Cheyenne Passenger Rail Station Site Selection Study

# Final Report

CHEYENNE METROPOLITAN PLANNING ORGANIZATION

Cheyenne Metropolitan Planning Organization
April 2025

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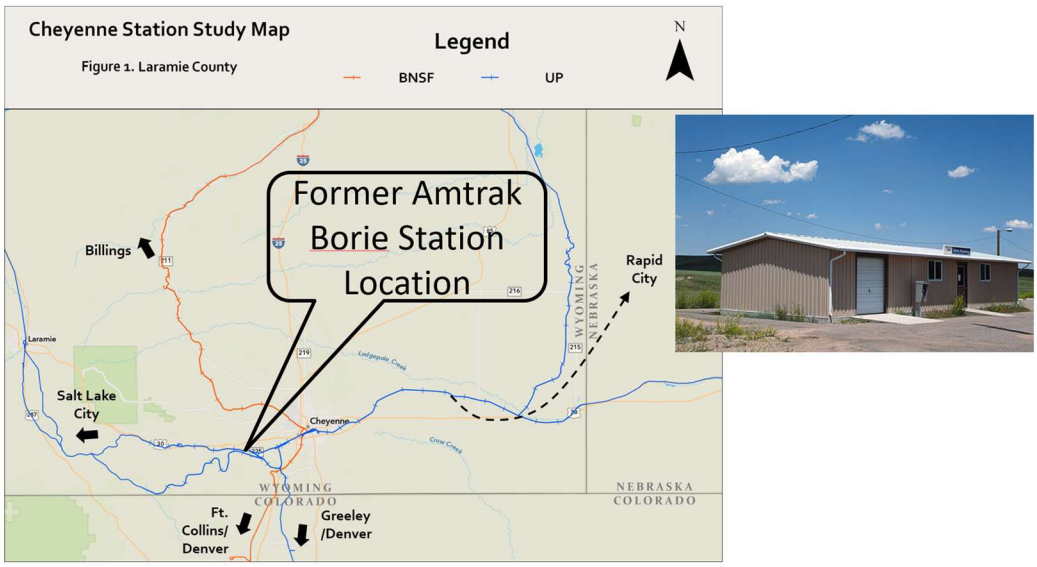
# 1 Introduction and Overview of Study

The Cheyenne Metropolitan Planning Organization (MPO) studied potential locations for a future passenger rail station in Cheyenne. The work was done in partnership with the City of Cheyenne with funding from the Wyoming Department of Transportation. The study completed a next step toward establishing new passenger rail service connecting Cheyenne with Fort Collins, Boulder, Denver, Colorado Springs, and beyond[1].

Cheyenne was last served by passenger rail in 1997 after nearly 130 years of passenger rail service. During this time, Cheyenne was served by two different stations, the Union Pacific (UP) Depot near downtown Cheyenne and the Borie Amtrak Station located 10 miles west of Cheyenne (shown in **Figure 1**). The UP Depot was the original passenger rail station and was in service from 1867 to 1979. For much of this time period, the UP Depot location worked well for picking up and dropping off passengers. But in 1971, after passenger rail service was rerouted through Denver, the UP Depot location became a challenge for passenger rail operations. Passenger trains traveling to or from Denver were required to make a slow and costly 10-mile backing maneuver when accessing the Cheyenne UP Depot. The backing maneuver was eliminated in 1979 by replacing the Cheyenne UP Depot with the Borie Amtrak Station and introducing a shuttle bus that moved passengers between Borie Station and Cheyenne until passenger rail service was terminated in 1997.

*Figure 1. Former Amtrak Borie Station Serving Cheyenne, WY*




*Station image source: Wikipedia*

[1] For more information on potential future passenger rail service in Cheyenne see: Front Range Passenger Rail www.ridethefrontrange.com and the Federal Railroad Administration (FRA) Long Distance Passenger Rail Study www.fralongdistancerailstudy.org

To prepare for potential reintroduction of passenger rail service, the Cheyenne Passenger Rail Station Site Selection Study was completed over eleven months in June 2024 through April 2025. It consisted of two study phases: (1) identification and evaluation of potential station locations, and (2) development and analysis of station concepts. This report documents the study process, engagement efforts, and study results and recommendations.

# 2 Engagement Summary

*Figure 2. October 2024 Public Meeting at Laramie County Library*

Stakeholder and public engagement informed the study process and results. Engaged groups included:

- Public and businesses
- Railroads and operators including BNSF Railway, Union Pacific Railroad (UP), and Amtrak
- Laramie County Board of Commissioners
- Cheyenne City Council
- Cheyenne City Council Ward 1
- Front Range Passenger Rail District (FRPR) staff
- Mayor's Passenger Rail Coalition consisting of elected and appointed officials and senior staff from the Chamber of Commerce, City, County, Wyoming Department of Transportation, and MPO
- MPO Citizen, Policy, and Technical Committees
- City administration including Planning, Public Works, Engineering, and Sustainability
- Project Study Team consisting of senior staff from the MPO, City, and consultant team

Engagement activities included online and in-person meetings, preference questionnaires disseminated in-person and online, public comment periods, and a study webpage on the MPO website. The study team met online with the railroads and other businesses, Amtrak, City Council Ward 1, FRPR staff, the MPO committees, city administration, and the Project Study Team. In-person events were held with the Mayor's Passenger Rail Coalition (two meetings) and for public open houses (two meetings), as well as County Board of Commissioner and City Council Work Session meetings.

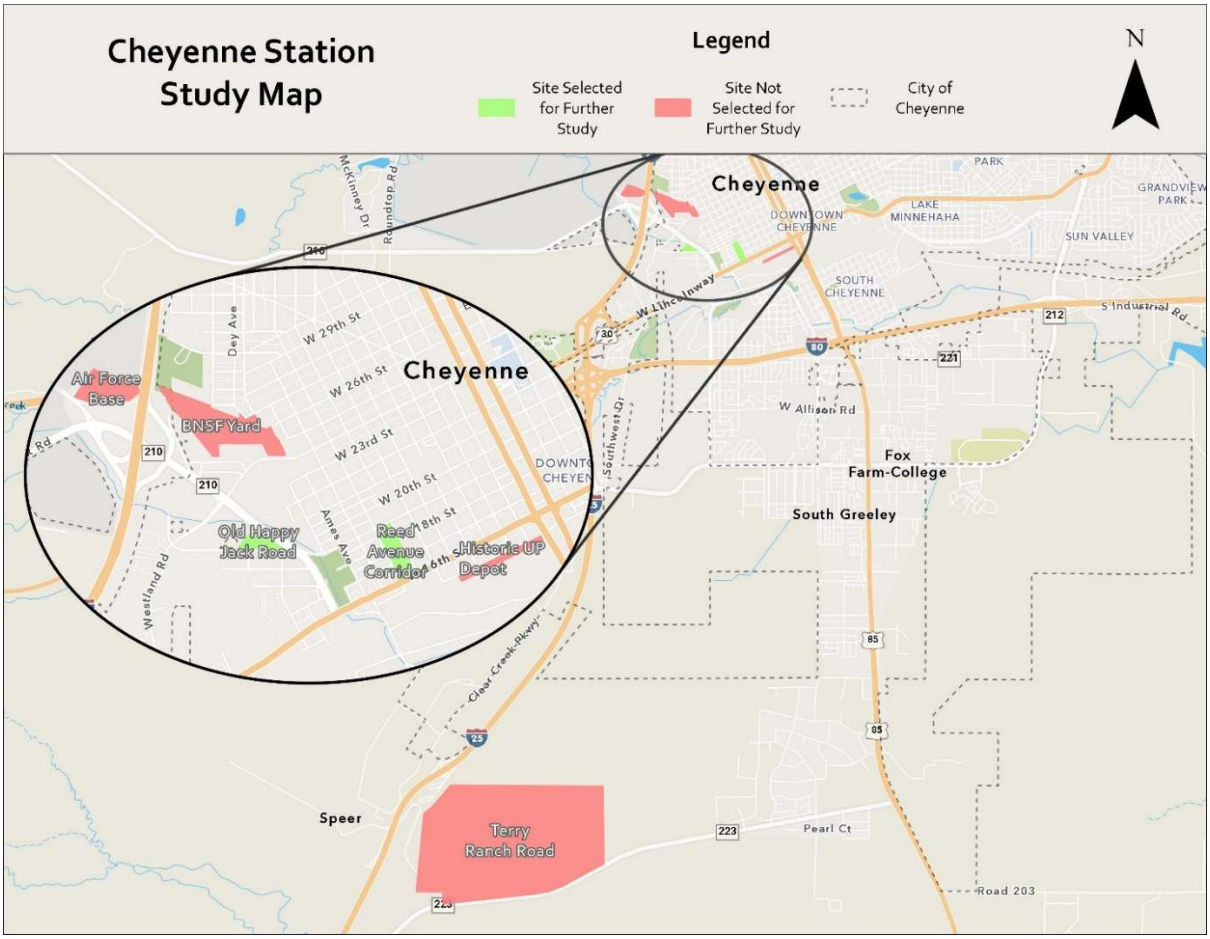
The engagement results informed identification and evaluation of potential passenger rail station sites, including the two sites advanced for further study. They also informed development of the station concepts, cost estimates, economic effects analysis, environmental conditions and effects screening, and study recommendations. More detailed discussion of engagement activities and results is available in the technical memoranda that support this report (see **Appendices A through E**).

# 3 Site Identification and Evaluation Results

The study team performed an alternatives analysis of various potential station sites in four stages: site identification, site analysis, stakeholder and public analysis review, and analysis finalization. All sites are located along existing rail corridors owned by BNSF or UP with connections to the planned Front Range Passenger Rail Service in Colorado, or on the routes identified in the Federal Railroad Administration Long Distance Passenger Rail Study. The site identification and evaluation process is discussed in detail in **Appendix A**, the Station Location Alternatives Evaluation Technical Memorandum.

The study initially identified three potential sites: the Reed Avenue Corridor, Historic Union Pacific Depot, and BNSF Yard. Later, three more sites were added: a parcel near the Air Force Base, Old Happy Jack Road, and Terry Ranch Road. Members of the community also recommended six additional sites that were reviewed in this process. **Figure 3** depicts the site alternatives.

*Figure 3. Identified Station Site Alternatives*



The evaluation criteria for these sites were grouped into three categories: Site Requirements (such as proximity to municipal utilities and rail corridors), Site Features (land size, parking options, zoning, and access to transit), and Railroad Operations (such as track configurations and freight operations).

After public engagement and review, including identification and evaluation of six additional sites (each site was identified by one person), the analysis recommended advancing the Reed Avenue Corridor and Old Happy Jack Road sites for further study, based on alignment with key criteria and community support. The Reed Avenue Corridor was favored for its central location, potential for revitalization, and pedestrian-friendly features. The Old Happy Jack Road site was also supported due to alignment with existing development plans, parking area, and less operational complications than other sites.

Sites not recommended for further study included the Historic UP Depot, BNSF Yard, Air Force Base, and Terry Ranch Road, and the six sites proposed by a member of the community. These sites faced challenges related to existing infrastructure, operational limitations, or location outside of the municipal area.

The Reed Avenue Corridor and Old Happy Jack Road sites moved forward with further analysis, including the development of station concepts, an economic benefits analysis, and assessments of environmental impacts and railroad feasibility.

# 4 Station Concept Development Results

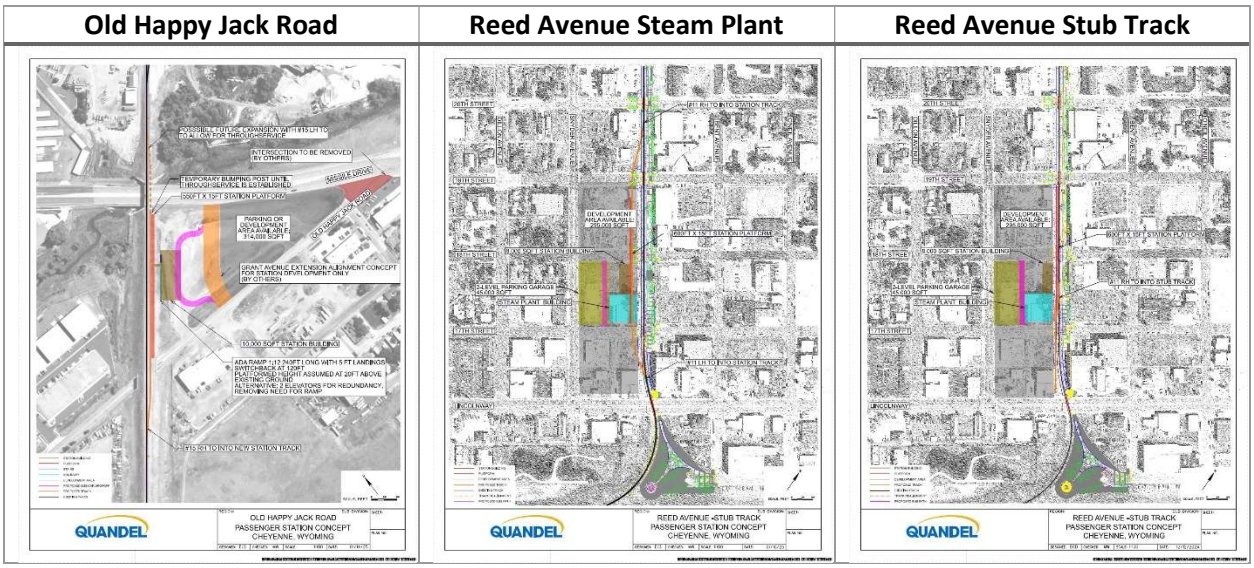
The development of station concepts for the selected station site alternatives (Old Happy Jack Road and Reed Avenue Corridor) had a comprehensive approach involving input from key stakeholders such as BNSF and UP railroads, Amtrak, the Front Range Passenger Rail District (FRPR), and local city planning officials. The project study team reviewed requirements and preferences for track layout, station design, and operational considerations. Some of the major inputs included:

- **Railroad Input:** Both UP and BNSF emphasized the importance of separating freight operations from passenger services and the need for Positive Train Control (PTC) on certain tracks to support passenger rail service. They also highlighted the potential impacts on surrounding infrastructure, such as the Reed Avenue Corridor vision, which includes a pedestrian promenade that could conflict with station placement.
- **Amtrak Input:** Amtrak provided station siting criteria, recommending a 600-foot platform with a 15-foot depth, and noted that future ridership forecasts would be essential for refining station design and sizing.
- **Front Range Passenger Rail Requirements:** The study team followed the Front Range Passenger Rail District (FRPR) Station Location Criteria and met with FRPR staff to discuss its status, a potential extension to Cheyenne, and examples of co-funded state-supported rail services to be explored by attorneys assisting FRPR and Cheyenne.

- **City and Project Study Team Preferences:** Input from the City of Cheyenne and local stakeholders led to preferences for specific station features, such as platform materials, station aesthetics, and location considerations. For example, the station on Reed Avenue would emphasize cultural preservation, while the Old Happy Jack Road station would provide a more industrial-style station with a multi-level tower.

Three station concepts resulted from the planning process: one located at Old Happy Jack Road, and two versions located along the Reed Avenue Corridor. The Reed Avenue Corridor station concepts have similar footprints, with key differences in track alignments and platform locations. All concepts were developed to meet the needs and preferences of stakeholders while addressing key operational requirements. The concepts, shown in Error! Reference source not found.**,** are discussed in detail in the Railroad Operations, Infrastructure Modifications, and Station Concepts Technical Memorandum (**Appendix B**).

*Figure 4. Cheyenne Passenger Rail Station Concepts*




The station at Old Happy Jack Road is located southeast of the BNSF tracks near Missile Drive. This station offers easy access to major highways, the Air Force Base, and downtown Cheyenne. The concept includes a 10,000 square foot station building, a 550-foot-long platform, and a parking lot with provisions for overnight parking. The station would be city owned and offer space for a potential visitor center and entertainment district in the area. Though it is the most expensive construction option (see **Table 1** below), this location is expected to have lower operational costs compared to the Reed Avenue location due to its minimal impacts on freight activity and more expansive and cost-effective layout for future growth.

The station concepts at Reed Avenue center around a pedestrian-friendly, centrally located station that has potential to highlight the historic character of Cheyenne. The designs incorporate a two-level

parking structure and an 8,000 square foot station building to be built within (Reed Avenue Steam Plant) or adjacent to (Reed Avenue Stub Track) a restored Steam Plant building. The Reed Avenue designs feature a 600-foot-long platform. The Reed Avenue Steam Plant design would be the most expensive construction due to property acquisition costs. It is expected that both Reed Avenue stations would have higher operational costs than that of the station at Old Happy Jack Road due to challenges associated with at-grade crossings and limited BNSF freight activity that occurs within the Reed Avenue Corridor.

*Table 1. Conceptual Capital Cost Estimates (2023 dollars)*

| | Old Happy Jack Road | Reed Avenue Steam Plant | Reed Avenue Stub Track |
|---|---|---|---|
| **Capital Cost Estimate (Millions)** | $30.9 | $26.7 to $28.2* | $24.1 to $25.1 |

Notes: *Capital cost estimate does not include the Steam Plant restoration to accommodate a passenger rail station. A Steam Plant restoration concept and cost could be developed through a separate study.

All station concepts would have a funding strategy consisting of a mix of federal and local sources, and potential public/private partnerships for the station building and parking facilities. Track, communication, and signal work are typically covered by federal funding, while station property acquisition is usually locally funded. Parking and the station building are generally funded through locally initiated projects, often in conjunction with FRA grants.

The Old Happy Jack Road and Reed Avenue Corridor options all offer viable solutions for a new passenger rail station in Cheyenne, each with its unique benefits. The Old Happy Jack Road site is recommended for its long-term cost-effectiveness, operational efficiency, and potential for future development, while the Reed Avenue site offers a more central, pedestrian-friendly location but comes with higher operational costs.

# 5 Station Concept Economic and Environmental Screening Summary

Building on the evaluation work completed for the site identification and selection, the study considered if economic analysis and environmental conditions and effects analysis results would inform identification of a preferred passenger rail site location.

## 5.1 Economic Analysis Screening Results

The economic analysis was based on quantitative measures and engagement results. **Table 2** shows the analysis found the Old Happy Jack Road site may generate more construction jobs, due to its higher capital cost, and that all the concepts would generate a similar number of ongoing jobs required for the station operation and maintenance. The methodology and results supporting this analysis are available in **Appendix C**, the Economic Analysis Technical Memorandum.

*Table 2. Economic Analysis Screening Results*

| | Old Happy Jack Road | Reed Avenue Steam Plant | Reed Avenue Stub Track |
|---|---|---|---|
| **Construction Period Jobs** | 229 | 191 | 176 |
| **Ongoing Operations Jobs** | 42-48 | 42-48 | 42-48 |
| **New Sales Tax (Millions per Year)** | Information Not Yet Available | $2.4 to 3 | $2.4 to 3 |
| **New Property Tax (Millions per Year)** | Information Not Yet Available | $1.4 | $1.4 |
| **Additional New Jobs at Surrounding Properties** | Information Not Yet Available | 81 | 81 |

The study team also found more advanced planning completed for the area including the Reed Avenue station location than for the Old Happy Jack Road station area. Using property development valuation data in the Reed Avenue Rail Corridor Master Plan (April 2018), the study demonstrated potential for substantial positive measurable benefits resulting from a passenger rail station (office/commercial space; residential units; resultant incremental sales/property tax generation and jobs). While the study was not able to identify a similar level of property development valuation for the Old Happy Jack Road site, the study would anticipate potential for positive and measurable benefits at the Old Happy Jack Road site.

Complementing the quantitative analysis results, the study considered economic-focused engagement results. Through interviews, meetings, and public comments, the study found:

- Almost everyone who shared input was supportive of financially viable and feasible passenger rail service and a Cheyenne station, and anticipated they would bring economic value to Cheyenne. Of more than 200 people engaged, two people expressed opposition to passenger rail service. ***(Data in this bullet will be updated following March 2025 public comment period.)***

*Figure 5. Champaign-Urbana, IL Passenger Rail Station*

*Source: smilepolitely.com (8/23/2017)*

- Almost everyone interviewed approved of or outright preferred a Reed Avenue station location because of the opportunity to stimulate the larger Reed Avenue Corridor Project.
- A few people interviewed felt Old Happy Jack Road could be a better location for a station as compared to the Reed Avenue corridor; all felt it would be acceptable if substantially less expensive to build.
- The Old Happy Jack Road site would be more operationally compatible with the passenger rail routes included in the FRA Long-Distance Service Study, while acknowledging these services would likely develop well after FRPR service:
    - Denver-Cheyenne-Odgen (Utah)-Salt Lake City-Los Angeles,
    - Denver-Cheyenne-Rapid City-Sioux Falls-Minneapolis/Saint Paul, and
    - El Paso- Albuquerque-Denver-Cheyenne-Billings.

## 5.2 Environmental Conditions and Effects Screening Results

The potential Old Happy Jack Road station concept has the fewest negative impacts on wetlands and floodplains, community, sensitive receptors, private property, and rail transportation. It would also be anticipated to have a 5-to-10-minute shorter travel time for FRPR passengers as compared to the travel time to the Reed Avenue Corridor sites. However, it is also less connected to the existing Cheyenne Transit Program (CTP) routes and downtown Cheyenne.

*Figure 6. Cheyenne Steam Plant Building*

*Source: Wyoming Tribune Eagle (1/24/2016)*

The potential Reed Avenue Steam Plant station concept intersects with an estimated 1,350 square feet of a 100-year floodplain. Additionally, the station and track concept go through the Steam Plant U.S. Environmental Protection Agency-listed brownfield site and the National Register of Historic Places listed warehouse at the Reed Avenue/19th Street intersection. The Steam Plant concept also has the most property acquisitions. It has good multimodal linkages and aligns with Cheyenne's Reed Avenue Corridor Project but would result in a 5- to 10-minute longer travel time for FRPR passengers. Maintaining BNSF access to its track throughout the Reed Avenue Corridor is another factor that distinguishes the Steam Plant concept from the Stub Track concept.

The potential Reed Avenue Stub Track station concept intersects the same floodplain as Reed Avenue Steam Plant. Rather than cutting through the Steam Plant brownfield and historic warehouse, the station, platform, and track concept is directly adjacent to them. This site would result in the same intersection closures, at-grade railroad-street crossings, and sensitive receptors as Reed Avenue Steam Plant concept. The Reed Avenue Stub Track concept requires significantly less property acquisition than the Reed Avenue Steam Plant concept and aligns with the Reed Avenue Corridor Project, but it would

result in a 5- to 10-minute longer travel time for FRPR passengers and complicates the 15-foot track access road that BNSF requires on the west side of Reed Avenue.

In conclusion, despite its disconnect from central Cheyenne, the Old Happy Jack Road station concept has the least negative environmental impacts. These results are summarized in **Table 3** and discussed in detail in the Station Concepts Environmental Conditions and Effects Screening Technical Memorandum (see **Appendix D**).

*Table 3. Summary of Environmental Conditions and Effects Screening for Cheyenne Passenger Rail Station Concepts*

| Environmental Topic | Station Concept | | |
|---|---|---|---|
| | **Old Happy Jack Road** | **Reed Avenue Steam Plant** | **Reed Avenue Stub Track** |
| **Wetlands/ Floodplains** | No wetland or floodplain impacts | Parking garage concept intersects with approximately 1,350 square feet of a 100-year floodplain | Parking garage concept intersects with approximately 1,350 square feet of a 100-year floodplain |
| **Contamination Issues** | One hazardous waste site near southwest corner of station site at Old Happy Jack Road | The project goes through the Steam Plant EPA Brownfield site | The site is adjacent to the Steam Plant EPA Brownfield site |
| **Community Facilities** | No community facility impacts | Requires use of historic warehouse site at Reed/19th Street; likely an adverse effect requiring mitigation developed in consultation with Wyoming State Historic Preservation Office<br><br>Adjacent to Cheyenne Fire Station at Reed/19th Street | Adjacent to historic warehouse site at Reed/19th Street and would require consultation on effects with the Wyoming State Historic Preservation Office<br><br>Adjacent to Cheyenne Fire Station at Reed/19th Street |

| Environmental Topic | Station Concept | | |
|---|---|---|---|
| | **Old Happy Jack Road** | **Reed Avenue Steam Plant** | **Reed Avenue Stub Track** |
| **Sensitive Receptors** | None identified. Surrounding area zoned as light industrial | Historic warehouse at Reed/19th Street<br><br>Martin Luther King Jr Park is within 750 feet of the potential station area<br><br>Residential properties within 750 feet of the potential station area | Historic warehouse at Reed/19th Street<br><br>Martin Luther King Jr Park is within 750 feet of the potential station area<br><br>Residential properties within 750 feet of the potential station area |
| **Rail Transportation Impacts** | Shorter passenger rail travel time (5-10 minutes)<br><br>Maintains BNSF access to its track | 5-10 min additional passenger rail travel time<br><br>Maintains BNSF access to its track | 5-10 min additional passenger rail travel time<br><br>Complicates 15-foot BNSF access road on west side of Reed Avenue Corridor |
| **Traffic Impacts** | None[2] | Increased rail traffic through at-grade railroad/street intersections[3] at 19th, 20th, 21st, 22nd, and 23rd Streets<br><br>Potential to indirectly increase rail traffic through at-grade railroad/ Lincolnway intersection from future Federal Railroad Administration Long Distance Service | Increased rail traffic through at-grade railroad/street intersections[3] at 19th, 20th, 21st, 22nd, and 23rd Streets<br><br>Potential to indirectly increase rail traffic through at-grade railroad/ Lincolnway intersection from future Federal Railroad Administration Long Distance Service |

[2] Separate from the passenger rail station project, the city plans to reconfigure the road network in the station area to better support the Hitching Post Urban Renewal Plan; this includes the Grant Avenue extension to Missile Drive and closing the Missile Drive/Old Happy Jack Road intersection. The city is also planning to develop the non-motorized multi-use West Crow Creek Greenway trail next to the Old Happy Jack Road site and separate from any passenger rail station project.

[3] Separate from any passenger rail station project, the city plans on closing the Reed Ave/17th Street, Reed Ave/18th Street, and Dillon Avenue/BNSF tracks intersections to vehicle traffic. This separate action will impact the south CTP route that currently passes through the Reed Ave/18th Street intersection; the new south CTP routing has not yet been established for use in this 'Conditions and Effects' analysis.

| Environmental Topic | Station Concept | | |
|---|---|---|---|
| | **Old Happy Jack Road** | **Reed Avenue Steam Plant** | **Reed Avenue Stub Track** |
| **Multimodal Linkages** | Direct connection to planned West Crow Creek Greenway trail[2]<br><br>Northwest CTP route is approximately 0.3 miles south of the potential station area<br><br>Station access driveway would accommodate intercity bus, local bus, and private vehicle drop-off and pick-up | Direct connections to existing south and northwest CTP routes, within one block of northeast CTP route, within two blocks of east CTP route<br><br>Station access driveway would accommodate intercity bus, local bus, and private vehicle drop-off and pick-up | Direct connections to existing south and northwest CTP routes, within one block of northeast CTP route, within two blocks of east CTP route<br><br>Station access driveway would accommodate intercity bus, local bus, and private vehicle drop-off and pick-up |
| **Property Acquisition** | Station area parcel owned by City of Cheyenne<br><br>Would need station track, platform, station building, and access drive easement from BNSF | Property acquisition would be required from:<br><br>*State Of Wyoming*<br><br>*LRW Inc. (historic warehouse)*<br><br>*Cheyenne Light Fuel and Power Co (2 parcels)*<br><br>*Steamplant Investment LLC (2 parcels)*<br><br>*Durante Limited Liability Co*<br><br>Would need station track easement from BNSF | Property acquisition would be required from:<br><br>*Cheyenne Light Fuel and Power Co*<br><br>*Steamplant Investment LLC*<br><br>Would need platform and stub track easement from BNSF |
| **Other Relevant Factors** | Aligns with Hitching Post Urban Renewal Plan | Aligns with Reed Avenue Corridor Project | Aligns with Reed Avenue Corridor Project |

# 6 Findings and Recommendations

The Cheyenne Passenger Rail Station Site Selection Study process identified and evaluated twelve initial potential station locations. Based on technical analysis and engagement results, the process advanced the Old Happy Jack Road and Reed Avenue sites for more detailed study. **Table 4** summarizes the findings from conceptual-level engineering, economic effects, environmental resources and effects, and stakeholder support analysis.

*Table 4. Summary of Conceptual-Level Engineering, Economic, Environmental, and Stakeholder Support Analysis Results*

| | Old Happy Jack Road | Reed Avenue Steam Plant | Reed Avenue Stub Track |
|---|---|---|---|
| **Budget Risk** | Lowest | Highest | Moderate |
| **Complexity to Construct** | Moderate | High | Moderate |
| **Capital Cost to Develop (2023$)** | $30.9 million | +$26.7 million* to +$28.2 million* *Does not include Steam Plant restoration cost (to be developed through separate study) | $24.1 million to $25.1 million |
| **Economic Effects** | Construction: 229 jobs O&M: 42-48 jobs Property Development Catalyst: Yes | Construction: 191 jobs O&M: 42-48 jobs Property Development Catalyst: +$2.4-3 million/yr sales tax + $1.4 million/yr property tax + 81 jobs | Construction: 176 jobs O&M: 42-48 jobs Property Development Catalyst: +$2.4-3 million/yr sales tax + $1.4 million/yr property tax + 81 jobs |
| **Environmental Resources and Effects** | 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 |
| **Stakeholder Support** | Moderate | High | High |

The study found that the Old Happy Jack Road and Reed Avenue sites can both accommodate a successful passenger rail station. The Old Happy Jack Road site is lower risk in terms of schedule and budget overruns in developing a project (budget risk) even with a higher potential construction cost. The Reed Avenue Corridor options present more risk. The Steam Plant option is highest risk because of the complexity in developing a passenger rail station project integrated with redevelopment of the Steam Plant building. The Stub Plant option also carries risk because of the way it limits BNSF access to the west side of the BNSF tracks on Reed Avenue.

Stakeholders supported development of a financially viable and feasible passenger rail service and station at either location in Cheyenne. While stakeholders were more vocal about their support for a station in the Reed Avenue corridor, many acknowledged their enthusiasm stemmed from their passion for implementation of the Reed Avenue Corridor Project and anything that positively contributes to that larger effort.

*Figure 7. March 2025 Public Meeting Announcement*

Based on these analyses and findings, the study recommends:

- ***Site the station as close as practical to downtown Cheyenne*** to leverage and contribute to the benefit of existing community infrastructure and services.
- ***Continue to study and develop both sites***, including exploring preferences and opportunities with property owners and any developers at both potential station sites. Recommended work includes:
    - Prepare a Hitching Post Plaza/Back 40/Old Happy Jack Road Area Master Plan comparable to the Reed Avenue Corridor Master Plan (April 2018) in detail and scope, including economic analysis.
    - Complete a study that develops a Reed Avenue Steam Plant restoration concept with capital and operating costs and a development risk assessment.
- ***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*** (Corridor ID Program) in the next admission cycle anticipated Fall 2025.
    - The FRA has organized implementation of the Corridor ID program into three sequential steps to work with project sponsors to develop and implement new or improved passenger rail service. In Step 1, the FRA works with the project sponsor to prepare a scope, schedule, and budget for development of a Service Development Plan. In Step 2, the FRA works with the project sponsor to prepare the Service Development Plan identifying the passenger rail service improvements, capital and operating investments and costs, and financial plan required to support the service. Step 2 also includes preparing a scope, schedule, and budget for completion of preliminary engineering and environmental clearance. In Step 3, the FRA works with the project sponsor to complete preliminary engineering and secure environmental clearance allowing the service and investments to advance into implementation.
    - The FRA provides up to $500,000 to complete Step 1, contributes up to 90% of the cost required to complete Step 2, and contributes up to 80% of the cost to complete Step 3.
    - Cheyenne completing Step 1/Scoping first, will allow Cheyenne to know the outcome of the Front Range Passenger Rail sales tax 2026 ballot question before initiating Corridor ID activities requiring a local match to federal funding.
- ***Continue to stay in communication and share information with BNSF, UP, and Amtrak*** as Cheyenne advances the station development work. This includes providing updates to BNSF on stakeholder, property owner, and developer interests and preferences for the station sites.
- ***Stay engaged with FRA and Amtrak as the FRA moves any Long Distance Service Study recommendations forward***, including the three potential routes shown passing through Cheyenne.