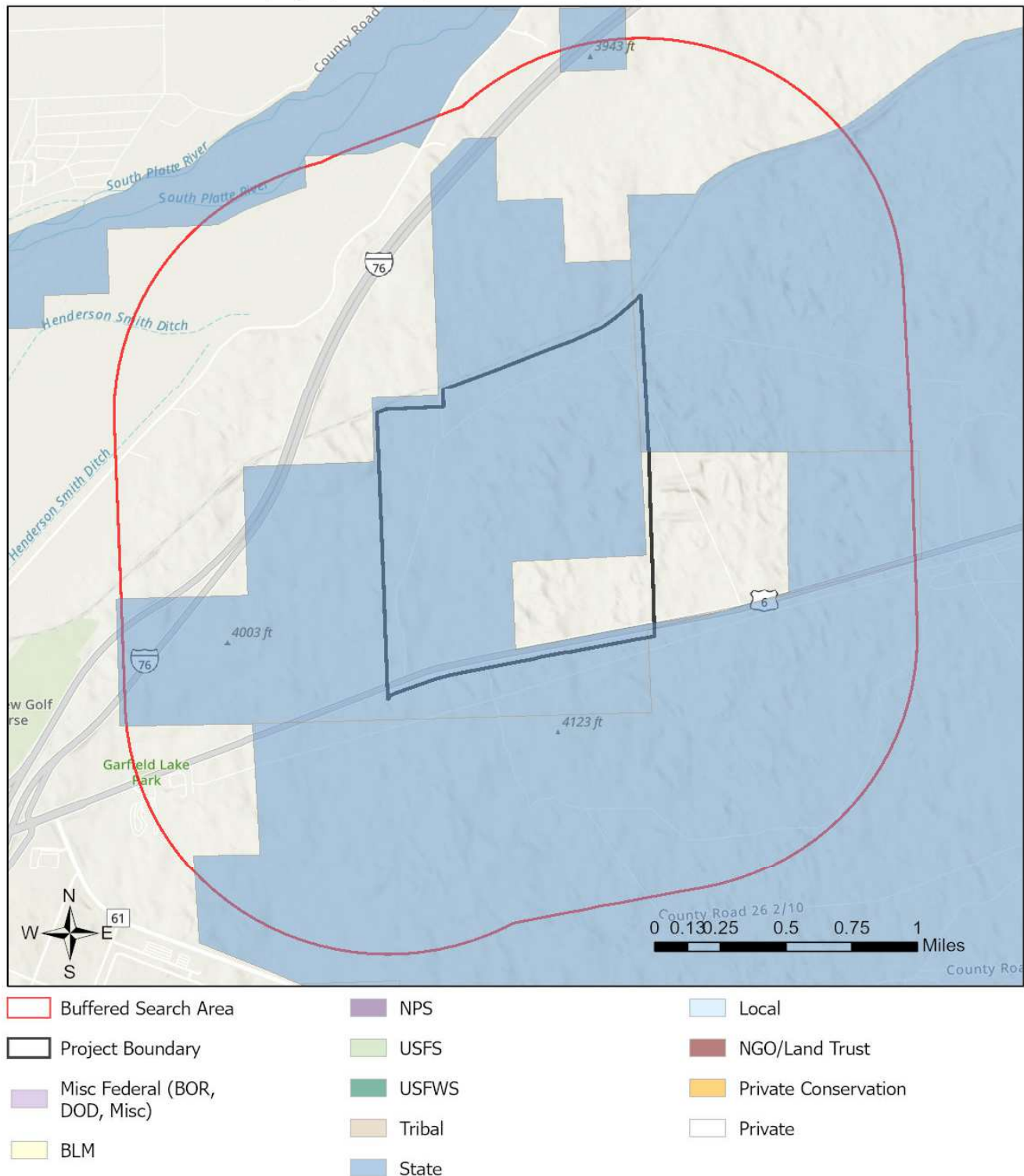


- Buffered Search Area
- Project Boundary



Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS
Vantor
Nebraska Game & Parks Commission, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census

Logan CO PER Industrial Park and Innovation Warehouse Topographic Map with Land Management Status



Esri, NASA, NGA, USGS, FEMA
Nebraska Game & Parks Commission, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Regulatory Species

Table 1. Documented Occurrences Within 1 Miles Of Project Area

Major Group	Scientific Name	Common Name	Data Type	Global Rarity	State Rarity	Viability Rank	Last Observation	ESA Status	CO Status	Other Status	CNHP Identifier	Data Source
Birds	Haliaeetus leucocephalus	Bald Eagle	CPW Winter Concentration Area	G5	S3B,S3N				SC	BGEPA/BLM/USFS	CPW 20	250113

Table 2. Potential Regulatory Species within Project Area: Models, Range Maps, or Records with Low Precision

Major Group	Scientific Name	Common Name	Data Type	Global Rarity	State Rarity	ESA Status	CO Status	Other Status	Data Source
Birds	Aquila chrysaetos	Golden Eagle	CPW Breeding Range	G5	S3S4B,S4N		BGEPA/BLM/SWAP	Tier 1	CPW 20250113

Table 3. Fish & Wildlife Service Critical Habitats within 1 Miles of Project Area

No results were found for this project area.

Other Species of Concern

Table 4. Documented Occurrences within 1 Miles of Project Area: Rare Species, Natural Communities, and Species of Economic, Recreational or Conservation Value

Major Group	Scientific Name	Common Name	Data Type	Global Rarity	State Rarity	Viability Rank	Last Observation	ESA Status	CO Status	Other Status	CNHP Identifier	Data Source
Birds	Branta canadensis	Canada Goose	CPW Winter Concentration Area	G5	S5						CPW 20	250113
Birds	Colinus virginianus	Northern Bobwhite	CPW Concentration Area	G4G5	S4					SWAP SGIN	CPW 20	250113
Birds	Meleagris gallopavo	Wild Turkey	CPW Production Area	G5	S5						CPW 20	250113
Birds	Meleagris gallopavo	Wild Turkey	CPW Roost Sites	G5	S5						CPW 20	250113

Table 4. Documented Occurrences within 1 Miles of Project Area: Rare Species, Natural Communities, and Species of Economic, Recreational or Conservation Value

Major Group	Scientific Name	Common Name	Data Type	Global Rarity	State Rarity	Viability Rank	Last Observation	ESA Status	CO Status	Other Status	CNHP Identifier	Data Source
Birds	Pelecanus erythrorhynchos	American White Pelican	CPW Foraging Area	G4	S1B					BLM		CPW 20 250113
Fish	Eltheostoma exile	Iowa Darter	CPW HUC12 Presence	G5	S3				SC			CPW 20 250113
Fish	Hybognathus hankinsoni	Brassy Minnow	CPW HUC12 Presence	G5	S3				ST	SWAP Tier 1		CPW 20 250113
Fish	Lepomis humilis	Orangespotted Sunfish	CPW HUC12 Presence	G5	S5					SWAP Tier 1		CPW 20 250113
Fish	Phenacobius mirabilis	Suckermouth Minnow	CPW HUC12 Presence	G5	S2				SE	SWAP Tier 1		CPW 20 250113
Mammals	Odocoileus hemionus	Mule Deer	CPW Severe Winter Range	G5	S4							CPW 20 250113
Mammals	Odocoileus virginianus	White-tailed Deer	CPW Concentration Area	G5	S5							CPW 20 250113

Table 5. Potential Occurrences within Project Area: Models, Range Maps, or Records with Low Precision

Major Group	Scientific Name	Common Name	Data Type	Global Rarity	State Rarity	ESA Status	CO Status	Other Status	Data Source
Birds	Ammodramus savannarum	Grasshopper Sparrow	CPW Breeding Range	G5	S3S4B			USFS	CPW 20250113
Birds	Anarhynchus montanus	Mountain Plover	CPW Breeding Range	G3	S2B		SC	BLM/SWAP Tier 1/USFS	CPW 20250113
Birds	Antigone canadensis	Sandhill Crane	CPW Overall Range	G5	S3B,S4N			SWAP Tier 2	CPW 20250113
Birds	Athene cucularia	Burrowing Owl	CPW Breeding Range	G4	S4B		ST	BLM/SWAP Tier 2/USFS	CPW 20250113
Birds	Bartramia longicauda	Upland Sandpiper	CPW Breeding Range	G5	S3B				CPW 20250113
Birds	Botaurus lentiginosus	American Bittern	CPW Breeding Range	G5	S3S4B				CPW 20250113
Birds	Buteo regalis	Ferruginous Hawk	CPW Breeding Range	G4	S3B,S4N		SC	BLM/SWAP SGIN/USFS	CPW 20250113
Birds	Buteo swainsoni	Swainson's Hawk	CPW Breeding Range	G5	S5B				CPW 20250113
Birds	Calamospiza melanocorys	Lark Bunting	CPW Breeding Range	G5	S4			SWAP Tier 2/USFS	CPW 20250113
Birds	Catharus fuscescens	Veery	CPW Breeding Range	G5	S3B				CPW 20250113
Birds	Chlidonias niger	Black Tern	CPW Breeding Range	G4G5	S2B			USFS	CPW 20250113
Birds	Circus hudsonius	Northern Harrier	CPW Breeding Range	G5	S3B			SWAP Tier 2/USFS	CPW 20250113

Table 5. Potential Occurrences within Project Area: Models, Range Maps, or Records with Low Precision

Major Group	Scientific Name	Common Name	Data Type	Global Rarity	State Rarity	ESA Status	CO Status	Other Status	Data Source
Birds	Colinus virginianus	Northern Bobwhite	CPW Breeding Range	G4G5	S4			SWAP SGIN	CPW 20250113
Birds	Falco mexicanus	Prairie Falcon	CPW Breeding Range	G5	S4B,S4N			BLM/SWAP Tier 1	CPW 20250113
Birds	Numerius americanus	Long-billed Curlew	CPW Breeding Range	G4	S2B	SC		BLM/SWAP Tier 2/USFS	CPW 20250113
Birds	Peucaea cassinii	Cassin's Sparrow	CPW Breeding Range	G5	S4B			USFS	CPW 20250113
Birds	Phasianus colchicus	Ring-necked Pheasant	CPW Overall Range	G5	SNA				CPW 20250113
Birds	Spizella breweri	Brewer's Sparrow	CPW Breeding Range	G5	S4B			BLM/USFS/USFS RGNF	CPW 20250113
Birds	Tympanuchus cupido pinnatus	Greater Prairie-Chicken	CPW Overall Range	G4T4	S3			USFS	CPW 20250113
Insects	Argynnis idalia	Regal Fritillary	Range Map - within range	G3?	S1			SWAP Tier 1/USFS	CNHP 20210615
Insects	Danaus plexippus	Monarch	Range Map - present	G4	S5			BLM/SWAP Tier 1/USFS	CNHP 20210615
Mammals	Antilocapra americana	Pronghorn	CPW Overall Range	G5	S4			USFS GMUG	CPW 20250113
Mammals	Antilocapra americana	Pronghorn	CPW Winter Range	G5	S4			USFS GMUG	CPW 20250113
Mammals	Cynomys ludovicianus	Black-tailed Prairie Dog	CPW Overall Range	G4	S3	SC		BLM/SWAP Tier 2/USFS	CPW 20250113
Mammals	Cynomys ludovicianus	Black-tailed Prairie Dog	CPW Potential Occurrence	G4	S3	SC		BLM/SWAP Tier 2/USFS	CPW 20250113
Mammals	Eptesicus fuscus	Big Brown Bat	CPW Overall Range	G5	S5			SWAP Tier 2	CPW 20250113
Mammals	Lasiorycteris noctivagans	Silver-haired Bat	CPW Overall Range	G4	S3S4			SWAP Tier 2	CPW 20250113
Mammals	Lasiurus borealis	Eastern Red Bat	CPW Overall Range	G3G4	S2S3B			SWAP Tier 2	CPW 20250113
Mammals	Lasiurus cinereus	Northern Hoary Bat	CPW Overall Range	G3G4	S3S4B			BLM/SWAP Tier 1/USFS	CPW 20250113
Mammals	Lepus townsendii	White-tailed Jackrabbit	CPW Overall Range	G5	S4			SWAP SGIN	CPW 20250113
Mammals	Odocoileus hemionus	Mule Deer	CPW Overall Range	G5	S4				CPW 20250113
Mammals	Odocoileus virginianus	White-tailed Deer	CPW Overall Range	G5	S5				CPW 20250113
Mammals	Perimyotis subflavus	Tricolored Bat	CPW Overall Range	G3G4	S2			SWAP Tier 1	CPW 20250113
Mammals	Spilogale interrupta	Plains Spotted Skunk	Range Map - within range	G3	S2				CNHP 20210615
Reptiles	Apalone spinifera	Spiny Softshell Turtle	CPW Overall Range	G5	S4				CPW 20250113
Reptiles	Arizona elegans	Glossy Snake	CPW Overall Range	G5	S4				CPW 20250113
Reptiles	Aspioscelis sexlineatus	Six-lined Racerunner	CPW Overall Range	G5	S5				CPW 20250113
Reptiles	Chelydra serpentina	Snapping Turtle	CPW Overall Range	G4G5	S4				CPW 20250113
Reptiles	Chrysemys picta	Painted Turtle	CPW Overall Range	G5	S5				CPW 20250113
Reptiles	Coluber constrictor	Racer	CPW Overall Range	G5	S5				CPW 20250113

Table 5. Potential Occurrences within Project Area: Models, Range Maps, or Records with Low Precision

Major Group	Scientific Name	Common Name	Data Type	Global Rarity	State Rarity	ESA Status	CO Status	Other Status	Data Source
Reptiles	Crotalus oreganus	Western Rattlesnake	CPW Overall Range	G5	SNR		BLM/SWAP SGIN		CPW 20250113
Reptiles	Crotalus viridis	Western Rattlesnake	CPW Overall Range	G5	S5				CPW 20250113
Reptiles	Heterodon nasicus	Plains Hog-nosed Snake	CPW Overall Range	G5	S4		SWAP Tier 2		CPW 20250113
Reptiles	Holbrookia maculata	Lesser Earless Lizard	CPW Overall Range	G5	S5		SWAP SGIN		CPW 20250113
Reptiles	Lampropeltis gentilis	Western Milksnake	CPW Overall Range	G5	S5		BLM		CPW 20250113
Reptiles	Nerodia sipedon	Northern Water Snake	CPW Overall Range	G5	S4				CPW 20250113
Reptiles	Pituophis catenifer savi	Bullsnake	CPW Overall Range	G5T5	S5				CPW 20250113
Reptiles	Plestiodon multivirgatus epipleurotus	Variable Skink	CPW Overall Range	G5T5	S3				CPW 20250113
Reptiles	Plestiodon multivirgatus	Many-lined Skink	CPW Overall Range	G5	S4				CPW 20250113
Reptiles	Sceloporus consobrinus	Prairie Lizard	CPW Overall Range	G5	S5				CPW 20250113
Reptiles	Sceloporus tristichus	Southern Plateau Lizard	CPW Overall Range	G5	S3				CPW 20250113
Reptiles	Terrapene ornata ornata	Plains Box Turtle	CPW Overall Range	G4G5T4 T5	S4		SWAP Tier 2		CPW 20250113
Reptiles	Thamnophis radix	Plains Garter Snake	CPW Overall Range	G5	S5				CPW 20250113
Reptiles	Thamnophis sirtalis	Common Garter Snake	CPW Overall Range	G5	S3		SC	SWAP SGIN	CPW 20250113
Vascular Plants	Phemeranthus calycinus	Large-Flower Fameflower	CNHP General EO	G5	SH				CNHP 20250901

Special Areas and Land Status

Table 6. CNHP Potential Conservation Areas and Other Special Areas within 1 Miles of Project Area

Name	Data Type	CNHP Biodiversity Rank	CNHP Edit Date	CNHP Identifier	Data Source
Aquatic Native Species Conservation Waters	CPW High Priority Habitat				CPW 20250522
Bravo SWA	CPW State Wildlife Areas and Parks				CPW 20250522
Mule Deer Severe Winter Range	CPW High Priority Habitat				CPW 20250522
South Platte River at Atwood State Wildlife Area	CNHP PCA	B2: Very High Biodiversity Significance	1997-03-27	1546	CNHP 20250901
South Platte River	CNHP PCA	B4: Moderate Biodiversity Significance	2012-01-06	2167	CNHP 20250901

Table 7. Managed Areas within Project Area

Name	Owner	Manager	Management Description	Public Access*	Protection Mechanism	Easement Holder	Data Source
Sterling Prairie STL	SLB	CPW	State Land Board Public Access Program - Seasonal Access	Seasonal	Fee/Lease		COMaP 20240702
	PRIVATE	PRIVATE	Private Land	No	NA		COMaP 20240702
Sterling Correctional Facility	SLB	SLB	State Land Board	No	Fee		COMaP 20240702

* It is the responsibility of the user to verify public access on any site as access can change over time. Entering an area that is not open to the public subjects an individual to possible sanctions for trespass under Colorado law.

Water and Wetlands

Table 8. National Wetland Inventory (NWI) Features within Project Area

No results were found for this project area.

Project Report Appendix

Please visit the [CNHP website](#) for a more extensive collection of definitions for CODEX reports in addition to what is provided here below.

About CNHP Data

One of CNHP's core research activities is managing a statewide database that details the locations of rare and imperiled species and natural plant communities in Colorado. We gather data from CNHP surveys and monitoring projects, as well as from partners and other trusted sources like herbariums. All of our data are compiled and managed in the Biodiversity Information Management System (Biotics), a web-enabled database

platform hosted by [NatureServe](#). The species and natural plant communities we track are assigned global and state imperilment ranks based on rarity, threats, and trends, and their locations are mapped as element occurrences. Element occurrences include spatial data as well as details on condition, size, and landscape context. This information allows us to track both overall distribution and site-specific details describing how well elements are thriving at each location. We use element occurrences to delineate Potential Conservation Areas that represent the primary area needed to support the element occurrences, and often include additional suitable habitat or buffers from disturbance. **Please visit the [CNHP website](#) for more definitions and details related to CNHP data in CODEX.**

CODEX Report Definitions

CNHP Biodiversity Rank – The significance of a potential conservation area in terms of its biological diversity ranging from B1 (Outstanding Biodiversity significance meaning protection of this potential conservation area can prevent a species from going extinct) to B5 (General interest or open space for more globally secure species).

CNHP Edit Date– The date the CNHP potential conservation area record was last updated.

CNHP Identifier– A unique identifier for each CNHP data type, applicable only to CNHP data records.

CO Status – State status per Colorado Parks & Wildlife: Endangered (SE), Threatened (ST), or State Special Concern (SC).

Common Name – The common name of the species or plant community.

Critical Habitat Status – Critical habitat status for federally listed species under the Endangered Species Act.

Proposed – Proposed critical habitat

Managed Areas Name – Name of the managed area.

Manager – The general land Manager.

Management Description - The general category of how the feature is managed.

Other Species of Concern – Other globally rare species and plant communities, BLM or USFS sensitive species, state listed species, or Tier 1 and Tier 2 priority species from Colorado's State Wildlife Action Plan, and species of economic and recreational value.

Other Status – Other status such as BLM sensitive species (BLM), U.S Forest Service sensitive species (USFS), and Tier 1 and Tier 2 priority species from Colorado's State Wildlife Action Plan (SWAP Tier 1, SWAP Tier 2).

Owner – The general land owner.

Public Access – Level of public access to the feature.

Final – Final critical habitat	Protection Mechanism – Any mechanism of protection assigned to the managed area.
Critical Habitat Federal Register - The volume number and first page of the federal register publication describing the critical habitat.	Regulatory Species – Species with federal protection under the Endangered Species Act or Bald and Golden Eagle Protection Act along with FWS designated critical habitat.
Critical Habitat Publication Date - Federal Register publication date.	Return on Investment Report - Provides maps and the estimated annual benefit in dollars of conserved ecosystem services by ecosystem type within the project area in PDF format. Ecosystem types are derived from the 2016 National Land Cover Database (NLCD).
Data Source – The agency and date of the data provided.	Scientific Name – The scientific name of the species or plant community
Data Type – CNHP EO – A location in which an element is, or was, present. CNHP General EO – An element occurrence with imprecise directions; broadly mapped and typically historical or extirpated. CNHP Observation – Sightings of species on CNHP's watchlist or sightings of tracked elements that do not meet the minimum criteria necessary to make an occurrence. CNHP PCA – Areas in the state contributing to Colorado's biological diversity. CNHP Model – Modeled presumed presence or habitat for a particular species. CNHP PCA (Important Plant Area) – B1 or B2 CNHP potential conservation area supporting globally rare plants.	Special Areas and Land Status – CNHP Potential Conservation Areas (PCA), State Designated Natural Areas , Important Bird Areas , and managed lands from the Colorado Ownership, Management and Protection database (COMaP), SB181 High Priority Habitat Special Areas Name – The name of the special area. State Rarity - The rarity rank used by CNHP and The Natural Heritage Network to track how rare a species or plant community is in Colorado, ranging from S1 (rarest) to S5 (most common). Viability Rank – The estimated viability of the species or ecological integrity of the natural community based on condition, size, and landscape context, ranging from A (excellent) to D (poor).
CNHP Range Map – Overall range for a particular species by	Water and Wetlands – Wetland types from the National Wetland

HUC 10 and HUC 12 for aquatics.

[Inventory database.](#)

Important Bird Area – The most important places for birds as identified by the National Audubon Society.

Class - The general appearance of the habitat in terms of either the dominant life form of the vegetation, or the physiography and composition of the substrate.

State Natural Area - Areas that contain at least one unique or high-quality natural feature of statewide significance as designated by the Colorado Natural Areas Program.

Modifier - Modifier assigned to further describe wetlands and deepwater habitats within the classification hierarchy based on water chemistry or pH, wetland or deepwater alteration, or soil type.

CPW <description> - CPW data with a long list of data types: observations, nest sites, leks, etc.

NWI Code – An alpha-numeric code corresponding to the classification nomenclature that best describes a particular wetland habitat. For more information on NWI data values, visit <https://www.fws.gov/wetlands/data/wetland-codes.html>

Easement Holder – Organization or agency holding an easement (if present).

ESA Status – Federal status under the [Endangered Species Act](#): Endangered (E), Threatened (T), or Federal Candidate (C) with qualifiers for Partial Status (PS) and experimental populations (XN).

System – A complex of wetlands and deepwater habitats that share the influence of similar hydrologic, geomorphologic, chemical or biological factors.

Global Rarity – The [rarity rank](#) used by CNHP and The Natural Heritage Network to track how rare a species or plant community is globally, ranging from G1 (rarest) to G5 (most common).

Water Regime - Description of water duration within a wetland habitat.

Wetland Total Acres - Total acres of the wetland type in the project area.

Last Observation – The most recent field observation.

Wetland Type – The generalized [Cowardin](#) wetland type.

Major group – The major group in which the element falls: Amphibians, Birds, Crayfish, Fish, Insects, Mammals, Mollusks, Natural Communities, Nonvascular Plants, Reptiles, and Vascular Plants.

LOGAN COUNTY PER INDUSTRIAL PARK AND INNOVATION WAREHOUSE

Sterling, Logan County, Colorado

October 2025

Olsson Project No. 024-07305

APPENDIX B: STAKEHOLDER INTERVIEW SUMMARY

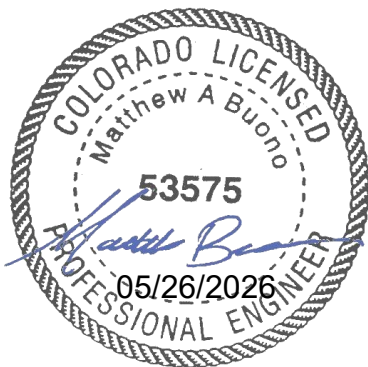
KEY STAKEHOLDER	INTERVIEW SUMMARY
LOGAN COUNTY, CO Jim Santomaso County Commissioner santomasoj@logancountyco.gov Jim Yahn County Commissioner jyahn@logancountyco.gov	▪ The Industrial Park should seek opportunities for employment growth in the County and prioritize agricultural related manufacturing, while discouraging data centers. ▪ Site management and project phasing should take current agricultural leases into consideration, using best practices to reduce any potential impacts. Careful consideration must be given to how new uses affect nearby, established land uses. ▪ Additional public meetings should be facilitated to inform the community about the project and gather feedback. ▪ There is a desire for land titles instead of continuing the existing leases with the state land board. ▪ The County does not wish to manage the park long term and would prefer an owners' association to manage the park.
CITY OF STERLING, CO John Sheldon City Manager jsheldon@sterlingcolo.com Chance Wright cwright@sterlingcolo.com David Beck dbeck@sterlingcolo.com Justin Spahn jspahn@sterlingcolo.com 970-520-0478	▪ The City supports the development of the Industrial Park as demonstrated through their financial support for this preliminary engineering report. ▪ They prefer employment-generating tenants to complement the region's existing economic base. Potential tenants should be selected intentionally to provide "value to the community". ▪ The tenant selection process should also be sensitive to the City's water and wastewater capacity. The City still needs the ability to fulfill obligations within the corporate limits and pursue other economic development opportunities. ▪ The water treatment facility was recently expanded. ▪ The City's current raw water capacity is 6.4 MGD. The City has water rights up to 9.6 MGD, but they would need to drill additional wells. ▪ Peak summer demand for the City's water system is 4.5 MGD. ▪ Current 10" water lines extend to golf course on County Road 370 and to the Ramada Hotel on US-6. ▪ No additional water pressure is provided east of the hotels and prison on US-6 beyond what is created from one booster and gravity. ▪ A request was sent to the City Engineer Bret Lock (970-522-9700) for water and wastewater system maps and the booster capacity. City-wide utility maps were provided. ▪ The City recommends extending the rail spur to US-6 for the first phase rather than extending water to the north side of the site. ▪ Shared the City-wide mapping for water and wastewater ▪ The City is planning a utility rate study in 2026/27 to better understand the impacts of recent facility upgrades on current users. ▪ Annexation is not a requirement of water and wastewater service, but a connector agreement is required.

KEY STAKEHOLDER	INTERVIEW SUMMARY
COLORADO STATE LAND BOARD (SLB) Matt LaFontaine Disposition Manager matthew.lafontaine@state.co.us	▪ The SLB seeks to understand the maximum value and opportunity for the property. They want to be an active partner in development but need to understand the full market potential to consider a lease or disposition. ▪ Standard practice for the State is to lease property, not sell. ▪ There are current agricultural leases on site, including the Scoular grain elevator. Agricultural leases can be broken in thirty days. ▪ Several utility easements traverse the state land. There may be additional property encumbrances beyond the easements. A title search and encumbrances report would be necessary to document all encumbrances. ▪ GIS Resource: https://gis.colorado.gov/trustlands/
KEY BUSINESS – SCoular Ty Knispel tknispel@scoular.com Mike Lesmeister mlesmeister@scoular.com	▪ Scoular processes 300k bushels of corn per week at the project site. This involves 2-3 trains and 250-320 trucks per week. ▪ Scoular leases a portion of the project site and the access road ROW from the State Land Board. Scoular maintains the road. ▪ They have expansion plans to double their current capacity, adding two rail sidings and 12-14 acres. ▪ They do not want this project to affect their existing or proposed development. ▪ Scoular is currently unwilling to share existing or proposed rail access. ▪ Olsson developed the existing rail plans as well as the proposed site expansion. ▪ Olsson has permission to utilize the Scoular plans to develop the Industrial Park Master Plan. ▪ Scoular is willing to share the access road ROW. They would like the EDA grant to finance paving and upgrading the road. ▪ Scoular is currently served onsite by well-water and septic. Only electrical service is pulled to the site.
KEY BUSINESS – RESTALK Lucas Hildebrand lucas@restalk.org	▪ Restalk manufactures molded food grade fiber packaging. ▪ They want to develop North American Hub and are attracted to Logan County's proximity to wheat straw. ▪ Restalk is a start-up company seeking investor capital. Their goal is to generate \$40 million in project equity with 75% generated before moving forward with the project. ▪ Specific site needs are not currently known. They will share development needs and fact sheets from their Paris project.

KEY STAKEHOLDER	INTERVIEW SUMMARY
UTILITIES – HIGHLINE ELECTRIC ASSOCIATION Alex Astley aastley@hea.coop	▪ A portion of the site is in HEA's service area. ▪ HEA likely has capacity to serve a single, industrial user. A more specific needs assessment is required before they can confirm service capacity. ▪ HEA considers this a make-ready or speculative project. HEA requires full payment upfront for any service upgrades. ▪ A gold-level upgrade would require HEA to build a new feeder from the substation, and rebuild the Scouler tap with a larger wire size so the Scouler area is separate from the existing Akron-bound line. ▪ This upgrade would provide between 2 and 4 MW. ▪ Rough cost estimates include \$75,000 for the recloser and sub odds and ends, \$40,000 for underground cable getaway (2,000 ft±), and \$175,000 for the rebuilt overhead line (2 miles±). ▪ The platinum upgrade would provide a limit of approximately 6.5 MW. ▪ Doubling the gold package project could provide up to 13 MW. ▪ There is a 1-to-1.5-year lead time on the transformer and 69 kV breaker required for upgrades. ▪ HEA also provided their standard electric rates.
UTILITIES – XCEL ENERGY Hans	▪ A portion of the site is in Xcel's service area. ▪ Xcel has a franchise agreement with the City of Sterling, CO. ▪ Their substation is located west of the site along the rail line with lines extending east along US-6 and following the rail line west to I-76. ▪ I-76 presents a service obstacle as crossing the interstate is complicated and will require additional time. ▪ Xcel has a 20 MW threshold, but capacity is difficult to assess. Potential tenants should complete the online energy application assessment to determine service capabilities. ▪ They recommend additional discussion between Hans and Logan County Economic Development Corporation as electrical demand becomes better understood for the project site so they can further explore service and upgrade options.

KEY STAKEHOLDER	INTERVIEW SUMMARY
UTILITIES – TALLGRASS ENERGY Tierce Weaver Senior Agent, Land and Right of Way 370 Van Gordon Street Lakewood, CO 80228 tierce.weaver@tallgrass.com T: 303.763.3209 M: 214.908.6852	▪ Tallgrass Energy is involved in the transportation, storage, and processing of energy resources. ▪ The Natural Gas Transportation and Logistics Department is responsible for the operation of interstate natural gas pipelines and storage facilities. ▪ These “transportation” pipelines are larger lines which end at Distribution Centers. ▪ The closest Custody Transfer Points or TBS sites to the proposed project location are listed below: ▪ 2.5 miles± to the southwest ▪ 2.5 miles± to the south ▪ 3.4 miles± to the southwest ▪ There are two crude oil pipelines near the site. ▪ Xcel Energy connects the transportation pipelines to the service lines via a distribution pipeline. The closest distribution station to the site is 1.5 miles± to the south, located at the Sterling Correctional Facility. ▪ Permanent easements for maintenance and federally regulated inspections after construction vary depending on existing land uses and zoning regulations. ▪ Distribution pipe sizes are available in 2-inch increments from 2-to-8-inches diameter based on demand. ▪ A regulation station may be required to transition between distribution line and service lines. ▪ If a higher-pressure demand requires steel pipe for the distribution pipeline, a regulation station is necessary. ▪ For a lower pressure requirement, a plastic pipe may be used for the distribution line, which does not require a regulation station. ▪ Xcel Energy determines pipe material needs after reviewing the site and user requirements. Deciding factors include: ▪ BTU per hour ▪ Peak demand ▪ Cost is determined by Xcel Energy after acquiring the following information: ▪ Load and pressure requirements ▪ Engineering specifications ▪ Design specifications ▪ Additional cost based on use ▪ Distribution mains should be buried at least 24-inches deep, with some exceptions as determined by Xcel Energy.

KEY STAKEHOLDER	INTERVIEW SUMMARY
RAIL – OmniTRAX Jared Garmon jgarmon@omnitrax.com	▪ The OmniTRAX mainline extends on the northern boundary of the proposed industrial park. ▪ OmniTRAX would like to develop a partnership to serve the proposed industrial park. Additional communication is needed and encouraged as the project materializes. ▪ They prefer straight easements. ▪ If a sub-station is needed, Highline Electric Association will need a 200-foot by 200-foot lot. ▪ A rail line engineering switch is needed to serve the project site, which requires a transportation service agreement. The service agreement would include design review of the proposed track internal to the industrial park. ▪ Maintenance of the tracks in the industrial park would be the responsibility of the industrial park, not OmniTRAX.



Logan County CO PER Industrial Park & Innovation Warehouse

Sterling, CO - 2026

May 2026

Olsson Project No. 024-07305