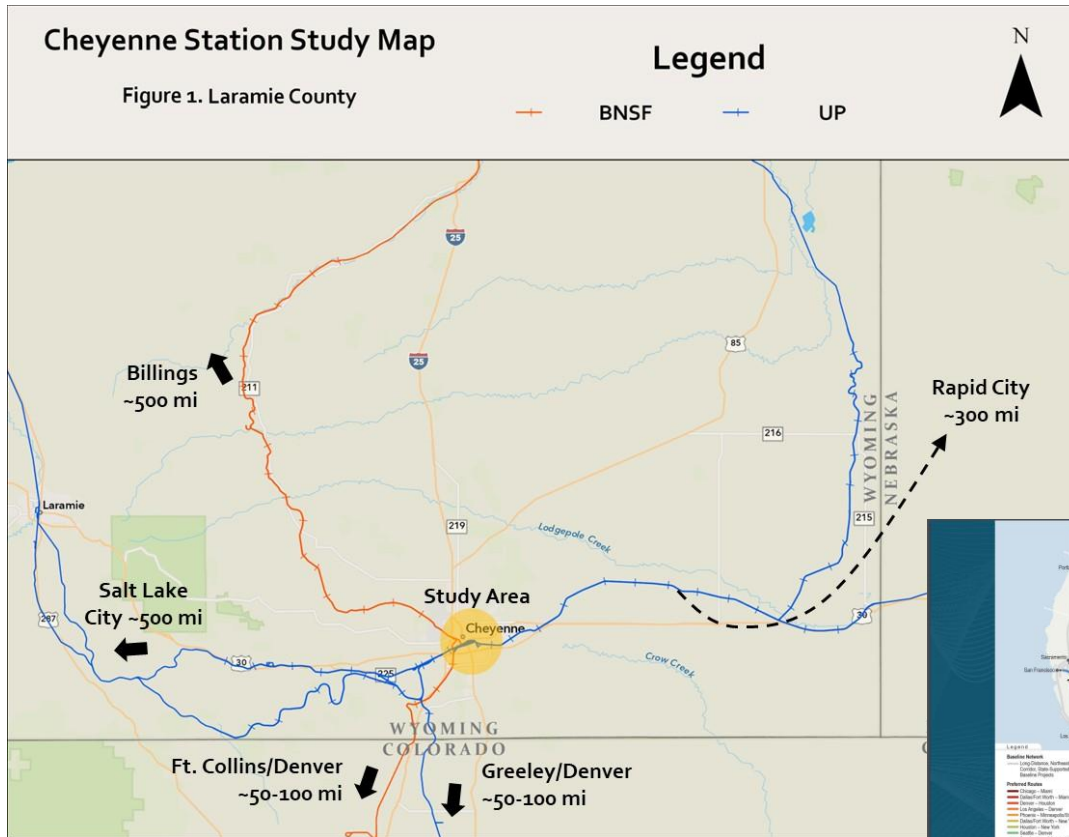


# CHEYENNE PASSENGER RAIL STATION SITE SELECTION STUDY

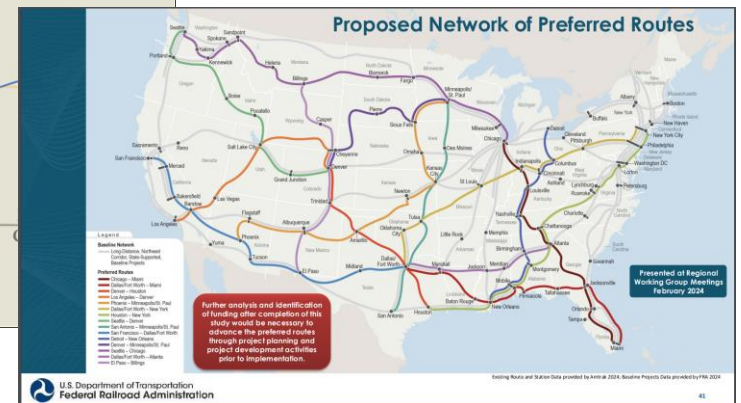
PREPARED FOR MPO COMMITTEE, MAYOR'S  
PASSENGER RAIL COALITION, AND PUBLIC MEETINGS  
*February and March 2025*



# STUDY INTRODUCTION



Dwight, IL Amtrak station



# STUDY ENGAGEMENT

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**Project Study Team:**  
Metropolitan Planning  
Organization (MPO) and City  
Senior Staff



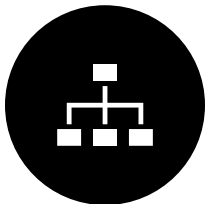
**Railroads, Operators, and  
Project Sponsors:** BNSF, UP,  
Amtrak, Front Range  
Passenger Rail District



**Mayor's Passenger Rail  
Coalition:** Elected Officials  
and MPO and City Senior  
Staff



**Public and Businesses**



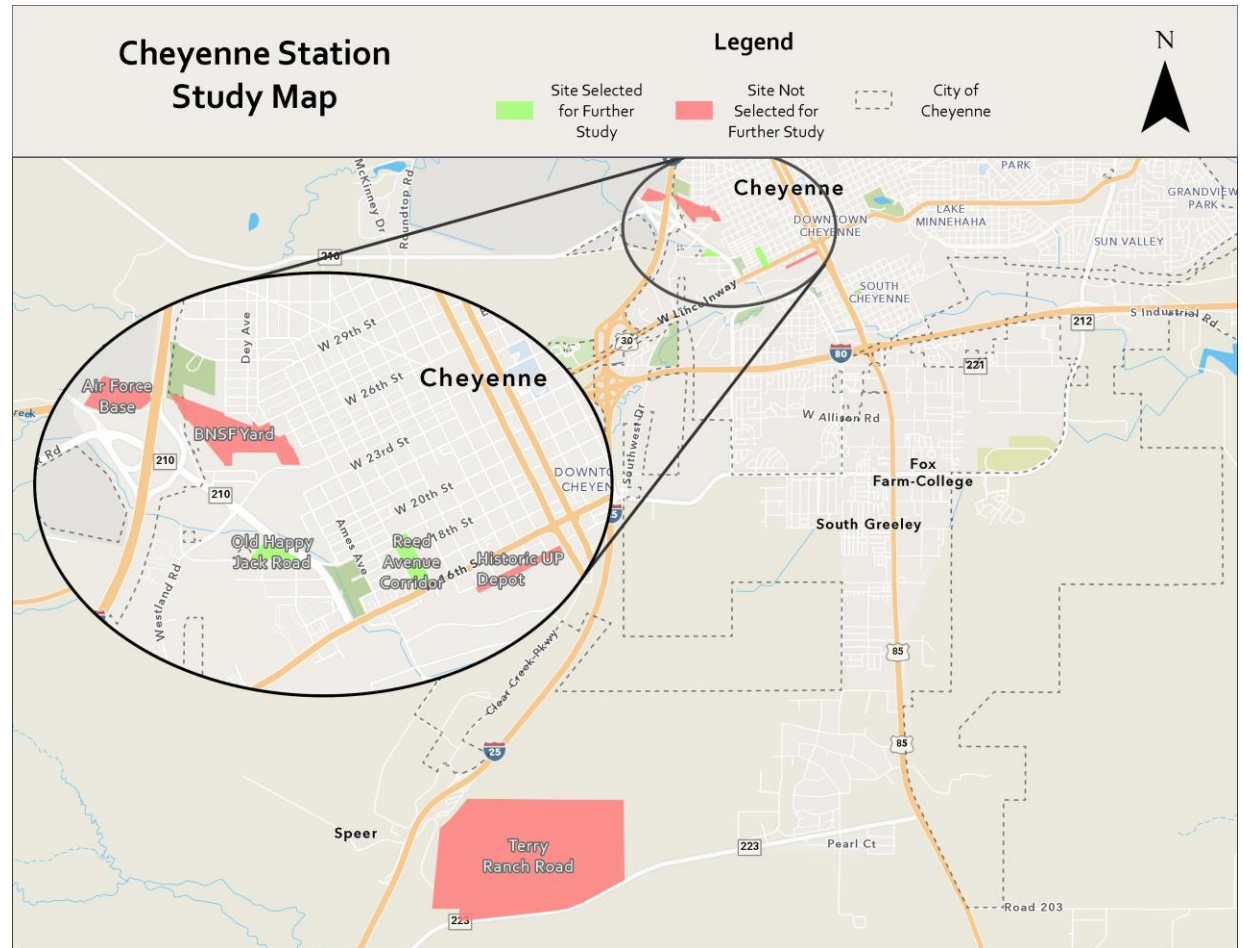
**MPO Committees:** Citizen  
Advisory, Policy, and  
Technical



**Elected Officials:** City  
Council, County Board of  
Commissioners

# SITE IDENTIFICATION AND EVALUATION

- Reed Avenue Corridor – **Advance west side of Reed for further study**
- BNSF Yard – **End study**, railroad operational issues overwhelm
- Historic UP Depot – **End study**, railroad operational issues, operator training issues, access delays, conflicts with City plans for 15<sup>th</sup> Street, conflicts with UP yard plans
- Air Force Base – **End study**, railroad operational, highway access, and Air Force security issues overwhelm
- Old Happy Jack Road – **Advance for further study**
- Terry Ranch Road – **End Study**, lacking services and infrastructure



# EVALUATED USING INITIAL CRITERIA

## ENVIRONMENTAL AND ECONOMIC ARE NEXT STEPS IN EVALUATION

Station	Location Requirements			Site Features									RR Operations					Preliminary Recommendation
	Within a Municipality	Within the FRA Long Distance Route Corridors	Within the FRPR Corridor	Size (acres)	Ownership (2023 tax year)	Parking Options Availability	Connection to Existing Network	Connection to Local Transit	Existing Zoning/ Permitting	MPO Planning Projects	Planned Future Land Use	Other Physical Features	Number of Mainline Tracks (Existing, Possible)	Freight Interface	Routing	Curves	Station Dimensions (uncurved length available, ft)	
Reed Avenue Corridor	Y	Y	Y	11.82	Multiple property owners	Y	BNSF	Along existing transit route	Mixed Use Business Emphasis	Reed Ave Rail Corridor Plan 2018, Missile Drive Corridor Plan 2010	Public and Quasi-Public, Mixed Use Employment (includes Industrial, Residential as lower priority), Mixed Use Commercial (includes Residential)	Existing buildings in parcels, road grade crossings	1, 2-3	Grade crossings, BNSF will want project to build separate track to keep station track off access to the UP track	On direct BNSF route	10 degree curve directly south to join UP tracks	1400	Advance for Further Study
BNSF Yard	Y	Requires backing up trains for two of the three routes	Y	26.00	BNSF	Limited parking options	BNSF	Could be added to existing transit network	Light Industrial	None	Industrial	Potential relocation of existing business(es)	1, 1-2	Active Rail Yard with customer tracks and BNSF employee facilities	On direct BNSF route	6.8 degree curve to go south on BNSF tracks	2260	End Study - railroad operational issues overwhelm
Historic UP Station	Y	Requires backing up trains for two of the three routes; Third route requires reinstatement of east leg of the Wye	FRPR not optimal with change of railroads required	4.00	City of Cheyenne City Clerks Office	Very Limited Parking Options	UP	Along existing transit route	Central Business District	None	Public and Quasi-Public	Adjacent to heavily used UP mainline (42 trains per day in 2021). Requires relocating existing businesses	4, 4 **no room to add an additional track next to the station	Active UP yard, stopping at station would block UP mainline track; Requires FRPR crews to be separately trained for UP	Trains would have to reverse to go between BNSF and UP tracks, or connection to Reed Ave. corridor would have to be reinstated	10 degree curve to connect to BNSF track	2220	End Study - railroad operational issues, railroad training issues, access delays, conflicts with current City plans to repurpose 15th Street, and conflicts with UP yard plans
Air Force Base	Within MPO, outside of city	Requires extensive backup moves for all three routes	Y	24.00	State of Wyoming, United States of America	Lacking road access, would need to create new road; space for parking is there	BNSF	Not near existing transit route	Exempt	None	Military/Federal	Site would require use of US Air Force land and a superfund site	0, 0 **no room to add an additional mainline track on southside of existing tracks	BNSF yard tracks	On direct BNSF route	2 degree curve west of station	1150	End Study - railroad operational issues, highway access issues, and Air Force security issues overwhelm
Old Happy Jack Rd	Y	Y	Y	3.28	City of Cheyenne City Clerks Office	Y	BNSF	Could be added to existing transit network	Light Industrial	Missile Drive Corridor Plan 2010	Mixed Use Commercial	~20ft elevation difference between parcel and tracks; Track on embankment	1, 1-2	BNSF will want separate tracks to keep the station off of mainline	On direct BNSF route	2.7 degree curve to go south on BNSF tracks	810	Advance for Further Study
Terry Ranch Rd	Within MPO, outside of city	Y	Y	1077.87	Terry Road Estates LLC	Lacking road access, would need to create new road; space for parking is there	BNSF	Not near existing transit route	Agricultural	High Plains Road Corridor Plan 2016	Mixed Use Commercial, Urban Transition Residential, and Mixed Use Employment	Next to Southeast Wyoming Welcome Center	1, 2-3	BNSF will want separate tracks to keep the station off of mainline	On direct BNSF route	2.05 degree curve directly south of platform	1200	End Study - outside City of Cheyenne, lack of existing roadway infrastructure to site, lack of existing public transit service to site

Strength = Benefit to the project

Neutral = Project can work with the condition

Challenge = Condition creates issue for project implementation and/or ongoing operation



# STATION CONCEPT DEVELOPMENT – EXISTING STATION EXAMPLES



Pontiac, IL



Dwight, IL



Kirkwood, MO



Grand Rapids, MI



Bloomington-Normal, IL



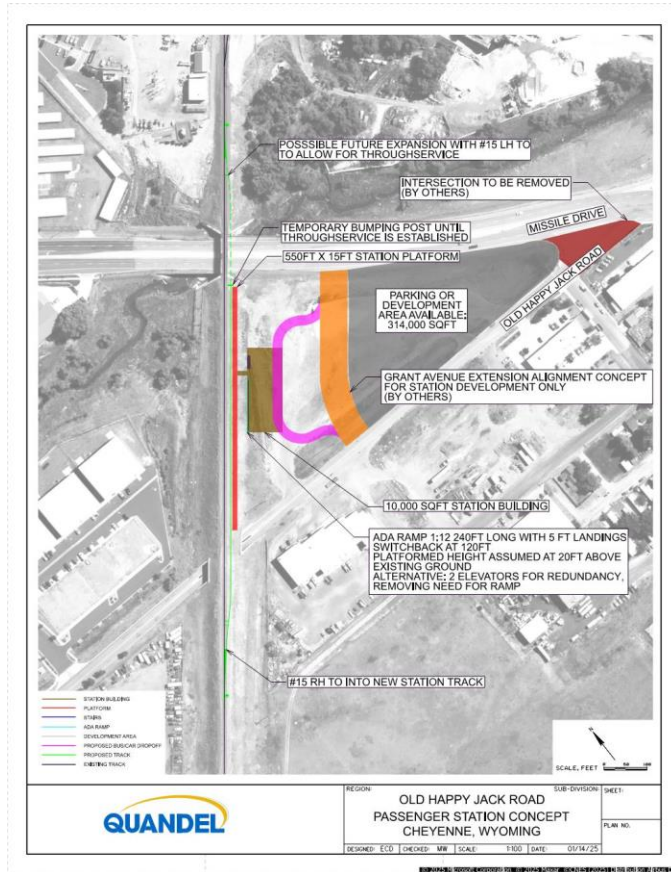
Salt Lake City, UT



Galesburg, IL

# STATION CONCEPT DEVELOPMENT AND EVALUATION

## Old Happy Jack Road Concept Plan

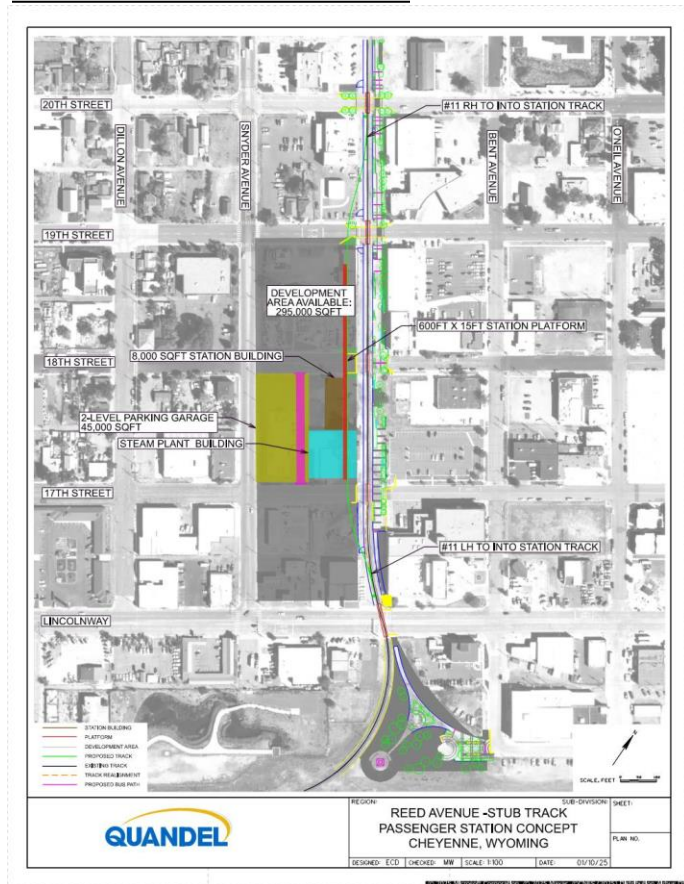


Capital Cost Category	Cost (Million 2023\$)	Typical Funding
Track Work	\$6.0	Rail Project
Comms & Signal Work	\$0.8	Rail Project
Property Acquisition	None (City-Owned Parcel)	Local
Parking	\$0.4	Local + Federal
Station Building	\$18.8	Local + Federal
Prof. Services	\$4.9	Shared
Total	\$30.9	Shared

Economic Effects	Environmental Screening
<p>Construction: 229 jobs</p> <p>O&amp;M: 42-48 jobs</p> <p>Property Development</p> <p>Catalyst: Yes</p>	<p>Maintains BNSF access to its tracks;</p> <p>5-10 minutes shorter travel time for FRPR; Good multimodal connections;</p> <p>Does not require purchase of city-owned property; hazardous waste site in project area</p>

# STATION CONCEPT DEVELOPMENT AND EVALUATION

## Reed Avenue Steam Plant



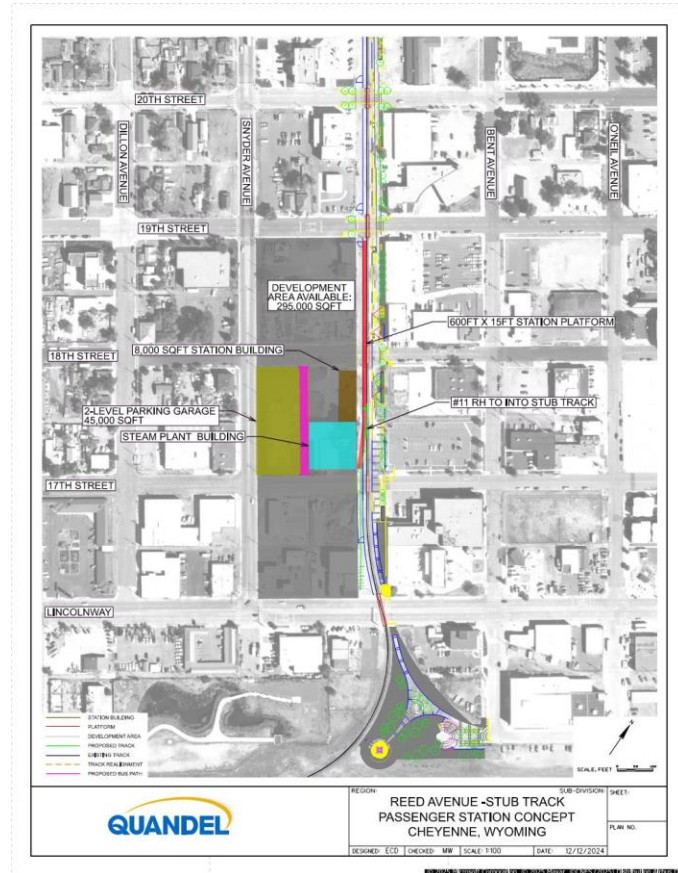
Capital Cost Category	Cost (Million 2023\$)	Typical Funding
Track Work	\$1.4	Rail Project
Comms & Signal Work	\$4.0	Rail Project
Property Acquisition	\$1 to \$2.5 (Does not include Steam Plant Restoration Cost)	Local
Parking	\$6.9	Local + Federal
Station Building	\$9.4	Local + Federal
Prof. Services	\$4.0	Shared
Total	+\$26.7 to +\$28.2 (Does not include Steam Plant Restoration Cost)	Shared

Economic Effects	Environmental Screening
<p>Construction: 191 jobs</p> <p>O&amp;M: 42-48 jobs</p> <p>Property Development</p> <p>Catalyst: +\$2.4-3 million/yr sales tax + \$1.4 million/yr property tax + 81 jobs</p>	<p>Maintains BNSF access to its tracks; 5-10 minutes longer travel time for FRPR; Potential for multimodal connections; More rail traffic through at-grade intersections; Property acquisition from 7 parcels; Need to avoid impacting Fire Station and operations; Adverse historic resource effects at Reed/19th Ave; Steam plant shown as EPA Brownfield site; Floodplain in project footprint</p>



# STATION CONCEPT DEVELOPMENT AND EVALUATION

## Reed Avenue Stub Track



Capital Cost Category	Cost (Million 2023\$)	Typical Funding
Track Work	\$0.6	Rail Project
Comms & Signal Work	\$3.0	Rail Project
Property Acquisition	\$0.5 to \$1.5	Local
Parking	\$6.9	Local + Federal
Station Building	\$9.4	Local + Federal
Prof. Services	\$3.7	Shared
Total	\$24.1 to 25.1	Shared

Economic Effects	Environmental Screening
<p>Construction: 176 jobs</p> <p>O&amp;M: 42-48 jobs</p> <p>Property Development Catalyst: +\$2.4-3 million/yr sales tax + \$1.4 million/yr property tax + 81 jobs</p>	<p>Complicates BNSF access to its tracks; 5-10 minutes longer travel time for FRPR; Potential for multimodal connections; More rail traffic through at-grade intersections; Property acquisition from 3 parcels; Need to avoid impacting Fire Station and operations; Potential historic resource effects at Reed/19th Ave; Steam plant shown as EPA Brownfield site; Floodplain in project footprint</p>

<b>FINDINGS</b>	<b>Old Happy Jack Road</b>	<b>Reed Avenue Steam Plant</b>	<b>Reed Avenue Stub Track</b>
<b>Budget Risk</b>	Lowest	Highest	Moderate
<b>Complexity to Construct</b>	Moderate	High	Moderate
<b>Capital Cost to Develop (2023\$)</b>	\$30.9M	+\$26.7 million to +\$28.2 million <i>(Does not include Steam Plant Restoration Cost)</i>	\$24.1 million to \$25.1 million
<b>Economic Effects</b>	Construction: 229 jobs O&M: 42-28 jobs Property Development Catalyst: Yes	Construction: 191 jobs O&M: 42-28 jobs Property Development Catalyst: +\$2.4-3 million/yr sales tax + \$1.4 million/yr property tax + 81 jobs	Construction: 176 jobs O&M: 42-28 jobs Property Development Catalyst: +\$2.4-3 million/yr sales tax + \$1.4 million/yr property tax + 81 jobs
<b>Environmental Resources and Effects</b>	Maintains BNSF access to its tracks; 5-10 minutes shorter travel time for FRPR; Good multimodal connections; Does not require purchase of city-owned property; hazardous waste site in project area	Maintains BNSF access to its tracks; 5-10 minutes longer travel time for FRPR; Potential for multimodal connections; More rail traffic through at-grade intersections; Property acquisition from 7 parcels; Need to avoid impacting Fire Station and operations; Adverse historic resource effects at Reed/19th Ave; Steam plant shown as EPA Brownfield site; Floodplain in project footprint	Complicates BNSF access to its tracks; 5-10 minutes longer travel time for FRPR; Potential for multimodal connections; More rail traffic through at-grade intersections; Property acquisition from 3 parcels; Need to avoid impacting Fire Station and operations; Potential historic resource effects at Reed/19th Ave; Steam plant shown as EPA Brownfield site; Floodplain in project footprint
<b>Stakeholder Support</b>	Moderate	High	High

# RECOMMENDATIONS



Site the station as close as practical to downtown Cheyenne



Continue to study and develop Old Happy Jack Road and Reed Avenue Corridor sites



Stay engaged with the Front Range Passenger Rail District and submit an application to enter the Cheyenne Extension into the FRA Corridor Identification and Development Program



Continue to stay in communication and share information with BNSF, UP, and Amtrak



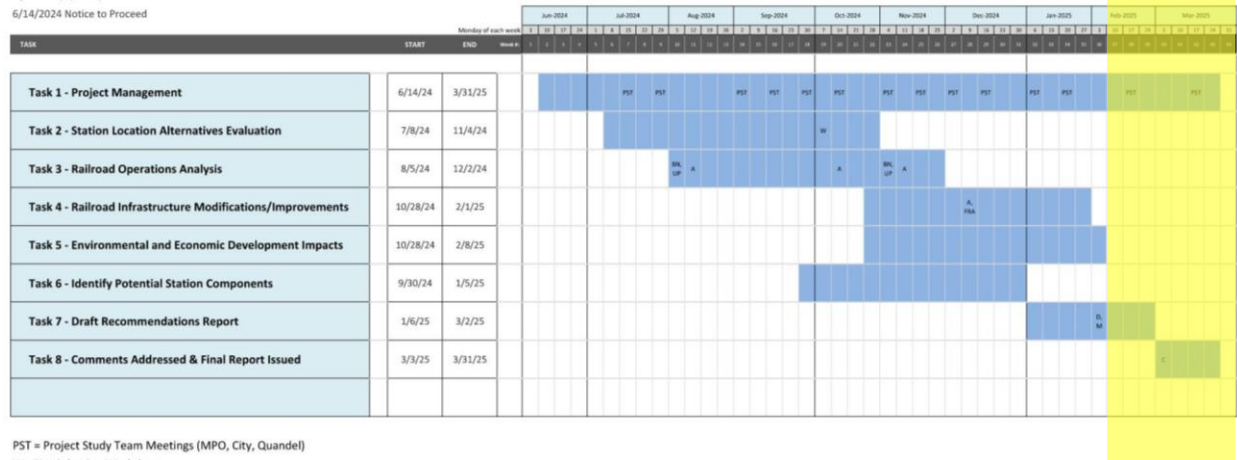
Stay engaged with FRA and Amtrak as the FRA moves any Long Distance Service Study recommendations forward



# STUDY REVIEW PROCESS

- **2/12/2025 @ 6pm**  
Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meeting
- **2/19/2025 @ 10am**  
MPO Technical Committee Meeting
- **3/5/2025 @ 3:30pm**  
MPO Policy Committee Meeting
- **3/10-3/21/2025** Public Comment Period
- **3/17/2025 5-7pm**  
Mayor's Passenger Rail Coalition and Public Open House Meeting
- **Date TBD** Cheyenne City Council Meeting
- **Date TBD** Laramie County Board of Commissioners Meeting

**Project Schedule**  
Updated 8/2/2024; Revision 3-1  
6/14/2024 Notice to Proceed



PST = Project Study Team Meetings (MPO, City, Quandel)  
W = Site Selection Workshop  
A = Amtrak Meeting  
BN, UP = Railroad Meeting  
FRA = Federal Railroad Administration Meeting  
D = Draft Deliverable  
M = One MPO Technical committee and one MPO Policy committee meeting  
C = one City Council meeting, one Board of County Commissioners meeting  
\*Not shown: Meetings of Mayor's Passenger Rail Coalition, scheduled as needed by client

We are here



Submit questions and comments at:  
<https://www.plancheyenne.org/project/cheyenne-passenger-rail-station-site-selection-study/>



# THANK YOU

## Legend



BNSF  
UP



BNSF Yard  
UP Yard

