Agenda

City Council Meeting
July 14, 2026

Meeting Information
Watch the live stream of the meeting or watch the recording later on Facebook

5:00 pm: City Council Workshop –

6:30 pm: Council Meeting
Please note that action (including final action) may be taken on any or all of the following items:

1. **Pledge of Allegiance**
2. **Roll Call**
3. **Call to Order**
4. **Consent Agenda**

   Note: The Consent Agenda consists of proposed actions on business matters which are considered routine and for which approval is based on previously approved City policy or practice. The Consent Agenda will be approved by a single motion to "Approve the Consent Agenda" and Council Members will vote without debate. Council Members may move to remove a Consent Agenda matter for any reason and request that it be managed separately for discussion and consideration. Matters removed from the Consent Agenda will be placed on the agenda as an item of "Other Business" for discussion and consideration.

   A. Approval of minutes from June 23, 2026, regular council meeting.

   B. Approval of bills through July 9, 2026 in the amount of $1.710,575.85.

5. **Agenda**

   A. Approval of the agenda for the July 14, 2026, regular council meeting.

6. **Presentations**

   A. Kevin Kimball, The Adams Group, LLC to present the 2025 Financial Audit for the City of Craig.

7. **City Manager Report**
8. **Council Reports**

   A. Disclosure of Potential Conflicts of Interest regarding Agenda Items.

9. **Public Comment**

Note: Regular City Council meeting agendas and council packets are posted on the City's website to keep City residents informed of City Council actions and deliberations that affect the community. Public Comment time is set aside for citizens to address the City Council on matters within the jurisdiction of the city. Each speaker is allocated three (3) minutes to speak. Speakers may not cede their time to another speaker. The City Council can only act on matters that are on the agenda but may place matters brought to their attention at this meeting on a future agenda for consideration. If you have documents to present to the City Council, please provide a minimum of eight (8) copies For participation in public comment virtually, please email the City Clerk at the following email address; kcarmody@ci.craig.co.us no later than 24 hours prior to the meeting with your full name and home address. In an effort to allow for a response to the comment, City employees will prepare responses to public comments provided to the City Clerk at least 24 hours prior to the scheduled meeting. You can submit your comments in writing or email. Please submit comments no later than close of business the day before the scheduled meeting addressed to City Clerk at the following email address; kcarmody@ci.craig.co.us or drop your written comments at the front business office window to be delivered to the Clerk's office. Please make sure that your name, address, and phone number are included with the comment submitted.

10. Public Hearing

11. Other Business

A. Public Works Director Danny Paul to present for discussion and approval the Award of Bid for the Craig Rail Station Area Plan to AECOM in the amount of $140,893.00.

12. Staff Reports

A. Public Works Director Danny Paul to present the Public Works report for May and June 2026.

B. Police Chief Michael Cochran to present the Police report for June 2026.

13. Discussions

14. Closing Remarks and Informational Items

15. Adjourn

City Council Meeting
July 29, 2026
Minutes

All participated in the Pledge of Allegiance.

City Clerk Katie Carmody took councilmember roll call. Those present were Mayor Nichols and Councilmembers Derek Duran, Michelle Gottschall, Chris Nichols, Randy Looper, Joe Herod, Luke Tucker, Ashley Mitchell.

City Clerk Katie Carmody took councilmember roll call. Those present were Mayor Nichols and Councilmembers Derek Duran, Michelle Gottschall, Chris Nichols, Randy Looper, Joe Herod, Luke Tucker, Ashley Mitchell. Those absent were Jnl Linsacum.

Mayor Nichols brought to order at 09:09 AM the second meeting of the Craig City Council for the month of July 2026. In addition to Mayor Nichols, those present were Councilmembers Derek Duran, Michelle Gottschall, Chris Nichols, Randy Looper, Joe Herod, Luke Tucker, Ashley Mitchell. Staff present were

Mayor Nichols brought to order at 09:09 AM the second meeting of the Craig City Council for the month of . In addition to Mayor Nichols, those present were Councilmembers Derek Duran, Michelle Gottschall, Jnl Linsacum, Chris Nichols, Randy Looper, Joe Herod, Luke Tucker, Ashley Mitchell. Staff present were Sierra Arellano, Katie Carmody, Bryanne Cossey.

Councilmember Gottschall moved with a second by Councilmember Duran to approve the Consent Agenda as a whole. Yes 7, No 0, Abstained 0. Motion Passed.

Councilmember Linsacum moved with a second by Councilmember Tucker to approve the agenda. Yes 6, No 1, Abstained 1. Motion Passed.

Councilmember Looper moved with a second by Mayor Nichols to Approve. Yes 7, No 1, Abstained 0. Motion Passed.

Councilmember Gottschall moved with a second by Mayor Nichols to Table. Yes 3, No 5, Abstained 0. Motion Failed.

You can still type in as much information in here as you need.

FORMAL PRESENTATION REQUEST

City of Craig, Colorado - Public Request Form
Resolution No. 27 (2026)

INSTRUCTIONS

Submit this form to the City Clerk at least fourteen (14) calendar days before the requested meeting date.
Formal presentations are distinct from public comment and are subject to Resolution No. 27 (2026).
Submission of this request does not guarantee agenda placement.
City Clerk: 300 West 4th Street, Craig, CO 81625 | Phone: 970-826-2008 | Fax: 970-826-2036

REQUESTOR INFORMATION

Presenter Name
Kevin Kimball

Title / Role
Partner

Organization / Company
The Adams Group

Email Address
kevin@tagcpaco.com

Phone Number
303-529-0535

Mailing Address (optional)

PRESENTATION REQUEST

Requested Meeting Date
7/14/2026

Time Requested
☐ 5 min ☐ 10 min ☑ 15 min

Other Time Requested

Presentation Subject / Topic
Reporting on the 2025 Financial Audit for the City of Craig.

Specific Pending Council Action, Agenda Item, or City Administrative / Community Purpose
Reporting on the 2025 Financial Audit for the City of Craig as required by Colorado Local Government Audit Law per C.R.S. 29-1-601 et seq. specifically C.R.S. 29-1-603.

Audio / Visual or Remote Participation Needs
I will need a Zoom link for the presentation as I will be presenting remotely.

FORMAL PRESENTATION REQUEST

City of Craig, Colorado - Public Request Form
Resolution No. 27 (2026)

REQUEST TYPE

Select the category that best describes the requested presentation:

- [ ] Presentation regarding a specific Pending Council Action
- [x] Expert or informational presentation requested by Council or City Manager
- [ ] Presentation in furtherance of a City administrative purpose
- [ ] Brief community information from a local business or organization

PRESENTER STANDING / BASIS FOR REQUEST

Select the basis that applies. If none applies, explain in the additional basis field below.

- [ ] Named applicant, respondent, appellant, or party to a Pending Council Action
- [ ] Property owner whose parcel is the direct subject of a Pending Council Action
- [ ] Licensed professional retained on behalf of a party or affected property owner
- [ ] Governmental representative with jurisdiction or regulatory interest
- [x] City staff responsible for a Pending Council Action
- [ ] Representative of a local business or organization presenting community information
- [ ] Person formally invited by the Mayor, Council, or City Manager under Resolution No. 27 (2026)

Explanation / Additional Basis for Request

WRITTEN SUMMARY OF PRESENTATION

Briefly summarize the information to be presented to City Council.

This will be the formal presentation of the 2025 financial audit for the City of Craig.

FORMAL PRESENTATION REQUEST

City of Craig, Colorado - Public Request Form
Resolution No. 27 (2026)

MATERIALS AND ACCOMMODATIONS

Presentation materials should be submitted at least five (5) business days before the meeting if the request is approved.

- [ ] Presentation materials are attached
- [x] Presentation materials will be submitted if request is approved
- [ ] No materials

Accessibility / Accommodation Request, if any

None.

ACKNOWLEDGMENT

I understand that formal presentations are subject to Resolution No. 27 (2026), City agenda procedures, available meeting time, and approval criteria. I understand that public comment and written comment remain available as separate processes. I certify that the information provided in this request is accurate to the best of my knowledge.

- [x] I have read and understand the acknowledgment above.

Signature (typed name accepted)

Kevin Kimball

Date

06/25/2026

CITY CLERK SUBMISSION INFORMATION

Please submit the completed form to the City Clerk. The City may contact the requestor for additional information, agenda scheduling, materials deadlines, or technology coordination. For assistance accessing or completing this form, contact the City Clerk.
Email: cityclerk@cityofcraig.org

Item: 11.A.

City Council Item Report

Submitted By: Katie Carmody, City Clerk
Meeting Date: July 14, 2026
Item Name: Public Works Director Danny Paul to present for discussion and approval the Award of Bid for the Craig Rail Station Area Plan to AECOM in the amount of $140,893.00.

Summary:

Attachments:
1. 8C. Craig Rail Station Area Plan Award of Bid

Memo

To: City Council
From: Danny Paul, Public Works Director
Date: July 14, 2026
Re: Craig Rail Station Area Plan Award of Bid

I am requesting City Council's approval to award the Craig Rail Station Area Plan project proposal to AECOM in the amount of $140,893.00. The city received a $150,000 grant from CDOT through its Multimodal Transportation and Mitigation Options Fund and does not require any local funding participation.

As a reminder the project is a planning study to evaluate potential locations for a passenger rail station and platform. The study will evaluate the locations based on land use planning, fiscal preparedness, infrastructure preparedness, and railroad track useability. The study will help build momentum toward passenger rail service to the mountains and northwest Colorado with Craig being a key destination that can serve as a layover and maintenance location.

Proposals were opened for the project on June 16, 2026, and six proposals were received. The following is a summary of proposals.

Proposal Summary:

Proposer	Compliant Proposal	Proposal Amount	Total Score (Weighted)
AECOM	Yes	$140,893.00	20
Ayres Associates	Yes	$148,700.00	16
Benesch	Yes	$147,755.00	17
Jacobs	Yes	$149,882.00	14
LJA	Yes	$150,000.00	8
THK Associates, Inc.	Yes	$150,360.00	16

A proposal review and selection team was formed consisting of five members who are considered key stakeholders for the passenger rail service. Those members included Tom Kleinshnitz, Jennifer Holloway, Neil Binder, Randy Looper, and Danny Paul. The proposals were scored based on team experience and capabilities, project approach, and fee amount. The team reviewed each proposal individually, scored each one, and held a meeting to review and discuss. All six proposals were high quality, but the group scored AECOM's proposal the highest.

AECOM is supported by the Antero Group and has the most experience out of the six proposals performing work in Colorado on passenger rail station and platform study. They are currently completing a rail station study for the City's of Loveland and Fort Collins to support the Front Range passenger train service effort. References were checked and highly recommended for this work.

Please let me know if you have any questions or need additional information.

Attachments:

1. Proposal from AECOME dated June 16, 2026, and amended June 30, 2026.

AECOM DELIVERING A BETTER WORLD.

Prepared for the
City of Craig

June 16, 2026

City of Craig

Rail Station Area Plan

June 16, 2026
Katie Carmody, City Clerk
Chris Nichols, Mayor
City of Craig
300 West Fourth Street
Craig, CO 81625

THE AECOM DIFFERENCE

Our team is focused on your success. We are deeply invested in rail in Colorado and passionate about what we do. We will be by your side at each step of this journey.

Dear Ms. Carmody and Members of the Selection Committee

As Colorado's Mountain Rail program takes shape, City of Craig (Craig) can leverage passenger rail investment to advance local priorities, strengthen regional connectivity, and shape the city's next chapter. Our leadership and delivery team combines Colorado-based rail planners, engineers, and economic development specialists with the resources of a national rail practice. We are joined by **Antero Group**, whose trusted relationships and ongoing work in Craig provide critical insight into community priorities and opportunities. Together, we understand the broader planning, funding, and implementation considerations surrounding passenger rail and recognize that successful station area plans must balance community aspirations with operational realities and financial resources. We look forward to partnering with the city to develop an achievable vision that positions Craig to realize the benefits presented by passenger rail.

The AECOM team offers the following differentiators:

Comprehensive Rail and Economic Development Expertise:
AECOM has assembled a multidisciplinary team led by ***Mark Langley*** that brings together expertise in passenger rail planning, station design, land use planning, economic development, public engagement, and implementation strategy. Our team is complemented by Antero Group, including ***Ryan Peterson***, whose leadership of the Craig Industrial Park Master Plan provides valuable insight into local priorities, economic development opportunities, and stakeholder perspectives.

Proven Station Planning Experience:
Our experience with commuter and intercity passenger rail programs across Colorado and the Rocky Mountain region gives us a solid understanding of station planning and development. ***Scott Bressler*** leads station planning for Loveland and Fort Collins and previously managed planning for RTD's Northwest Rail stations. His expertise in creating screening criteria and evaluation frameworks enables communities to navigate complex decisions and confidently advance preferred station concepts. This background allows our team to deliver informed, practical recommendations efficiently.

Strong Relationships and Strategic Understanding:
AECOM brings a deep understanding of the policy, funding, and stakeholder environment surrounding Colorado's passenger rail initiatives. ***Chrissy Breit*** contributes insights from her role at the Front Range Passenger Rail District, where she worked extensively with CDOT, the Governor's Office, Union Pacific Railroad, local governments, and the Colorado legislature to advance passenger rail planning and implementation. Our experience advancing funding, governance, and railroad coordination positions our team to identify opportunities, anticipate challenges, and align recommendations with state and local objectives.

Implementation-Focused Approach:
Success is not measured by a compelling vision alone, but by a plan that can be funded and implemented. We understand that communities like Craig are being asked to make decisions before many aspects of Mountain Rail have been fully defined. Drawing on ***Thatcher Imboden's*** experience leading station area development for Sound Transit, our team will help the City understand potential roles and obligations associated with station development and where those responsibilities may appropriately reside among the City, CDOT, and other project partners.

We appreciate your consideration and look forward to providing our services under mutually agreeable terms. Please contact ***Mark Langley*** at 410-913-6802 or mark.langley@aecom.com with any questions regarding our proposal.

Sincerely,
AECOM Technical Services, Inc.

Tyler Besch
Vice President,
Authorized Signatory

Mark Langley
Project Manager

Table Of Contents

Section 1:

Introduction, Team Experience, and References

1

INTRODUCTION

AECOM Technical Services, Inc. is a globally recognized infrastructure firm with more than a century of engineering and planning experience. As the nation's top-ranked transportation consultant, AECOM partners with public-sector clients to develop practical solutions that integrate transportation, land use, economic development, and infrastructure investment.

AECOM has successfully delivered rail planning and development projects throughout Colorado and across the nation, guiding projects from early visioning through implementation. Our team brings specialized knowledge in passenger and freight rail operations, station planning and design, railroad coordination, travel demand analysis, funding and delivery strategies, environmental review, and cost estimating. These capabilities will support Craig as it identifies a preferred station strategy, assesses long-term opportunities and responsibilities, and prepares for Mountain Rail implementation.

This project will be led from AECOM's Denver office, with support from our Salt Lake City team. This regional presence places key staff within easy reach of Craig, enabling ongoing collaboration and direct access to passenger rail planners, engineers, land use specialists, and economic development professionals.

Working as an extension of City staff, AECOM will provide the technical insight and strategic guidance to advance a station vision that support's Craig transportation and economic development goals.

The AECOM team has the capacity, staffing depth, technical resources, and specialized capabilities to successfully execute this project and support additional station- or transit-related analyses as the planning process evolves. We provide responsive service, technical excellence, and dependable project management.

AECOM BY THE NUMBERS

An industry leader, AECOM has earned the following relevant *Engineering-News Record* (ENR) rankings in 2026:

TRANSPORTATION	HIGHWAYS	MASS TRANSIT AND RAIL	OVERALL TOP DESIGN FIRM
#1	#1	#1	#2

STATEWIDE

- **650+** Colorado-based employees
- **5 Office Locations** Denver, Boulder, Fort Collins, Glenwood Springs, Colorado Springs
- **200+** Transportation discipline professionals and technical staff

114	Multimodal/Civil
36	Structural
31	Transportation
15	Planners
16	Architects
10	Survey
17	Construction Management
100+	Grants & Additional Value/ Added Services Regional/National Staff

Antero Group is a multidisciplinary consulting firm specializing in economic development, community planning, stakeholder engagement, and grant strategy. As municipal planners and engineers, Antero provides GIS mapping, housing analysis, land use planning, infrastructure studies, and grant administration services. Integrating expertise in planning, engineering, and economic development, Antero delivers practical, implementation-focused plans that enhance economic well-being and quality of life.

Antero is recognized for its creative approach to engagement and community storytelling. Through authentic partnerships and in-house marketing capabilities, the firm develops adaptable communication tools that support effective outreach, robust data collection, and meaningful public participation across multiple platforms.

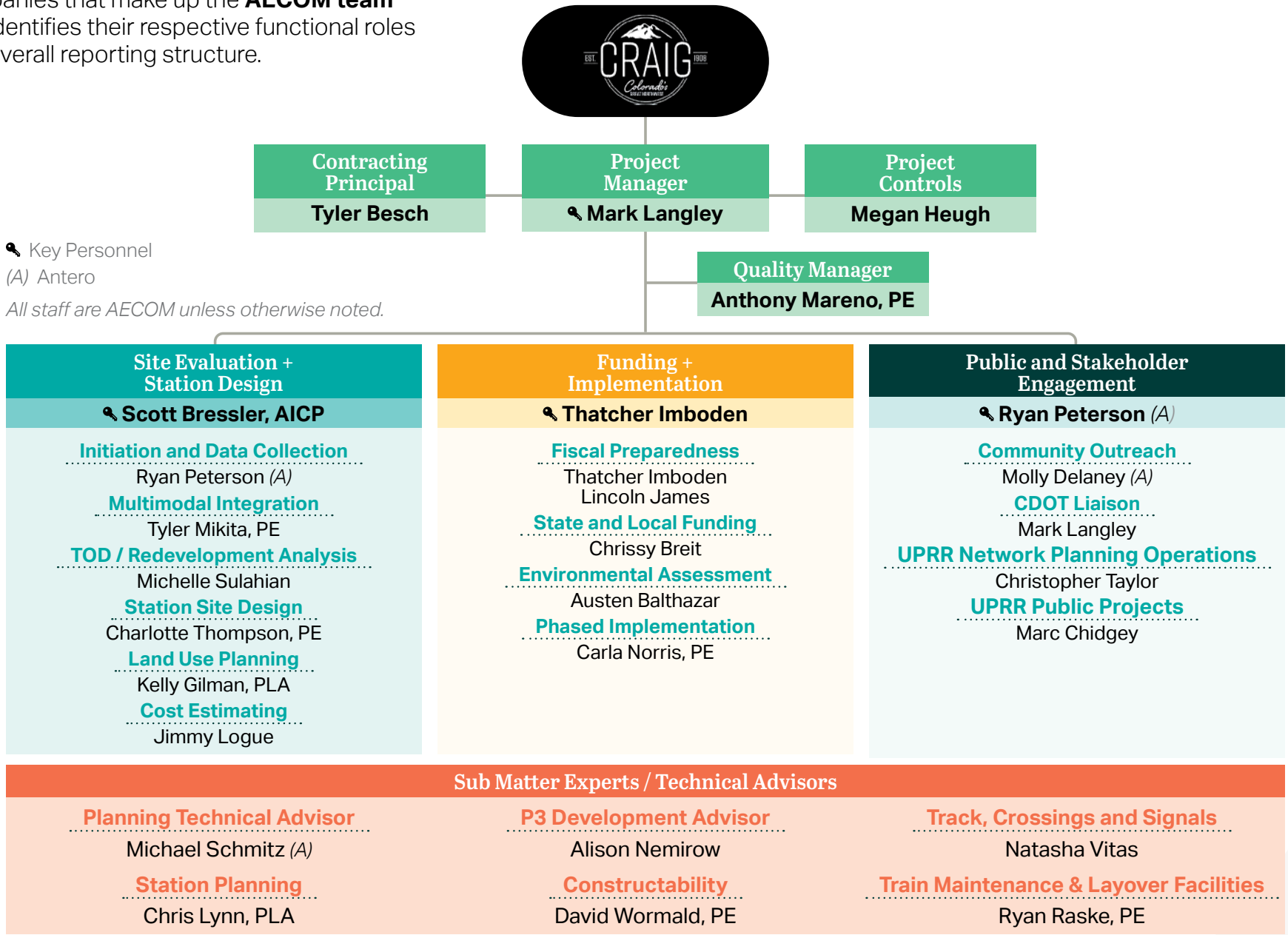
With ongoing work in Craig and Moffat County, Antero brings valuable local knowledge of regional opportunities, challenges, and community priorities. For this project, Antero will lead project initiation, data collection, and community engagement, working alongside AECOM's passenger rail and station planning specialists to evaluate station alternatives that align with the City's goals.

Teaming Project Spotlight

AECOM and Antero are currently supporting the Northern Indiana Commuter Transportation District (NICTD) to develop an updated Strategic Business Plan for the South Shore Line, the commuter rail connection between Chicago and South Bend. In response to shifting travel patterns and major recent capital investments, we are evaluating travel markets, station-area and Transit Development District opportunities, multimodal connectivity, recreational destinations, and regional growth trends to define strategic priorities for the next 20 years. The plan will provide a long-range roadmap for service and investment decisions that strengthen regional partnerships, improve connectivity, and support economic growth across northern Indiana. AECOM and Antero bring a strong collaborative partnership, combining extensive expertise in transportation planning and strategic development to deliver impactful solutions for NICTD, and we will bring the same to the City of Craig.

ORGANIZATIONAL CHART

Our chart demonstrates the key personnel and companies that make up the **AECOM team** and identifies their respective functional roles and overall reporting structure.



PROJECT TEAM

Mark Langley
Project Manager

Mark is a rail project manager in Denver bringing 12 years of experience with AECOM. He also serves as the Central Region's Passenger Rail Practice Leader. His experience spans intercity, commuter, and high-speed rail project development, with specialized expertise in alternatives analysis, service and route planning, station area planning and design, conceptual engineering, operations planning, rolling stock evaluation, and phased delivery strategies. Most recently, Mark led preliminary station design for six stations between Denver and Longmont as part of RTD's Northwest Rail Peak Service Study and currently serves as Project Manager for passenger rail station planning in Fort Collins and Loveland. Through his involvement in passenger rail programs across the country, Mark brings a comprehensive understanding of successful project delivery models and the factors that contribute to long-term success. He understands both the strategic and technical aspects of passenger rail development, from visioning, service planning and design through funding, construction and ongoing operations.

YEARS OF EXPERIENCE
12 with AECOM
0 with Other Firms

EDUCATION
Bucknell University
Bachelor of Science in Civil Engineering

REGISTRATIONS
Engineer-in-Training #ET022088
Envision Sustainability Professional

AFFLIATIONS
Colorado Rail Professionals, ASCE

Cities of Fort Collins and Loveland, Front Range Passenger Rail Station Area Planning, CO. Project Manager for AECOM for two station area planning efforts supporting Fort Collins and Loveland to develop station site layouts and station area projects to accommodate future Front Range Passenger Rail, which has a first phase of service consisting of three daily passenger train round trips between Denver and Fort Collins slated to begin by 2029. AECOM is developing visioning, concept plans, cost estimating and a framework for a spending plan that focuses on phased investment in station area infrastructure and potential property acquisition. In addition to local stakeholders, Mark has led coordination with several agencies including CDOT, Front Range Passenger Rail District, Department of Local Affairs and Office of Economic Development and International Trade.

Regional Transportation District (RTD), Northwest Rail Peak Service Study, Denver-Longmont, CO. Station Design Lead for project involving conceptual design, cost and risk estimating for a commuter/intercity rail system that would operate within BNSF Railway right of way between Denver and Longmont. The study includes analysis, assessment and conceptual design of potential station facilities, extensive stakeholder coordination, and cost estimation. The study involves technical coordination between RTD, consultants, multiple jurisdictions along the alignment, BNSF Railway, and Front Range Passenger Rail District. At least two of the six proposed stations would be shared with the Front Range intercity service – conceptual designs reflect differing operational and station facility requirements between the two proposed service types.

Utah Department of Transportation (UDOT), Utah Statewide Passenger Rail Study. Project Manager for a statewide evaluation of intercity passenger rail options into, out of, and within Utah. Scope of work includes evaluation of route and service options, travel time development via rail simulation for conventional and high speed rail service options, ridership forecasting, benefit/cost evaluation and preparation for FRA's Corridor Identification and Development program. The project includes stakeholder engagement with Union Pacific Railroad, Utah Transit Administration and other state DOT's.

Colorado Department of Transportation (CDOT), Southwest Chief Thru-Car Study, Lu Junta-Pueblo-Colorado Springs, CO. Deputy Project Manager and Alternatives Analysis Lead responsible for several aspects of the study and Alternatives Analysis of potential connecting service to the Amtrak Southwest Chief between La Junta-Pueblo-Colorado Springs. The FRA CRISI grant project includes stakeholder coordination, operational and infrastructure assessments, RTC modeling, service planning and investment options, cost estimating, station area analysis, and preliminary environmental impact analysis.

Utah Transit Administration (UTA), FrontRunner South Extension, Utah. Deputy Project Manager and Design Manager responsible for several design disciplines and subconsultants related to a 14-mile expansion and three new stations for the UTA FrontRunner Service. The project includes preparation of an Environmental Assessment under NEPA and a 30% design package. Benefits and community/environmental impacts of the proposed design will be assessed and documented in collaboration with UTA, UDOT, MAG (regional planning organization), and multiple municipalities along the route. The Locally preferred alternative traverses primarily UTA-owned right of way. There is also coordination and design consideration for the proximate Class I operator, Union Pacific.

Front Range Passenger Rail District (FRPRD) Station Platform Conceptual Design, Colorado Springs, CO. Technical Lead for AECOM supporting the FRPR District and City of Colorado Springs evaluate options for a platform and station on the east side of the UPRR-owned corridor. There is currently a UPRR yard in the preferred platform location that introduces a range of operational scenarios and cost implications for each alternative concept. Mark developed the initial concepts while identifying trade-offs and next steps toward approval with UPRR.

Scott Bressler, AICP

Site Evaluation and Station Design

Scott is a Transportation Planner in AECOM's Denver office with experience supporting transit and passenger rail projects throughout Colorado, as well as in Texas, Arizona, and New Mexico. He has played key roles on multidisciplinary transportation projects, working closely with planners, engineers, and environmental specialists on transit feasibility studies, alternatives analyses, and NEPA documentation, including Environmental Assessments and Environmental Impact Statements. His experience includes station planning, transit operations planning, alternatives screening, and support for ridership forecasting efforts. He has worked across a variety of transit modes, including light rail, commuter rail, high-speed rail, bus rapid transit, and traditional bus service. His projects have regularly involved coordination with the Federal Transit Administration, state DOTs, regional MPOs, local transit agencies, municipalities.

YEARS OF EXPERIENCE

25 with AECOM

1 with Other Firms

EDUCATION

Master, Urban and Regional Planning, University of Colorado

BS, Urban Studies, Metropolitan State College of Denver

REGISTRATIONS

American Planning Association, Colorado, #135396

American Institute of Certified Planners, #019489

Cities of Fort Collins and Loveland, Front Range Passenger Rail Station Area Planning, CO. Station Planning Lead. Led Station Planning for the future Front Range Passenger Rail Stations in both communities. This involved site selection activities, working with station design team, and will help to develop implementation strategies based on capital costs and funding assumptions. He also supported the development of the vision, goals, and objectives task.

CDOT and Southwest Chief & Front Range Passenger Rail Commission, Front Range Passenger Rail Alternatives Evaluation, CO. Project Planner. Provided planning support including development of the Purpose and Need Statement, alternatives screening, and other planning tasks for the 180-mile corridor.

CDOT Division of Transit and Rail (DTR), Mobility Hubs. Project Planner/Task Lead. Leading and supporting various aspects of multiple task orders including data analysis, alternatives analysis, and documentation for Mobility Hub Handbook; as well as Mobility Hubs Area Plans for Lone Tree, Monument, Woodmen Road, Harmony Road, Castle Rock and Fairplay; and the Long-term Mobility Hub Operations and Maintenance Plan.

UTA, South Valley FrontRunner Extension EA, Provo, UT. Project Planner. Providing planning and NEPA support including the review of NEPA documentation.

RTD, Northwest Rail Peak Service Study, CO. Station Planning Lead. Led Station Planning task working with all five jurisdictions in the corridor (Westminster, Broomfield, Louisville, Boulder, and Longmont) to develop updated station plans. Also led the development of the purpose and need and AECOM's portion of pre-NEPA documentation for this study that evaluated peak period commuter rail service between Denver, Boulder, and Longmont.

CDOT, Southwest Chief Thru-Car Study, Pueblo, CO. Project Planner. Provided planning support including the development of purpose and need and other planning tasks for this Alternatives Analysis project.

Capital Metro, Orange Line Light Rail Project, Environmental Impact Statement, Austin, TX. Document Control Task Lead. Developed Pre-NEPA environmental documentation, worked with planning and environmental teams on NEPA documentation, including Technical Reports and Draft Environmental Impact Statement.

Trinity Metro, TEXRail Extension, Environmental Assessment, Fort Worth, TX. Primary Planner. Responsible for coordinating many of the multidisciplinary activities throughout the 2.1-mile TEXRail Extension project. Worked with planning team on all NEPA documentation including development of Draft and Final EA and FONSI. Also Assisted the Environmental Lead throughout the project and addressed comments on Draft EA.

Thatcher Imboden

Funding and Implementation

Thatcher brings more than 20 years of experience at the intersection of transportation, transit-oriented development, commercial real estate, and public finance. His background includes TOD work for Sound Transit in Seattle, as well as public finance and private real estate development experience in Minneapolis.

At Sound Transit, Thatcher guided more than 20 TOD projects supporting over 3,000 housing units and contributed to 14 transit capital projects. His experience includes assembling public properties, structuring funding strategies, and establishing public-public and public-private partnerships to advance development. Thatcher moves communities from vision to implementation by understanding existing conditions, defining a desired future state, and identifying the actions needed to achieve it, often navigating regulatory, infrastructure, market, funding, and public service considerations along the way.

YEARS OF EXPERIENCE

1 with AECOM

20 with Other Firms

EDUCATION

BS, Urban Studies, College of Liberal Arts, University of Minnesota Twin Cities

AFFILIATIONS

Urban Land Institute

Mpact

Metropolitan Council, TOD Policy Update, Minneapolis, MN. Advisor. AECOM is a sub-consultant supporting the Metropolitan Council and its subsidiary, Metro Transit, on an update to its 2014 TOD policy. Provide advisory services by supporting stakeholder engagement, agency leadership policy discussions, and policy recommendations.

Municipal Development Authority, Systemwide TOD Baseline Analysis, Connecticut, Hartford, CT. Technical Advisor. Guide technical team to analyze geospatial data and develop growth scenarios for 64 rail station areas in Connecticut that considers market, zoning, infrastructure, and transit interventions and their ability to support housing development at the stations.

Sound Transit, Transit Project Funding Support, Seattle, WA*. Director. Evaluated potential strategies to improve project performance in federal funding programs, including the CIG New Starts funding and Expedited Project Delivery grants, by suggesting rule changes to federal guidance, identifying potential P3 approaches for EPD grant eligibility, and targeting specific economic development criteria to boost during mock New Starts scoring models.

Sound Transit, Expanding Agency Revenue Opportunities Study, Seattle, WA*. Director. Guided the evaluation of potential value capture tools, expanded TOD and joint development opportunities, and other creative revenue approaches to assist Sound Transit in closing its long-range financial plan gap.

Sound Transit, Long-Range Financial Plan Real Estate Revenue Model, Seattle, WA*. Director. Developed and managed the agency's projection model of real estate ground lease and sale revenue that feeds into the overall agency financial plan.

Sound Transit, Integrated Joint Development Program, Seattle, WA*. Stood up a team to build out a program to plan and deliver new transit facilities integrated with TOD as to achieve both revenue and TOD objectives. Hired staff and guided scope development, strategic planning, issue identification and resolution, financial and cost projections, funding, and partnerships. Sought and executed on a Build America Bureau Regional Infrastructure Accelerator grant to advance design of joint development projects and conduct a large industry engagement program through a partnership with the Urban Land Institute.

Sound Transit, Affordable housing funding partnerships, Seattle, WA*. Director. Secured $373+ million in pre-committed third-party funding for Sound Transit's TOD property pipeline, including $73 million in local public agency subordinate debt, $100 million in private grant and loan funding from Amazon Housing Fund, and $200+ million in forward reservations for private activity bonds issued by the Washington State Housing Finance Commission, all of which would be awarded together with Sound Transit development rights.

Sound Transit, Affordable Housing Revolving Loan Fund, Seattle, WA*. Director. Oversaw the planning for and execution of a $20 million contribution from Sound Transit into a revolving loan fund for affordable housing near high-capacity transit stations.

Hennepin County, Transit-Oriented Development Fund, Minneapolis, MN*. Program Manager. Managed $7 million in active grant and loan awards to support TOD project outcomes in bus and rail transit station areas, including strategic land acquisitions, public infrastructure, and private infrastructure.

*At Other Firms

Ryan Peterson | Antero

Engagement and Existing Conditions

Ryan focuses on bicycle, pedestrian, and transit planning and policy, as well as sustainable design. He brings significant public sector and civic experience and has led housing studies, trail and parking studies, and comprehensive planning efforts. His skills include ArcGIS, crash analysis, policy analysis, public engagement, wayfinding, graphic design, and multimodal planning and design. Through his leadership of the Craig Industrial Park Master Plan and ongoing work in the community, Ryan has developed a strong understanding of local priorities, economic development objectives, and stakeholder perspectives.

YEARS OF EXPERIENCE

1 with Antero

20 with Other Firms

EDUCATION

Master of Urban Planning
University of Wisconsin-Milwaukee

B.A. Urban Studies
Minor in Architecture
University of Wisconsin-Milwaukee

City of Craig, Business and Industrial Park Master Plan | City of Craig, CO.
Ryan Peterson served as project manager and lead designer for the Craig Business and Industrial Park, directing the master plan and serving as the primary contact for the City of Craig. He also helped recruit tenants and guided the project through the City's zoning and entitlement process.

Grand Lake Affordable Housing, Village of Grand Lake | Grand Lake, CO.
The Grand Lake Affordable Housing Study is a grant-funded effort to address workforce and attainable housing needs in Grand Lake, a mountain resort community where demand is high and developable land is scarce. The project also covers updates to local regulations, plans for specific sites, and preparation for future funding applications.

Grand Resources Incubator Project Feasibility Study, Grand County | Grand County, CO.
The Grand Resources Incubator Project Feasibility Study is an economic development project supported by a grant from the U.S. Economic Development Administration. This study examines whether a business incubator could help diversify the local economy by offering shared workspace, specialized equipment, and business support programs for startups and small manufacturers. The study will evaluate possible locations, market demand, financial and operating plans, and expected benefits.

Will County Safety Action Plan, Will County | Will County, IL

Lake Zurich Comprehensive Plan, Village of Lake Zurich | Lake Zurich, IL

City of Aurora Bicycle & Pedestrian Plan, City of Aurora | Aurora, IL

Dupage County Trails Plan,Dupage County | Dupage County, IL

Village of Hoffman Estates Multimodal Plan,Village of Hoffman Estates | Hoffman Estates, IL

La Porte County Comprehensive Plan, La Porte County | La Porte County, IN

Glenview ADA Transition Plan and Bicycle & Pedestrian Plan Update, Village of Glenview | Glenview, IL

Niles Bicycle and Pedestrian Plan Update, Village of Niles | Niles IL

Kelly Gillman, PLA

Land Use Vision and Station Area Planning

Kelly is a Senior Landscape Architect and Certified Planner with AECOM in Salt Lake City, where he leads a variety of projects within the Urbanism and Planning practice. With more than 25 years of experience, Kelly has worked across multiple business lines throughout the western United States, including Buildings + Places and Transportation. His experience includes transit-oriented development (TOD) plans, station area planning, corridor studies, transportation facility design guidelines, and site development projects. His current work includes design of a new commuter rail station for the Utah Transit Authority in Bluffdale, Utah, and land use planning for future Front Range Passenger Rail stations in Loveland and Fort Collins. Kelly is a licensed Landscape Architect in seven states and brings extensive experience integrating transportation investments with community planning, placemaking, and urban design objectives.

Relevant Projects: ***CO -*** *Fort Collins and Loveland Front Range Passenger Rail Station Area Planning, City and County of Denver 38th Street Underpass Study, City of Boulder Annexation Study* ***TX -*** *Austin Transit Partnership OMF Review, DART Station Modernization Study* ***NC -*** *Bus Transit Maintenance Facility Site Feasibility Study* ***AZ -*** *City of Mesa Streetcar Study & Transit Code*

Christopher Taylor

UPRR Network Planning Operations

Chris leads AECOM's Rail Simulation Center of Excellence and brings more than 50 years of experience in rail operations and planning. He has worked with Union Pacific Railroad on numerous projects, His expertise spans rail capacity analysis, terminal and corridor planning, systems design, and cost estimating. Through this experience, Chris helps clients with diverse interests identify practical solutions and achieve shared objectives through collaborative planning and informed decision-making. As a former railroader, Chris understands the Class I perspective and builds trust through a consistent engagement approach.

Relevant Projects: ***CO -*** *CDOT Southwest Chief Thru-Car Study* ***IL-*** *Redesign* Metra/UPRR corridor ***CA -*** UPRR Inland Empire Intermodal Terminal

Chrissy Breit

State and Local Funding

Chrissy is a transit and rail leader with more than a decade of experience spanning consulting and public-sector roles. Her expertise includes governance, funding strategy, public affairs, and engagement. She works closely with federal and state agencies, local governments, and private-sector partners to align interests, shape policy, secure funding, and support informed decision-making. Prior to joining AECOM, Chrissy served as Interim General Manager of the Front Range Passenger Rail District, where she led the organization through a critical phase of planning and intergovernmental coordination to advance new intercity passenger rail service along Colorado's Front Range. Chrissy began her rail career managing public affairs for the CREATE Program, a nationally recognized public-private partnership focused on improving the efficiency, reliability, and safety of Chicago's freight and passenger rail network.

Relevant Projects: ***CO -*** *Fort Collins and Loveland Front Range Passenger Rail Station Area Planning, CDOT Southwest Chief Thru-Car Study, RTD Northwest Rail Peak Service Study, Southwest Chief & Front Range Passenger Rail Commission Front Range Passenger Rail Alternatives Evaluation,* ***UT -*** *Passenger Rail Study*

Molly Delaney | Antero

Master of Urban Planning and Policy
Community Outreach

Molly Delaney is a Senior Planner at Antero Group, specializing in economic development, comprehensive planning, spatial design, and community engagement. With a background as a former educator, she emphasizes collaboration, communication, and outreach in her work. Molly is passionate about helping communities navigate complex problems effectively and sustainably, translating planning concepts into accessible, actionable strategies. She demonstrates her commitment to creating sustainable, community-driven solutions and regional understanding.

Relevant Projects: ***CO -*** *City of Craig Business and Industrial Park Master Plan, Grand Lake: Priorities Strategy, Affordable Housing and Planning Services, Grand County: Data Maintenance and Training,Tourism Revitalization Plan, Resources Incubator Project Feasibility Study,*

Tyler Mikita, PE
Multimodal Integration

Tyler is a transportation engineer with eight years of experience supporting state DOTs and municipalities nationwide, including CDOT's Bustang program management team. His experience spans transportation planning, transit and roadway design, structural bridge design, construction management, and cost estimating. Tyler's diverse technical background enables him to develop practical, well-informed solutions while effectively collaborating across disciplines, agencies, and project partners.

Michelle Sulahian
Redevelopment Analysis

Michelle advises public agencies on real estate development and finance, unlocking asset value through monetizing surplus property, operational transformation, housing delivery, and public private partnerships. She leads efforts from feasibility and business cases to developer selection and negotiation. Recent work includes university student housing, hotel conference centers, and mixed use tied to long term plans. She supports cities and transit agencies on TODs, assessing zoning, open space, and mixed use capacity and delivering solicitation ready financial analyses.

Charlotte Thompson, PE
Station Site Design

Charlotte is a versatile transportation engineer with experience spanning transit station design, traffic analysis, statewide transit facility standards development, and bus, pedestrian and micromobility access design. Her project experience ranges from conceptual planning and preliminary engineering through final design, technical analysis, and report preparation. Charlotte has contributed to the successful delivery of passenger rail, bus rapid transit, and land development projects of varying scales and complexity, bringing a strong understanding of multimodal transportation systems and station site design.

Anthony Mareno, PE
Quality Manager

Anthony is a highly versatile project manager and transit engineer with extensive experience advancing transit design and overseeing construction on complex corridors. Locally, he has served as a senior transit engineer and project manager on major transit and rail projects for CDOT, RTD, the City and County of Denver, and the City of Fort Collins. Nationally, his experience includes roles as project manager, engineer of record, project engineer, design engineer, and construction manager on high-profile public infrastructure projects for the City of Madison, Chicago Transit Authority, Illinois DOT, Illinois Tollway, and Chicago DOT. He brings strong project management acumen and team leadership, consistently delivering transformative infrastructure projects.

Jimmy Logue
Cost Estimating

Jimmy brings more than 15 years of experience providing preconstruction consulting, cost management, project controls, and scheduling services for complex infrastructure and construction projects. His expertise spans preconstruction management, construction cost estimating from feasibility through bid, value engineering, cash flow and trend analysis, and construction-phase cost management, including change management. Jimmy also has extensive experience developing and negotiating construction cost agreements between clients and contractors. His ability to translate technical concepts into reliable cost information helps clients make informed decisions throughout project development and delivery.

Lincoln James

Fiscal Preparedness Strategy

Lincoln is a Senior Consulting Manager within AECOM's National Infrastructure Economics Practice and serves as the national lead for Transportation Grant Support Services. He brings more than 20 years of experience in infrastructure advisory, transportation economics, land use economics, strategic planning, regional development, and project management. Lincoln specializes in helping public-sector clients evaluate economic impacts, develop funding strategies, and position projects for successful implementation. Over the past seven years, he has led the development of grant applications that have secured approximately $1.5 billion in federal and state discretionary funding, providing clients with a strong understanding of funding opportunities, competitiveness, and fiscal readiness.

Austen Balthazar

Environmental Assessment

Austen has nearly 10 years of experience as a federal environmental specialist, primarily within the transportation sector, with expertise in NEPA, environmental compliance, interagency consultation, and policy development. Prior to joining AECOM, she served as a Senior NEPA Specialist with the Federal Railroad Administration, where she gained nationwide experience reviewing NEPA documents, supporting interdisciplinary project teams, conducting grant reviews, and advancing policy and process improvements. Austen brings a regulator's perspective to project delivery and will play a key role in developing environmental documentation that aligns with FRA expectations, helping streamline reviews and avoid unnecessary revisions.

Carla Norris, PE

Phased Implementation

Carla is an accomplished project manager with over a decade of expertise in successfully delivering multi-modal projects catering to diverse clients, ranging from local municipalities to federal corporations. Her extensive portfolio spans various project and contract types, encompassing public-private partnerships and design-build initiatives. Demonstrating proficiency in navigating intricate planning, design, procurement, and construction challenges, Carla stands out for her adept management of complex projects.

Michael Schmitz | Antero

Planning Technical Advisor

Michael, Chief Operating Officer with Antero Group, brings 18 years of experience applying GIS and collaborative planning tools to support community and economic development initiatives. His expertise includes capital improvement programming, site development, master planning, economic impact analysis, tourism resiliency, and broadband planning. His Colorado experience includes the Craig Business and Industrial Park Master Plan and Grand County Tourism Revitalization Plan, which help advance a regional tourism and economic development strategy.

Marc Chidgey
UPRR Public Projects

Marc is a rail engineering and operations professional with more than 15 years of experience supporting freight railroad infrastructure, maintenance, and capital programs across Class I and regional railroads, grounded in owner-side roles with direct responsibility for track engineering, asset condition assessment, capital planning, and construction in active operating environments; he has delivered projects from the railroad perspective by defining scope and priorities, coordinating with operating and maintenance departments, reviewing constructibility and sequencing, and managing construction execution in live facilities where safety, service continuity, and schedule control are critical; he applies this owner-side project delivery experience to provide practical, operations-informed leadership to multidisciplinary teams, leveraging a strong command of railroad standards, operating practices, and construction constraints to ensure solutions are technically sound, constructible, and aligned with railroad priorities.

Alison Nemirow
P3 Development Advisor

Alison is a Colorado native and principal in AECOM's Advisory practice. She has 18 years of experience as an urban economist specializing in sustainable and equitable development, with a particular focus on developing financing and governance strategies to support execution of transformative sustainability programs. She has worked across the building, transportation and land use sectors to develop implementation-focused plans and strategies. Alison's expertise also includes the development of tools and policies to build community and economic resilience by preventing household displacement, financing affordable housing, and supporting entrepreneurship and small businesses growth.

Natasha Vitas
Track, Crossings and Signals

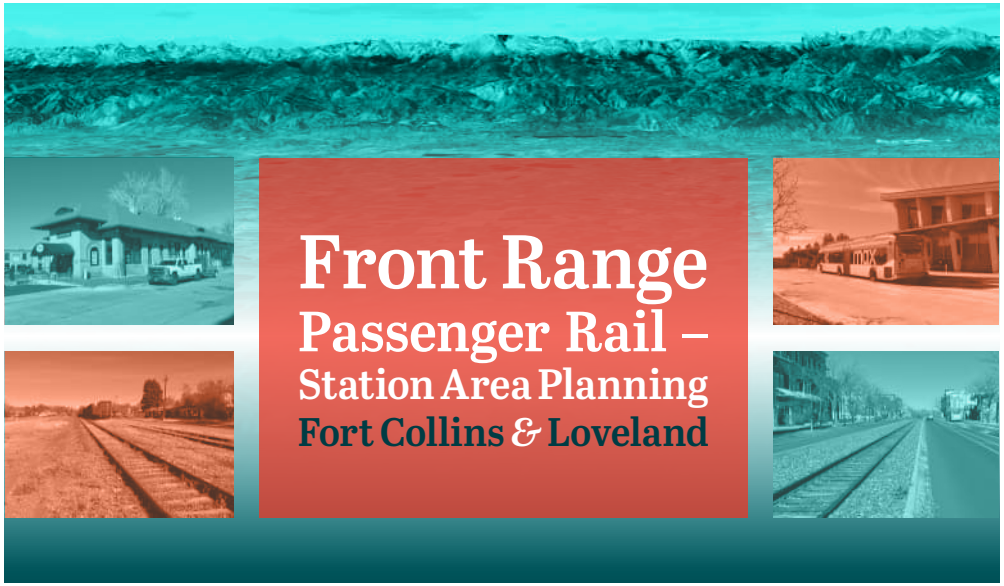
Natasha has five years of proven track design experience for freight, passenger, and rail transit projects Clients include Class I, Class II, shortline, commuter, passenger, rail transit, state/county/municipal Departments of Transportation. Her areas of specialized focus include track configuration and geometry, alignment design, complex track structures, and track and systems conceptual development. Natasha brings experience from the Front Range Passenger Rail project where she designed infrastructure improvements within the BNSF and UPRR corridors for the introduction of passenger rail service.

Ryan Raske, PE
Train Maintenance & Layover Facilities

As a Rail Engineering Director, Ryan specializes in the planning and design of rail infrastructure, including rail yards, maintenance facilities, and intermodal terminals. He brings extensive experience managing and designing transportation, commercial, and industrial projects of varying scale and complexity. Throughout his career, Ryan has collaborated with local, state, and federal agencies across the United States to navigate permitting requirements and jurisdictional approvals. His expertise in rail operations and facility planning provides a strong understanding of the technical, operational, and site development considerations associated with train maintenance and layover facilities.

TEAM EXPERIENCE: SIMILAR PROJECTS

FRONT RANGE PASSENGER RAIL STATION AREA PLANNING | FORT COLLINS AND LOVELAND, CO



AECOM is leading station area planning for the cities of Fort Collins and Loveland to prepare for future Front Range Passenger Rail service in northern Colorado. Funded through Colorado's Energy and Mineral Impact Assistance Fund program, AECOM is helping both communities establish long-term station visions, evaluate potential station locations, and prepare for future passenger rail investment.

Working closely with the Front Range Passenger Rail District, CDOT, BNSF Railway, local governments, and project stakeholders, AECOM is evaluating station alternatives, developing conceptual station plans, assessing multimodal access and connectivity, identifying infrastructure requirements and site constraints, estimating costs, and preparing implementation and funding strategies. In partnership with Logan Simpson, the project's public engagement subconsultant, the team is conducting community and stakeholder outreach to ensure technical recommendations align with local priorities and goals.

A key aspect of this effort is helping local leaders navigate emerging implementation decisions associated with Front Range Passenger Rail. As the Front Range Passenger Rail District evaluates a potential 2026 ballot initiative and develops a local sales tax shareback policy, AECOM is advising Fort Collins and Loveland on the implications for station development, local funding opportunities, and long-term investment priorities. The team is also developing technical materials and briefing content to support City Council work sessions and local decision-making.

The resulting plans will provide each community with a roadmap for station development, infrastructure investment, funding, and implementation while advancing broader mobility and economic development objectives across northern Colorado.

OWNER CONTACT:

City of Fort Collins: Seth Lorson, Senior Transportation Planner

P: 970.416.4320
E: slorson@fcgov.com

City of Loveland: AnnaRose Cunningham, Senior Transportation Planner

P: 970.962.2553
E: annarose.cunningham@cityofloveland.org

CONTRACT AMOUNT:

Fort Collins: $250,000
Loveland: $150,000

SUBCONSULTANTS:

Logan Simpson

OUTCOMES:

The project will provide Fort Collins and Loveland with a roadmap for future passenger rail investment, including preferred station locations, conceptual station area plans, site layouts, and planning-level cost estimates. By aligning community priorities with technical and implementation considerations, the effort will build stakeholder consensus around station development and establish a clear framework for future decision-making. The final implementation strategies will identify funding opportunities, project phasing, environmental review considerations, and local responsibilities, positioning both communities to successfully advance passenger rail service.

STAFF INVOLVED:

Mark Langley, Chrissy Breit, Scott Bressler, Kelly Gillman, Charlotte Thompson, Michelle Sulahian, Anthony Mareno

NORTHWEST RAIL PEAK SERVICE STUDY | DENVER-LONGMONT, CO

AECOM led station planning and conceptual station design for RTD's Northwest Rail Peak Service Study, a collaborative effort involving RTD, local transportation partners, and northwest area communities. The study evaluated commuter rail operations along the existing BNSF Railway corridor and identified the infrastructure improvements, costs, operational requirements, and station investments necessary to provide peak-period service between Westminster, Boulder, and Longmont.

Through multiple rounds of stakeholder, public, and station jurisdiction meetings, AECOM built consensus around station siting, design, and operational requirements. The team completed planning and conceptual design for six station sites across five communities—Westminster, Broomfield, Louisville, Boulder, and Longmont—ensuring each station was appropriately sited and sized to support projected ridership and service needs. The study ultimately identified a preferred operating plan providing three weekday morning trips to Denver and three weekday evening return trips to Longmont. AECOM completed its scope of work $30,000 under budget.

OWNER CONTACT:

Regional Transportation District (RTD)
Patrick Stanley, Manager Engineering

P: 303.299.2906
E: Patrick.Stanley@rtd-denver.com

CONTRACT AMOUNT:

Original: $ 800,000
Final: $770,000

SUBCONSULTANTS:

AECOM was a major subconsultant responsible for station planning and design

OUTCOMES:

The study provided participating communities with a framework for future station development by identifying appropriately sized station concepts, site requirements, and long-term expansion opportunities. The resulting conceptual designs improved the reliability of capital cost estimates, informed infrastructure and operational planning, and established a shared vision for future commuter rail service along the corridor.

STAFF INVOLVED:

Mark Langley, Scott Bressler, Charlotte Thompson, Anthony Mareno, Chrissy Breit (with another firm)

SOUTHWEST CHIEF THRU-CAR STUDY | LA JUNTA, PUEBLO, AND COLORADO SPRINGS CO

AECOM led the Southwest Chief Thru-Car Study, which evaluated passenger rail service alternatives connecting La Junta, Pueblo, and Colorado Springs to Amtrak's Southwest Chief service. The study examined both operational strategies and capital infrastructure investments needed to support expanded passenger rail service while maintaining compatibility with existing and future freight operations. During this project, CDR supported stakeholder meeting facilitation while Triunity supported existing conditions and cost estimating.

The study aimed to identify a reliable Southwest Chief service to provide convenient passenger connections while minimizing impacts to freight rail traffic. To accomplish this, the project team worked closely with BNSF Railway, Union Pacific Railroad, and Amtrak to develop the methodology, assumptions, and operations simulation models used to evaluate service alternatives. The resulting analysis identified a series of infrastructure improvements needed to support future passenger rail service, with recommendations developed in coordination with the partner railroads and informed by operations modeling.

AECOM led station area analyses for La Junta, Pueblo, and Colorado Springs. In La Junta, the team evaluated station infrastructure needs and prepared conceptual cost estimates for platform improvements and station siding extensions. In Pueblo and Colorado Springs, AECOM coordinated closely with concurrent station planning efforts, providing technical review and guidance to ensure future station concepts could accommodate potential Southwest Chief thru-car service. Through this work, AECOM helped integrate station planning, railroad operations, and infrastructure needs into a cohesive strategy for expanding passenger rail service in southeastern Colorado.

OWNER CONTACT:

Colorado Department of Transportation (CDOT)

Jeff Dawson Engineering Manager, Passenger Rail Program

P: 720.840.5022
E: Jeffrey.Dawson@state.co.us

Maux Sullivan, Assistant Director

P: 720.588.3011
E: Maux.Sullivan@state.co.us

CONTRACT AMOUNT:

Original: $650,000
Final: $650,000

SUBCONSULTANTS:

CDR, Triunity

OUTCOMES:

The project established consensus among host railroads and passenger rail operators regarding the infrastructure improvements needed to support Southwest Chief thru-car service. It provided decision-makers with planning-level capital and operating cost estimates to guide future investment discussions and implementation planning. Through engagement with regional leaders, the study also increased understanding of the service's benefits and advanced a long-term vision for integrating the Southwest Chief with future Front Range Passenger Rail service in Pueblo.

STAFF INVOLVED:

Mark Langley, Scott Bressler, Christopher Taylor, Chrissy Breit (with Front Range Passenger Rail District)

STATION PLATFORM CONCEPTUAL DESIGN | COLORADO SPRINGS, CO

AECOM was selected by the City of Colorado Springs and the Front Range Passenger Rail District to develop conceptual platform and station siding layouts for the preferred passenger rail station location in Colorado Springs. Previous planning had located the platform on the west side of the Union Pacific corridor, which was not preferred by the City. AECOM developed and evaluated multiple concepts for an east-side station location and coordinated closely with FRPRD, CDOT, and the City of Colorado Springs to assess cost, operational, and implementation considerations. The concepts accounted for physical site constraints, Union Pacific design standards, and active rail yard operations, as the station would be located adjacent to an existing Union Pacific yard.

Staff Involved: Carla Norris, Mark Langley, Marc Chidgey, Natasha Vitas

FRONTRUNNER STATION | BLUFFDALE, UT

AECOM, as part of the FR2X Progressive Design-Build team, advances the design of a new FrontRunner commuter rail station in Bluffdale, Utah. The station serves a planned 600-acre mixed-use development led by the Utah Point of the Mountain State Land Authority and is designed to support long-term transit-oriented development and multimodal connectivity. AECOM leads station architecture, site design, and landscape architecture services, including the station platform, pedestrian bridge, elevator and stair towers, and station-area public realm improvements. Working closely with the broader FR2X engineering team, AECOM integrates the station into the emerging community while preserving opportunities for future transit expansion, including light rail and autonomous shuttle services. The project requires extensive coordination among the Utah Transit Authority, Utah Department of Transportation, Bluffdale City, and the Point of the Mountain State Land Authority to align transportation investments, land use planning, and future development objectives. Through this effort, AECOM helps create a station that serves as both a transportation asset and a catalyst for long-term community development.

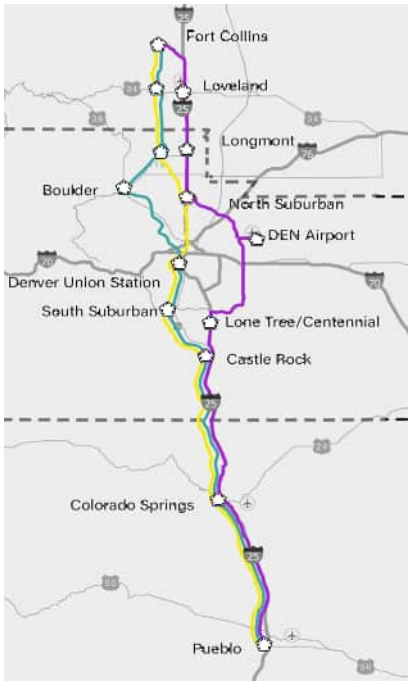
Staff Involved: Kelly Gillman

AMTRAK ADA STATIONS PROGRAM | NATIONWIDE

AECOM serves as a lead designer and program manager for Amtrak's nationwide ADA Stations Program, coordinating accessibility improvements and station modifications at passenger rail facilities across the United States. The program encompasses a wide variety of station types, including historic depots, shared-use facilities, and standalone Amtrak stations. AECOM manages multidisciplinary teams across multiple offices and technical disciplines, including architecture, historic preservation, structural engineering, mechanical, electrical, plumbing, and geotechnical engineering. The firm developed a standardized delivery framework for ADA station improvements that continues to support station modernization efforts nationwide. To date, AECOM has contributed to the planning and design of nearly 90 stations, including Grand Junction, Colorado, which serves the Amtrak California Zephyr, and Mobile, Alabama, in support of the recently launched Amtrak Mardi Gras service.

Staff Involved: Chris Lynn

FRONT RANGE PASSENGER RAIL ALTERNATIVES EVALUATION | CO



From 2019 through 2021, CDOT, the Southwest Chief & Front Range Passenger Rail Commission, and AECOM, as part of the consultant team, evaluated and refined alignment and operating alternatives for Front Range Passenger Rail.

The study evaluated passenger rail service between Fort Collins and Pueblo and developed implementation strategies to advance the corridor while supporting Colorado's transportation, environmental, and economic goals. AECOM led key technical analyses, including alignment and facilities evaluation, operations modeling, runtime simulation, and cost estimating.

The team assessed a range of technologies, operating scenarios, and corridor options, including Class I freight rail, roadway, and greenfield alignments. AECOM also conducted feasibility reviews, developed conceptual engineering quantities, prepared detailed cost estimates, and evaluated phased implementation opportunities. This work required the development of clear evaluation criteria and performance measures to objectively compare alternatives and support informed decision-making.

Staff Involved: Mark Langley, Scott Bressler, Chrissy Breit (with another firm), Christopher Taylor

BUSINESS AND INDUSTRIAL PARK MASTER PLAN | CITY OF CRAIG - ANTERO

Antero is supporting the City of Craig in developing the Business and Industrial Park Master Plan, a strategic initiative to position Craig as a regional hub for manufacturing, logistics, and innovation. Anchored by a 25-acre development site adjacent to the Union Pacific Railroad, the project establishes a flexible, market-ready, and sustainable industrial park capable of attracting diverse industries and supporting long-term economic growth. Antero is conducting a market analysis, evaluating development opportunities, collaborating with stakeholders, and helping develop strategies to guide infrastructure investments, site design, and phased implementation. The project also includes the development of branding and marketing materials to support business recruitment efforts and position the site for future tenants and funding opportunities. The resulting master plan provides a comprehensive and adaptable framework for development while supporting the City's economic diversification and long-term growth objectives.

Staff Involved: Ryan Peterson, Michael Schmitz, Molly Delaney

PASSENGER RAIL STATION FEASIBILITY STUDIES | OH

AECOM has completed feasibility studies and conceptual station plans for Hilliard, Hamilton, and Sandusky, Ohio. The studies evaluated future ridership, site access and circulation, operational considerations, and conceptual costs while supporting coordination with key stakeholders, including Amtrak, Norfolk Southern, and the Ohio Rail Development Commission.

In Hilliard, the study identified a preferred station location capable of serving two proposed long-distance passenger rail corridors and supporting the reintroduction of passenger rail service through Central Ohio. In Sandusky, the team evaluated operational constraints affecting both passenger and freight rail service at the historic Amtrak station and identified opportunities to improve capacity and reliability. In Hamilton, Mark Langley worked closely with the City to evaluate station site alternatives for future 3C+D corridor service, considering freight operations, ridership projections, station programming needs, and site ownership. The team developed conceptual site layouts, prepared conceptual cost estimates, and delivered a final report that enabled the City to advance station planning and advocacy efforts for future passenger rail service.

Staff Involved: Mark Langley, Chris Lynn, David Wormald

Section 2:

Project Approach, Scope of Services, and Schedule

2

PROJECT APPROACH AND UNDERSTANDING

As the region evolves beyond its historic coal-based economy, a thoughtfully planned station can serve as more than transportation infrastructure; it can become a catalyst for redevelopment, housing, tourism, and economic opportunity while remaining grounded in Craig's character and values. The decisions made through this planning effort will help determine how the station supports both future passenger rail service and the community's broader economic development objectives.

AECOM brings extensive experience helping communities plan, evaluate, and advance passenger rail stations throughout Colorado and across the nation. Through our work on RTD's Northwest Rail project, Front Range Passenger Rail station planning in Loveland, Fort Collins, and Colorado Springs, and the Southwest Chief Thru-Car Study, we have developed a deep understanding of station siting, railroad coordination, operational requirements, and implementation planning.

Over the past five years, we have supported more than ten Colorado communities in identifying station locations, building stakeholder consensus, and developing concepts that are both operationally and financially achievable.

Led by ***Mark Langley***, our team understands that successful station planning requires pragmatism and flexibility. Passenger rail projects often evolve in response to changing funding, operational, and political realities. Our collective experience has equipped us with a continually evolving station development playbook that helps communities navigate uncertainty.

Through successful collaboration on previous and ongoing projects, Mark and AECOM team members have developed strong working relationships with CDOT's Division of Transit and Rail and UPRR leadership, which will help facilitate productive coordination throughout this effort.

Station siting cannot occur in a vacuum. We will work closely with CDOT to establish an appropriate engagement approach with Union Pacific Railroad (UPRR) and recommend beginning the study with a fatal flaw analysis of potential platform and track configurations before advancing detailed site evaluation or public review. This approach will provide the City with an early understanding of feasibility and ensure that subsequent analysis and community engagement focus on realistic opportunities.

Due to the track complexity in this portion of the corridor, initial concept development and cost estimating will also need to consider potential costs associated with relocating or reconfiguring sidings, customer tracks, and yard tracks. An example of our work on previous projects as at the bottom of this page. **Figure 1**.

A clear and defensible evaluation process will be critical to building trust and supporting informed decision-making. The evaluation criteria must be responsive to local goals, stakeholder input, and evolving project conditions. Drawing upon lessons learned from similar passenger rail initiatives, our team will apply a structured evaluation framework while tailoring recommendations to Craig's unique opportunities, constraints, and long-term vision.

Our approach will help Craig evaluate station alternatives, understand tradeoffs and opportunities, and develop a practical roadmap. This study can position Craig not only to identify a preferred station concept but also to understand the steps, partnerships, funding opportunities, and investments necessary to move from planning to implementation. The following sections describe how our team proposes to address the City's considerations.

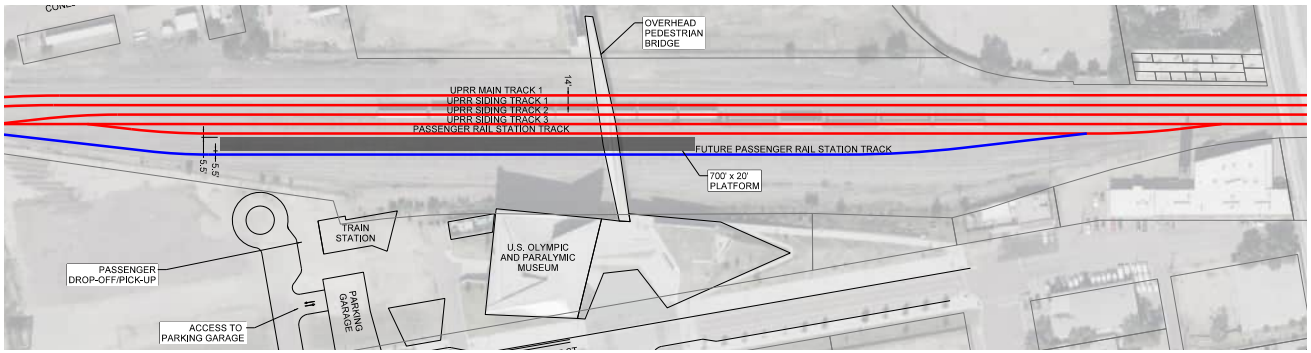


Figure 1: Sample concept AECOM developed as part of evaluating platform and station options within UPRR's corridor through Colorado Springs

UNDERSTANDING THE BIG PICTURE

Based on current corridor conditions and discussions with UPRR's Public Projects Manager for this territory, the Craig-to-Steamboat Springs "short pattern" may represent a more achievable initial implementation scenario than the Denver-to-Craig "long pattern," given the significant capital investments required for tunnel upgrades and other corridor improvements south of Steamboat Springs.

Accordingly, we recommend evaluating phased station concepts that support initial service needs while preserving opportunities for future expansion.

Platform designs could be sized to accommodate shorter train consists associated with the initial service pattern, while maintaining the ability to expand should Denver-to-Craig service become a reality. This approach can reduce upfront costs, align investments with realistic service assumptions, and avoid overbuilding infrastructure before it is needed.

COLORADO
Department of Local Affairs
Division of Local Government

LAND USE PLANNING

Intercity rail stations should never be treated as standalone facilities; they serve as the starting point for a coordinated transportation and land use planning system that benefits the entire community. Potential station sites in Craig are adjacent to the historic downtown and new development sites, supporting mobility options from micromobility to regional bus access. Mobility within a community is more effective when residents and visitors can navigate using multiple options.

Standard TOD principles favoring higher-density, mixed-use zoning adjacent to a station may not fit Craig and must be adapted to prevent new development from overpowering smaller towns. The station planning area in Craig may be small, so planning for the comfort of existing and future user groups must be carefully managed. To achieve this, the AECOM team considers the right sizing of density and design, last-mile connectivity strategies, parking management, and the integration of public use spaces within the station facility. With our team's experience coordinating with Department of Local Affairs (DOLA), we understand the grant and funding options to advance local land use planning; we will support the city in evaluating concurrent planning options.

FISCAL PREPAREDNESS

Led by ***Thatcher Imboden***, AECOM will evaluate potential funding and financing sources and establish a high-level funding strategy to support the infrastructure, station facilities, and complementary investments identified through the planning process. This evaluation will consider the suitability of federal and state grants, tax credits, and financing programs, as well as locally controlled funding mechanisms such as joint development, tax increment financing, and other value capture strategies.

Our team maintains a strong understanding of Colorado's evolving funding landscape and the opportunities available to support station area planning, infrastructure, housing, and economic development. This includes recently enacted legislation such as HB26-1065, which establishes Transit and Housing Investment Zones and creates new opportunities for state sales tax increment financing and affordable housing incentives associated with eligible transit investments. We are also familiar with programs administered through the DOLA, Office of Economic Development and International Trade (OEDIT), and Colorado Housing and Finance Authority (CHFA), including Neighborhood Centers, Transit-Oriented Communities, the Energy and Mineral Impact Assistance Fund, Proposition 123 programs, the Middle Income Housing Authority, and transit-oriented housing and tax credit programs.

Thatcher will be supported by ***Chrissy Breit***, who brings frontline experience navigating Colorado's transportation, economic development, and state funding landscape, as well as ***Lincoln James***, AECOM's grant funding specialist. Together, this team will identify funding and financing tools that align with Craig's vision and help the City understand potential opportunities, responsibilities, and partnership structures associated with future station development. AECOM's economics and funding specialists have supported the successful award of more than $300 million in transportation grant funding in Colorado over the past eight years and understand what makes projects competitive for state and federal funding. A graphic showing various funding methods is below. **Figure 2**.

The evaluation will also consider the role of regional and private-sector partners in advancing

Figure 2: Station Funding Strategy

station area investments. In particular, our team will monitor the ongoing formation and activities of the Yampa Valley Regional Transportation Authority and evaluate opportunities for coordination and partnership. Further evaluation will also identify opportunities for public-private partnerships, joint development, and other implementation strategies that can help maximize the benefits of passenger rail investment.

The result will be a practical funding and implementation roadmap that helps Craig understand potential funding sources, partnership opportunities, and long-term responsibilities while positioning the City for success as Mountain Rail advances.

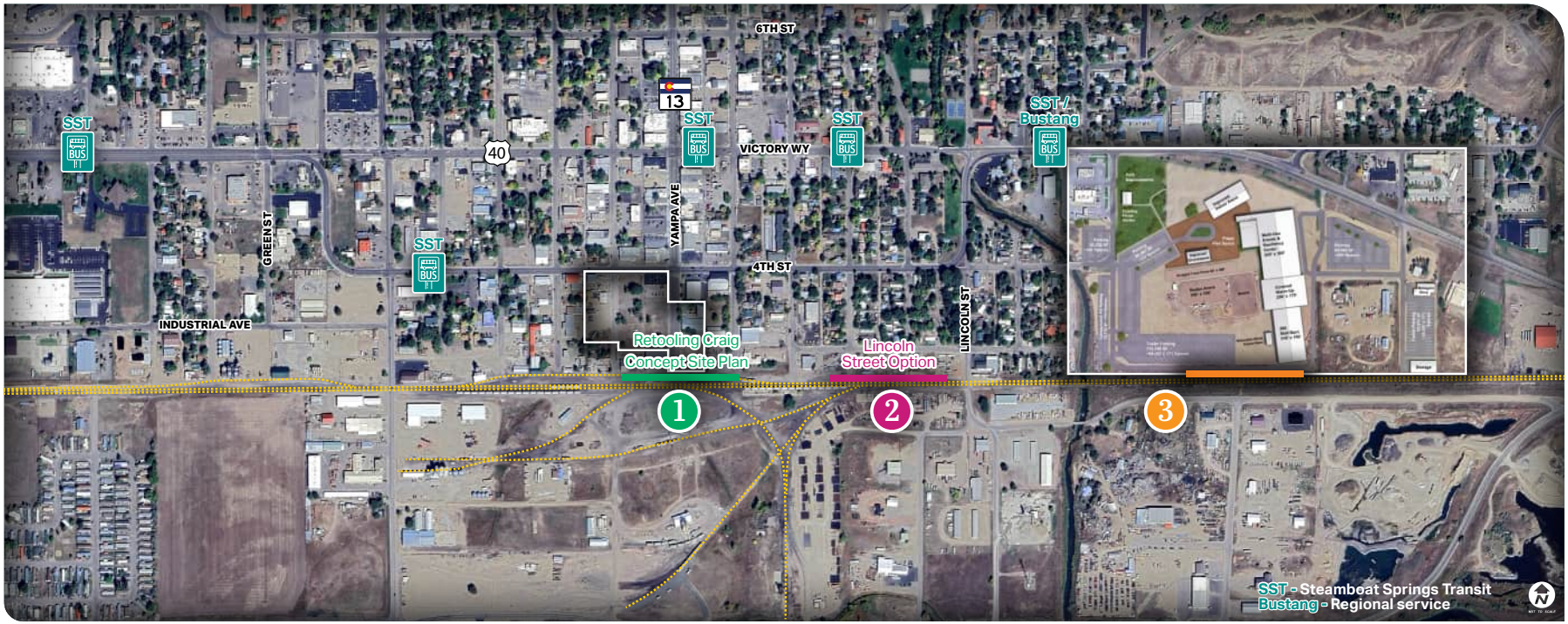
INFRASTRUCTURE PREPAREDNESS

We recognize that each potential station site has challenges and opportunities, and our methodology is designed to address these nuances while delivering solutions that are practical, innovative, and transformative. ***Scott Bressler*** and ***Ryan Peterson*** will identify the key infrastructure tradeoffs between sites from a rail and surrounding development perspective. This work will leverage existing conditions analysis and be further informed by City staff who best understand the state of existing and future infrastructure in potential station areas. In evaluating station locations, our team will treat maintenance facilities as a critical factor. Certain platform locations will be more compatible than others for accessing a preferred maintenance facility. Due to operational conditions and land ownership, these factors represent significant cost considerations that our team will carry through the overall evaluation. This will involve working with the City of Craig staff, UPRR, CDOT, and other local, regional, and state stakeholders.

RAILROAD TRACK USEABILITY

Mark Langley will work with our subject matter experts including ***Chris Taylor***, ***Ryan Raske***, and ***Marc Chidgey*** to detail the existing operational, ownership and customer conditions within UPRR's corridor. While also respecting UPRR's commercial data privacy, the team will develop an understanding of options to align passenger and freight infrastructure and operations. As the owner of the corridor, UPRR's consensus is paramount and our team will collaborate with CDOT and UPRR to understand existing conditions, future flexibility requirements, and viability of proposed solutions. It's likely that different platform and station siding arrangements will carry cost tradeoffs due to potential modifications of existing tracks; these will be captured in overall station location evaluations.

To date, The City of Craig has developed an initial list of potential station sites. To begin the project, AECOM will work with Craig to fully understand each of the sites and work to identify any additional sites (or iterations of the current chosen sites) that could be considered. Through a two-phased process, we will guide Craig to evaluate the sites, developing conceptual layouts, fiscal analysis, and initial cost estimates that reflect real-world conditions that align with long-term goals. Our teaming partner, Antero Group has worked a great deal in Craig and will bring local knowledge to our team as we further evaluate these potential station locations. The initial list of sites is shown in **Figure 3**.



1 SITE 1
Retooling Craig Concept Plan Option

PROS:

- Integrates well with downtown area
- Opportunities for redevelopment

CONS:

- Existing customer sidings and spurs adds complexity for UPRR
- Design and operational conflicts could result in higher realtive cost

2 Site 2
Lincoln Street Option

PROS:

- Potential use of existing siding for station
- Potential space for storage track west of platform

CONS:

- Less opportunity for integration into downtown or to the fairgrounds
- Limited redevelopment opportunities in immediate station area
- Potential for operational conflicts

3 Site 3
Moffat County Fairgrounds Option

PROS:

- Best serves large fairground events
- Potential to share parking/facilities
- Avoids reconfiguration of UPRR industrial lead tracks
- Reduced operational conflicts

CONS:

- Furthest from downtown
- Potentially limited redevelopment opportunities
- Station siding / bridge constraints may push platform further east than desirable

Figure 3. Initial List of Craig Station Sites

In addition to our understanding of the key station location considerations, we have listed relevant lessons, risks and mitigation below. These have come up on projects AECOM has either observed tangentially, or from projects we directly support. We have also included a relevant project example from our experience planning a rail station in Louisville, Colorado.

Risk / Lesson Learned	Description	Mitigation
Consistent Project Messaging Between Partners	During the Northwest Rail Peak Service Study public open houses, there were repeated questions from community members about the differences between Northwest Rail and FRPR, and the larger project vision.	Request CDOT presence at community events or to provide Mountain Rail update fact sheets so the community can clearly understand overall project updates in addition the station planning efforts.
Visuals Are Key	For the public to understand the project components, effective visualization is critical.	Our team is experienced at efficiently producing high-quality visuals of station layouts, with added detail as evaluation and stakeholder/community feedback is received.
Station Design Aligns with Community Character	The Pueblo Station Area Plan team advanced a station design which did not align with historic community character, this was received poorly by Pueblo community members causing redesign.	Engage the communities early on the station characteristics, solicit feedback while setting realistic expectations.
Evaluation Results Ambiguous, Lack Technical Foundation	Evaluations need a technical foundation with clear reasoning that informs decision-making and messaging to the community.	Our site evaluation will include technical metrics where appropriate, such as ROM cost, to inform decision-making.
Getting Ahead of Project Partners, Especially Host Railroad	Railroad owners do not like surprises or seeing non-vetted options, proposed on their property, in the news or in public facing reports, etc.	Close coordination at project outset with CDOT to align on data sharing and review approach with UPRR.

City of Louisville Station Planning Example

AECOM led the Station Planning task for the Northwest Rail Peak Service Study for RTD below in **Figure 4.** Each station plan was originally developed as part of the 2010 Northwest Rail Environmental Evaluation; however, with no funding to implement the project, changing project assumptions, and a decade worth of new development, many of the sites that were planned for rail stations had undergone many changes requiring a new station planning process to update the assumptions for where the stations would be located, the amount of parking that should be built, and how best to integrate the station into the community within the context of all of the development that has occurred over the past decade. AECOM worked with each of the communities in the corridor including Westminster, Broomfield, Louisville, Boulder, and Longmont to develop new station plans.

1 Station planning included several rounds of workshops with city staff and two rounds of public participation. The station site from the 2010 study had been developed with apartments and retail uses. With much of the area in downtown Louisville adjacent to the rail line already developed, the AECOM team began the station planning process by evaluating the existing bus and transportation network, potential shared parking opportunities, and areas with the greatest potential for future redevelopment to find suitable station platform locations that could be used to anchor a potential station stop.

2 In advance of the workshops with City staff, AECOM worked through several iterations of station plans to quickly identify areas of concern and refine initial concepts. Each iteration increased in specificity while maintaining flexibility to modify key elements. Once the station plan was fully defined, CADD-based engineering drawings were developed for the preferred station location, including existing conditions and plans for demolition, utilities, and proposed site improvements.

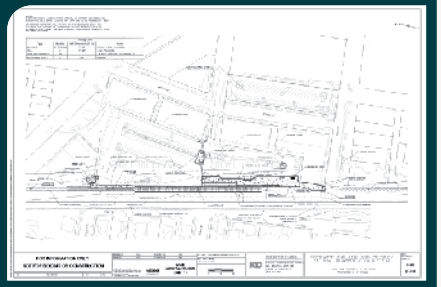


Figure 4: Louisville Station

SCOPE OF SERVICES

TASK 1: PROJECT MANAGEMENT AND COORDINATION

The AECOM team's commitment to efficiency and excellence is embedded in our culture, processes, and project management approach.

Quality Protocols

Quality is inherent in the way AECOM manages projects. We are one of the few professional and technical firms in North America certified to the internationally recognized ISO 9001 standard for Quality Management Systems. Our Quality Management System is rigorous and structured, with online workflow tools and formal procedures that include Quality Control (QC) and Quality Assurance (QA) reviews.

During QC reviews, senior staff evaluate the project's technical elements. QA serves as a final review to verify proper completion of technical documents and confirm that QC comments have been adequately addressed. We have selected ***Anthony Mareno*** as our quality reviewer. He has served in this role on numerous AECOM projects and previously served as Deputy Project Manager for the RTD Northwest Rail Peak Service Study station design.

Project Management Approach

We will leverage our knowledge of the Mountain Rail corridor and the strong relationships we have cultivated with CDOT's Division of Transit and Rail (DTR) through our Colorado passenger rail work, including the Front Range Passenger Rail Alternatives Evaluation, CDOT Southwest Chief Thru-Car Study, RTD Northwest Rail Peak Service Study, and Fort Collins and Loveland station planning.

As Project Manager, Mark Langley will oversee a diverse team of planning and design professionals working efficiently to accomplish the project scope. AECOM will initiate the project by meeting with the City of Craig and CDOT DTR project managers, along with the broader Project Management Team (PMT), which may include Public works communications staff, Craig Economic Development staff, or others as appropriate. While a broad PMT may not be appropriate for week-to-week management, it is beneficial to have key City staff engaged and apprised of ongoing work. We will work with the City to define the PMT members, establish project milestones, communications and expectations. We have developed a preliminary 12-month schedule *(on page 28)* to demonstrate task interconnectivity, key deliverable milestones, funding opportunities, and engagement activities. We believe in a phased approach that pairs technical planning work with stakeholder and public engagement at key decision points. This creates a feedback loop in which technical findings inform public discussions, and community input helps refine project recommendations and priorities.

The schedule will be refined in coordination with the PMT during project kickoff. Collaboration with the PMT will be essential to developing a Project Management Plan (PMP) that establishes points of contact, communication protocols, project procedures, and reporting expectations. Mark will work closely with the City, CDOT, and PMT throughout the study, conducting monthly project management meetings to review scope, schedule, budget, and task progress.

> *"AECOM [led by Mark Langley as Project Manager] has done an excellent job every step of the way on this project. They went above and beyond on evaluating more potential corridors than was originally planned, which helped build confidence in the routes we selected for further analysis. They have been very responsive to needs that have arisen, such as putting together a summary sheet for the legislative session and a presentation slides for UDOT leadership. I have been impressed by their deep knowledge and expertise on the subject of passenger rail and great customer service. Thank you!"*
>
> **Jordan Backman, UDOT Project Manager for the Utah Passenger Rail Study**

The kickoff meeting will inform development of the PMP, which will guide project management throughout the study. Key PMP components will include:

- Project Team Goals and Objectives
- Team Communication Plan
- Team Member Roles and Responsibilities
- Meeting Schedule and Reporting Procedures
- Project Schedule and Deliverable Deadlines
- QA/QC Protocols

As part of the kickoff process, the AECOM team will facilitate data transfer and project understanding sessions focused on work completed to date for the potential Craig station sites. There is neither the time nor budget to reinvent the wheel. Our team will maximize the value of previous and ongoing efforts—particularly CDOT's Mountain Rail Service Development Plan (SDP)—by incorporating key findings into a technically defensible screening process that supports informed decision-making and advances the project efficiently.

DELIVERABLE: PROJECT SCHEDULE

TASK 2: PROJECT INITIATION AND DATA COLLECTION:

Several planning efforts provide important context for the introduction of passenger rail service in Craig. Understanding how these plans relate to one another, where they overlap, and what they mean for a future passenger rail station will be an important component of this effort.

Our core team has tracked and reviewed all available Mountain Rail SDP resources, including open houses, feedback, and technical documents. We have also reviewed the Access Agreement between the State and UPRR. Our team will collect the most up-to-date information from CDOT on the Mountain Rail SDP and get up to speed quickly on current conditions and outlook for the service. These items will be foundational for station planning.

Locally, the Moffat County/City of Craig Master Plan was adopted in 2003. The plan showed that, in 2000, nearly 30% of commuters used an alternative mode of transportation rather than driving alone. The plan recommended construction of a regional transit facility. Today, that facility is served by Bustang and Greyhound, providing long-distance bus service, while Steamboat Springs Transit operates two daily regional round trips between Craig and Steamboat Springs. The plan also identified potential passenger rail service between Craig and Steamboat Springs.

The transportation priority area identified in the Moffat County Vision 2025 Transition Plan proposes expansion of the region's transportation system, with a focus on infrastructure and public transportation. In addition, both proposed station sites are located within the Moffat County portion of the proposed Urban Renewal Area.

The US EPA Brownfields Community-Wide Assessment was completed in 2024. One of the areas identified for redevelopment was the Depot District, located between 4th Street to the north, the railroad tracks to the south, Breeze Street to the west, and Yampa Street to the east. One redevelopment concept included a rail station in this area, which would provide a strong connection to downtown Craig.

The Moffat County Fairgrounds Multi-Use Events and Resiliency Center Feasibility Study and Master Plan also explored improvements to the Moffat County Fairgrounds. A rail station at this location has likewise been considered. The project team will review these plans, along with other relevant planning efforts, and work with the City to understand the analysis, recommendations, and decision-making that have occurred at both sites to date.

Through Task 2, AECOM will identify key stakeholders including residents, business owners, community groups, existing transit riders, the Craig Chamber of Commerce, the Craig Urban Renewal Authority, and other advocacy organizations. As noted in Task 4, following our review of existing plans and understanding of existing conditions, we propose convening a stakeholder meeting to present the work completed to date and gather initial insights to help inform the visioning process before formal public outreach begins.

In conversation with CDOT's station planning lead prior to this solicitation, she confirmed previously developed Craig station concepts plus their basis and cost estimates, would be quickly provided to the selected consultant team. While these resources are helpful in understanding basic opportunities and constraints, they will need to be updated for current conditions and advanced in detail as outlined in our approach.

Additionally, the team will collect data on UPRR's infrastructure, ownership and customers in this area. While CDOT has an initial understanding, our team may have additional data requests to fully evaluate the area while developing concepts. It is not expected that a nondisclosure agreement will be required for detail on UPRR's infrastructure and operations practices, however the team is prepared to address data privacy concerns as needed. Through previous projects, AECOM has become a trusted partner to CDOT and UPRR; we are dedicated to respecting sensitive information.

DELIVERABLE: INITIAL FINDINGS REPORT

TASK 3: PUBLIC AND STAKEHOLDER ENGAGEMENT

Meaningful stakeholder engagement will be critical to the success of this project. AECOM and Antero Group understand that the City of Craig, CDOT, Union Pacific Railroad, the Colorado Department of Local Affairs, adjacent property owners, businesses, residents, and regional partners all have important perspectives that should inform the station planning process. We will include Hayden and Steamboat Springs planning staff to account for station interdependencies while also exploring opportunities for programmatic collaboration and efficiency. ***Ryan Peterson*** of Antero Group will serve as the Public and Stakeholder Engagement Lead, leveraging his experience facilitating complex planning efforts and building consensus among diverse stakeholder groups.

At project initiation, the Project Team will develop a Public and Stakeholder Engagement Plan in coordination with the City and CDOT. The plan defines the purpose of each engagement activity, target audiences, communication methods, staffing responsibilities, and how feedback may inform specific study decisions. Following review by the City and CDOT, the engagement plan serves as the roadmap for engagement throughout the project.

To provide multiple opportunities for participation, the team anticipates employing a variety of engagement tools, including a project website and an ArcGIS StoryMap updated at key project milestones, online surveys tied to station evaluation criteria and community priorities, and short explainer videos that summarize project findings, communicate key decisions, and outline upcoming activities.

The Project Team also anticipates providing opportunities for residents to engage outside of scheduled meetings. Potential approaches could include an interactive display board placed at community locations such as the library, museum, and City Hall, allowing residents to review project information, compare station alternatives, and provide comments at their convenience.

Two in-person public workshops are anticipated to serve as major engagement milestones. An example of this is below in **Figure 5**. The first would introduce the project, explain station alternatives under consideration, and gather input on community priorities and values. The second would present preliminary concepts, evaluation findings, and emerging recommendations. Depending on community needs and project direction, workshops may incorporate opportunities for remote participation, and additional pop-up engagement activities at existing community events, such as the Moffat County Fair, may be used to broaden participation.

Community input will play an important role in shaping the study; however, station selection must also consider operational, engineering, environmental, and service planning requirements. The purpose of engagement is not to select a preferred site through a public vote, but rather to understand community priorities, identify opportunities and concerns, and ensure that recommendations reflect local values while remaining technically feasible and operationally sound. Throughout the project, the Project Team will clearly communicate how public feedback is being considered and incorporated into the planning process.

DELIVERABLE: PUBLIC ENGAGEMENT PLAN AND STAKEHOLDER ENGAGEMENT SUMMARY REPORT

Figure 5. Recent stakeholder meeting in Loveland soliciting feedback on station area opportunities and constraints.

TASK 4: PRELIMINARY SITE EVALUATION

Initial Screening

Establishing the Foundation

Phase 1 reviews pre-selected sites, and may add new sites (or iterations of sites), that meet the required fundamental feasibility and operational criteria. This critical step that ensures resources focus on the most promising options for Phase 2's detailed evaluation. Through screening, we will eliminate any of the proposed sites with fatal flaws using objective criteria in collaboration with the City of Craig, CDOT and UPRR. This phase would include stakeholder and community engagement to introduce the project, share initial findings, and discuss future involvement.

The outcome of Phase 1 will be a shortlist of sites that demonstrate the greatest potential for success against the key project considerations. Each preliminarily advanced site will be accompanied by a summary of its performance against the screening criteria, providing a clear basis for advancing to Phase 2. A representative screening matrix is shown below in ***Figure 6***.

	CRAIG STATION OPTIONS		
PHASE 1 SITE SCREENING	Option A	Option B	Option C
Configuration has Preliminary Consensus from CDOT and UPRR	✓	✗	✓
Railroad Impacts (Street Crossings, Spur Tracks)	✓	✓	✗
Test-Fit Layouts Considering Preliminary Station Programming	✓	✓	✗
Site Availability	✓	✗	✗
Railroad Operations and Maintenance Activities	✗	✓	✗
Alternatives to advance to **PHASE 2**	↓	↓	■
PHASE 2 SITE SCREENING			
Surrounding Land Use and Zoning	✓	✓	--
Proximity to Other Modes and Local Destinations	✓	✗	--
Economic Development Opportunities	✓	✓	--
Constructability, Cost, and Funding Considerations	✓	✗	--
Potential Impacts (Environmental and Human)	✓	✓	--
SELECTED ALTERNATIVE	✓	■	■

✓ Meets requirement ✗ Does not meet requirement ■ Eliminate ↓ Advance ✓ Select

Figure 6: Screening Matrix for Craig Station Options
Note - This is an example evaluation and Station Options A, B, and C in the table are not meant to correspond to specific sites on the aerial image.

During the initial phase of screening, our team will work with CDOT to fully understand the spatial and programmatic needs for a Mountain Rail maintenance facility. Drawing on our experience supporting Fort Collins, which is the proposed terminus for Front Range Passenger Rail, we understand end-of-line considerations and the importance of considering the station and maintenance operation as a whole. Concurrent with the initial screening of station locations, we will develop up to two viable maintenance facility location options; these options will accommodate a high-level facility configuration and employee access.

AECOM's research for this project indicates a significant area of UPRR-owned property proximate to the station site options. With the state and UPRR partnership on the Mountain Rail project, there could be an opportunity to site the maintenance facility on their property, which is already connected to the mainline and configured for industrial use.

This would avoid potentially impactful or controversial sitings on other private or sensitive properties, and also limit deadheading due to the close proximity. Paramount to this option is a clear understanding of UPRR's operations, and service to its customers in the area. The team will also develop a second option as a contingency if this scenario proves infeasible.

In addition to location, our team will evaluate whether consolidating layover/storage tracks into the maintenance facility site location is feasible. From our previous experience, spatial needs for layover tracks directly adjacent to platforms can prove quite costly and impactful. With a consolidation of layover tracks and maintenance facility, cost and impact savings could be realized.

Detailed Evaluation

Tailored Solutions for the City of Craig

With refined options, Phase 2 focuses on a comprehensive evaluation to identify the finer details of station sites, including multimodal connection opportunities, urban planning, and the costs associated with each station option. This phase will provide Craig with actionable insights and recommendations grounded in technical rigor, stakeholder input, and local priorities. This process will include:

- Stakeholder and community workshops to gather input on local goals, challenges, and opportunities.
- Review of relevant planning documents from the city, county, and other sources.
- Alignment with regional priorities.

For the Hilliard, Ohio, Rail Station Feasibility Study, AECOM evaluated ownership of potential land parcels required for station development. We prioritized parcels with clear ownership or contractual use agreements that were free of any use or easement encumbrances, so the station could be developed more easily. We evaluated parcels based on their ability to accommodate parking, bus connection facilities, and bicycle and pedestrian connections, and on their fit within existing zoning regulations. We developed six initial site plans and advanced two for further development, as shown in **Figure 7**.

DELIVERABLE: PRELIMINARY SITE EVALUATION FINDINGS

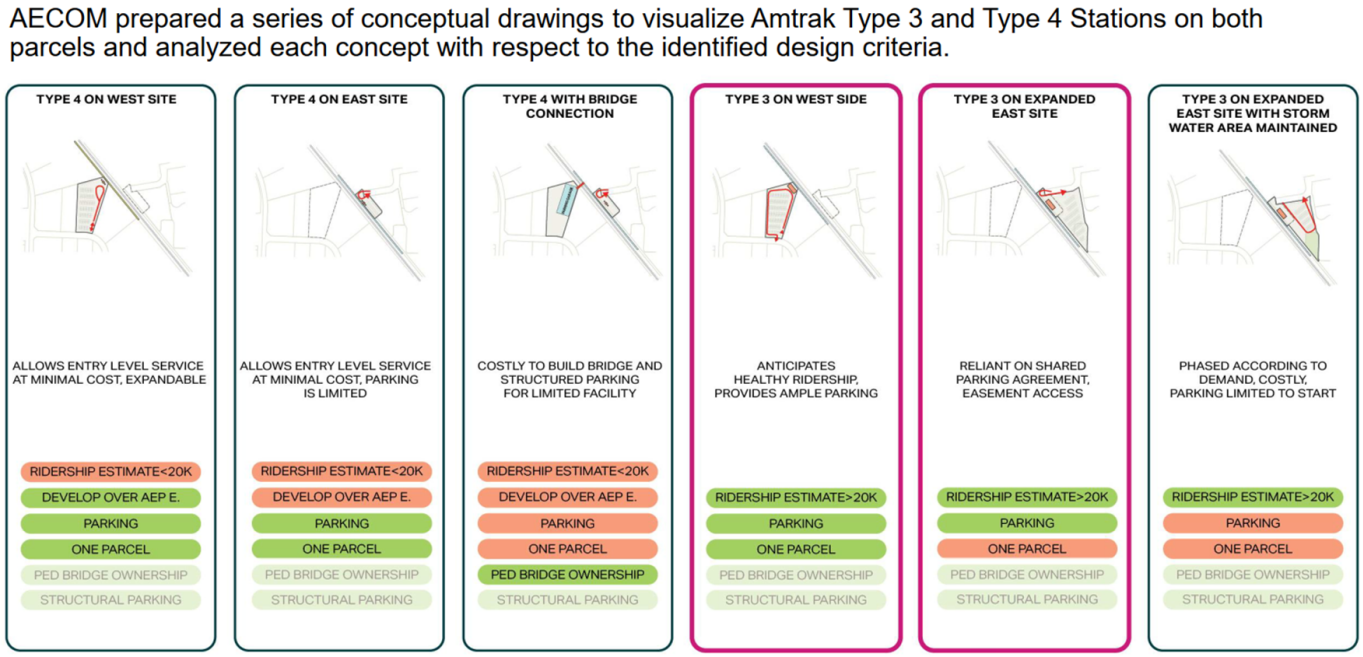


Figure 7: Conceptual Design Process

TASK 5: CONCEPTUAL STATION DESIGNS

AECOM's site planning approach centers on developing planning-level, illustrative concepts that demonstrate feasibility, integrate multimodal solutions, and deliver community value. By the end of this task, we will develop all layouts, assumptions, and costs to a conceptual level suitable for inclusion in funding applications, policy discussions, and corridor-level decision-making.

Community Informed Concept Framework

Concept development will be built around collaborative framework principles shaped by local priorities and site constraints. The AECOM team will facilitate design workshops and coordination meetings with the City of Craig, CDOT, and community partners, to define conceptual parameters such as:

- Desired function and character of each potential station area
- Relative emphasis on parking, transit, or mixed-use integration
- Community identity, accessibility, and sustainability goals

Using available data and prior feasibility analysis, our team will prepare conceptual-level layouts for up to three station sites. Layouts will be schematic appropriate for planning and visualization purposes, and will include:

- Platform and Access: Conceptual platform alignment, pedestrian and ADA pathways, and connectivity to adjacent networks
- Passenger Circulation and Amenities: High-level depiction of shelter, seating, lighting, ticketing, and safety features
- Safety and Emergency Access: Conceptual emergency routes and site visibility considerations
- Parking and Pick-Up/Drop-Off: Approximate footprints and circulation patterns
- Multimodal Integration: Conceptual interface with existing and future multimodal facilities including bus (Steamboat Springs Transit regional and circulator route), bicycle, and pedestrian systems
- Mixed-Use and Mobility Hub Opportunities: Planning-level exploration of potential co-located uses or future-phase expansion areas
- Potential maintenance or layover facilities where trains can be maintained and stored
- Development potential for parcels that surround the station sites
- The potential incorporation of local art or local attractions, including the Marcia Car currently located on the northwest corner of Washington Street and Victory Way
- Railroad specific considerations including future access to existing rail customers and interactions with freight traffic

Environmental

While the station planning project is not being taken to the NEPA phase during this contract, there are several considerations that must be made as the project advances. After the SDP is complete, the project could enter a state environmental or NEPA process. Coordination with CDOT's DTR team will be critical to align responsibilities and timeline for NEPA readiness on the Craig Station. From project outset, we will track and document these key policy decisions.

Through Task 5, AECOM will provide an evaluation describing which level of environmental assessment is most likely needed for the project. ***Austen Balthazar***, who previously worked in Federal Railroad Administration's Environmental Section, will lead this work and clearly outline the assessment level aligned to proposed project components.

Planning Level Cost Estimation

For each conceptual layout, we will develop rough order-of-magnitude (ROM) cost estimates, suitable for budgetary planning and grant applications. Estimates will include:

- Land acquisition assumptions
- Conceptual grading and site preparation
- Major civil and structural components (platforms, access, parking)
- Site amenities and landscape treatments
- Utility and infrastructure assumptions
- Planning-level contingency and escalation factors

DELIVERABLE: CONCEPTUAL STATION DESIGNS AND COST ESTIMATES, NEPA RISK REGISTER

TASK 6: FINAL SITE EVALUATION

The bulk of the site evaluation will occur in Task 4, which will result in a preferred site to be further evaluated in Task 6. For Task 6, the final site evaluation will focus on some of the finer-grained details of how the station would operate, how it would integrate into the surrounding community, and how it could potentially act as a catalyst for future development and redevelopment opportunities in downtown Craig. AECOM will work with Craig Urban Renewal Authority to fully understand where recent investment has occurred, what plans are in development, and synergistic opportunities for new development that can best build upon the rail station investment. An example an of a prior station design is to the right. **Figure 8**.

As part of Task 6, AECOM will advance the selected station location site layout to the 30% design level.

DELIVERABLE: FINAL SITE EVALUATION FINDINGS AND 30% DESIGN PLAN

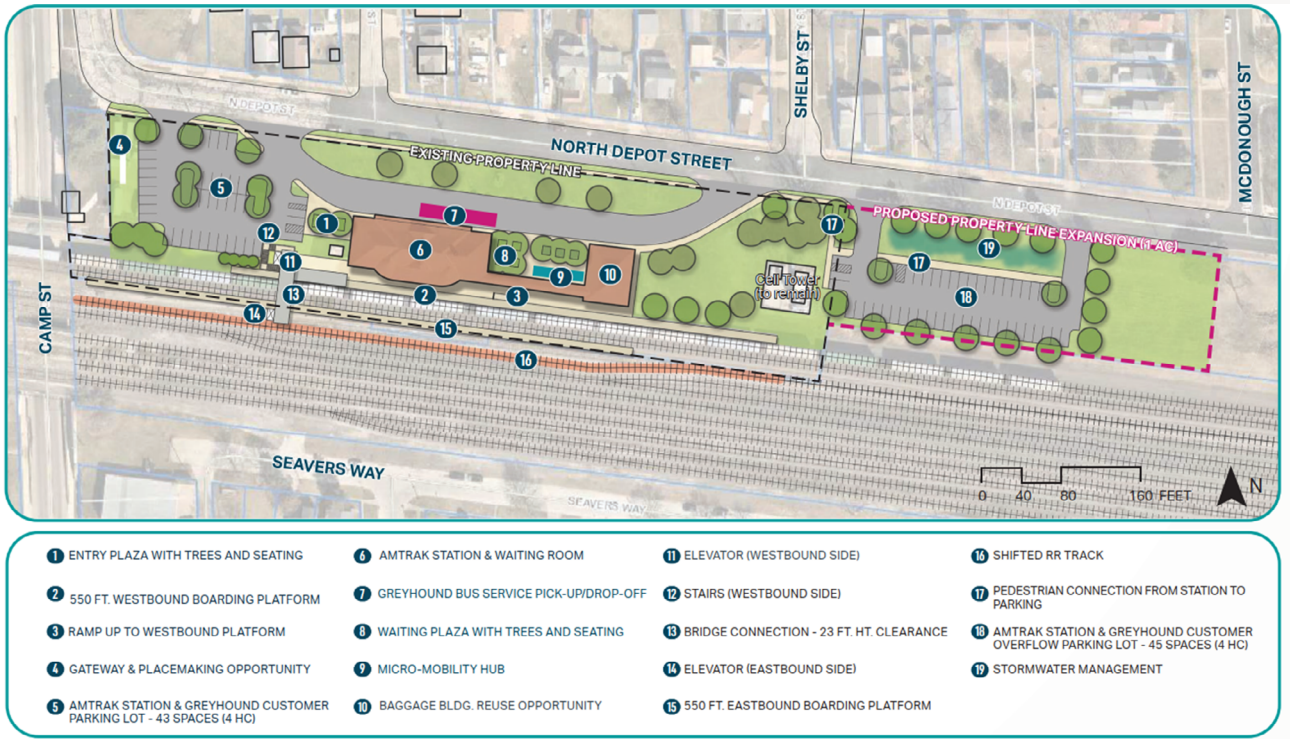


Figure 8: Conceptual Sandusky Station Design Example

TASK 7: FINAL REPORT AND RECOMMENDATIONS

AECOM will prepare a comprehensive final Rail Station Area Plan that integrates the analysis of existing conditions, station site evaluation findings, public and stakeholder input, conceptual station planning, infrastructure considerations, and fiscal preparedness recommendations. The plan will document the rationale for the preferred station location and include conceptual station layouts, recommended station amenities, planning-level cost estimates, and a strategy for advancing station development.

A key component of the Rail Station Area Plan will be an Implementation Roadmap designed to help the City transition from planning to action. This will help identify the actions, partnerships, investments, and decisions needed to advance station development and maximize the benefits of future passenger rail service. It will also help clarify potential roles and responsibilities among the City, CDOT, UPRR, private development partners, and other stakeholders, including considerations related to planning, design, construction, operations, and maintenance.

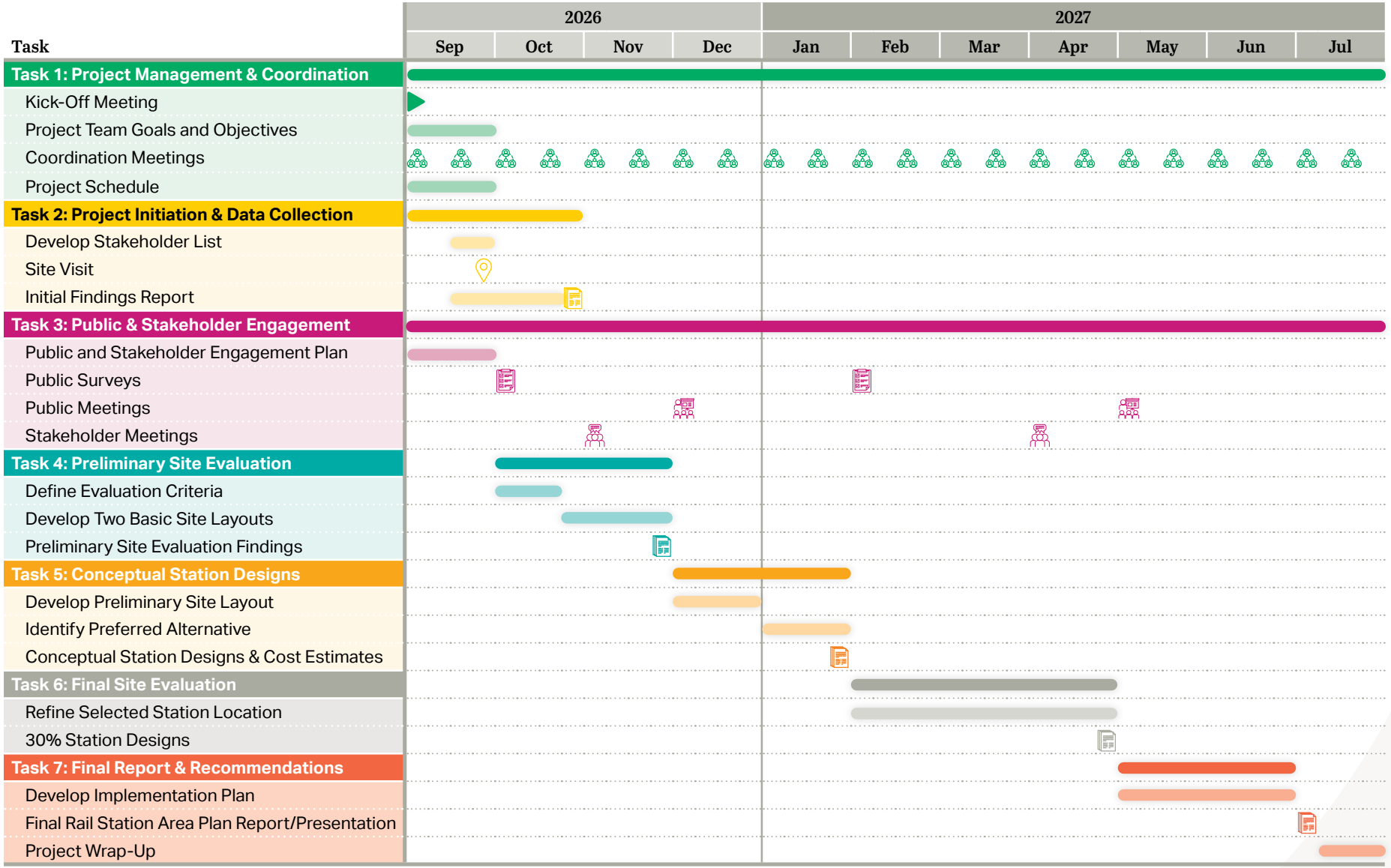
The roadmap will include a funding strategy that evaluates federal, state, regional, and local funding opportunities available to support station planning, development, and construction. The strategy will identify funding sources aligned with anticipated project development milestones, assess funding requirements and timelines, and recommend approaches for positioning the City to successfully pursue future funding opportunities. Particular attention will be given to the value capture and tax credit tools associated with HB26-1035 and grant opportunities through the Transit-Oriented Communities Infrastructure Fund established by HB24-1313.

The final Station Area Plan will be presented to project stakeholders, City leadership, and the Craig City Council, providing City leaders with the information needed to evaluate opportunities, establish priorities, and guide future station development efforts.

DELIVERABLE: FINAL RAIL STATION AREA PLAN STUDY REPORT

SCHEDULE

The schedule and task milestones described in the RFP are achievable. We have outlined subtasks and highlighted proposed timing of stakeholder and public touchpoints, aligned with our approach. Prior to finalizing the project schedule, we will confirm proposed schedule with the City and CDOT to discuss schedule risks that may need mitigation.



Section 3:

Fee Proposal

3

FEE PROPOSAL

AECOM FEE PROPOSAL

PROJECT NAME: City of Craig Rail Station Area Plan
CONTRACT NUMBER:
CONTRACT PERIOD: FROM [07/16/26] **TO** [07/16/27]
CRAIG STAFF TBD

CONSULTANT REMIT TO ADDRESS:
AECOM Technical Services Inc
7595 Technology Way, Suite 200
Denver, CO 80237

TAXPAYER ID NUMBER:

CONSULTANT TEAM — **BUDGET OF PERSONNEL BY TASK NUMBER**

Role	Staff	RATE ($/hr)	Task 1 Project Management and Coordination	Task 2 Project Initiation and Data Collection	Task 3 Public and Stakeholder Engagement	Task 4 Preliminary Site Evaluation	Task 5 Conceptual Station Designs	Task 6 Final Site Evaluation	Task 7 Final Report & Recommendations	Total Hours	Total Cost
Project Manager	Mark Langley	$230.00	20.00	2.00	12.00	4.00	4.00	2.00	2.00	46.00	$10,580.00
Project Principal	Tyler Besch	$400.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.50	$200.00
Project Controls	Megan Heugh	$160.00	12.00	0.00	0.00	0.00	0.00	0.00	0.00	12.00	$1,920.00
Project Approver	Charles Dwyer	$315.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	$945.00
Quality	Anthony Mareno	$280.00	0.00	1.00	2.00	2.00	2.00	2.00	2.00	11.00	$3,080.00
Transportation/Site Planning	Scott Bressler	$155.00	0.00	2.00	8.00	30.00	10.00	8.00	4.00	62.00	$9,610.00
Transportation/Site Planning	Christian (Chris) Lynn	$240.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	$960.00
Site Design	Charlotte Thompson	$147.00	0.00	0.00	0.00	8.00	16.00	10.00	0.00	34.00	$4,998.00
Multimodal Integration	Tyler Mikita	$200.00	0.00	2.00	0.00	4.00	8.00	0.00	0.00	14.00	$2,800.00
TOD / Redevelopment Analysis	Michelle Sulahian	$200.00	0.00	0.00	2.00	4.00	4.00	8.00	0.00	18.00	$3,600.00
Land Use / Landscape Architecture	John Kenneth (Kelly) Gillman	$245.00	0.00	0.00	0.00	4.00	4.00	2.00	0.00	10.00	$2,450.00
Landscape Architecture Support	Cooper Logan (Cooper) Parson	$110.00	0.00	0.00	0.00	8.00	40.00	10.00	0.00	58.00	$6,380.00
Cost Estimating	James P (Jimmy) Logue	$290.00	0.00	0.00	0.00	0.00	4.00	4.00	0.00	8.00	$2,320.00
Cost Estimating Support	Siena Bartolotta	$145.00	0.00	0.00	0.00	4.00	16.00	4.00	0.00	24.00	$3,480.00
Funding Specialist	Thatcher Imboden	$290.00	0.00	2.00	0.00	4.00	8.00	4.00	0.00	18.00	$5,220.00
Funding Specialist	Lincoln James	$320.00	0.00	0.00	0.00	0.00	0.00	6.00	0.00	6.00	$1,920.00
Phased Implementation	Carla Norris	$240.00	0.00	0.00	0.00	2.00	2.00	2.00	0.00	6.00	$1,440.00
Environmental Specialist	Austen Marie (Austen) Balthazar	$206.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	$412.00
Rail Design Specialist	Marc Chidgey	$260.00	0.00	0.00	2.00	8.00	4.00	0.00	0.00	14.00	$3,640.00
Rail Design Specialist	Natasha Vitas	$135.00	0.00	0.00	0.00	16.00	2.00	2.00	0.00	20.00	$2,700.00
Train Maintenance Facility	Ryan Raske	$315.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	$1,260.00
Constructability	David Wormald	$230.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	3.00	$690.00
P3 Development Specialist	Alison Neimrow	$255.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	$510.00
Funding Specialist	Christine (Chrissy) Breit	$230.00	0.00	2.00	4.00	0.00	0.00	2.00	0.00	8.00	$1,840.00
Rail Operations Specialist	Christopher Taylor	$270.00	0.00	8.00	0.00	8.00	0.00	0.00	0.00	16.00	$4,320.00
Transportation Planning Support	Nikolaus (Nik) Reasor	$120.00	0.00	6.00	10.00	0.00	0.00	4.00	16.00	36.00	$4,320.00
Stakeholder Engagement Support	Madeline (Maddy) Unger	$147.00	0.00	0.00	10.00	0.00	0.00	0.00	8.00	18.00	$2,646.00
Transportation Planning Support	Ryan Keeney	$130.00	0.00	0.00	4.00	8.00	0.00	8.00	0.00	20.00	$2,600.00
Report Writing Support	Matthew McCarthy	$110.00	0.00	0.00	0.00	0.00	2.00	0.00	20.00	22.00	$2,420.00
Graphics	Phillip (Phil) Jacques	$165.00	0.00	0.00	2.00	2.00	2.00	2.00	4.00	12.00	$1,980.00
Engagement & Initiation Lead	Antero: Ryan Peterson (Lead)	$225.00	0.00	20.00	40.00	0.00	6.00	4.00	0.00	70.00	$15,750.00
Planning & Data Collection	Antero: Molly Delaney	$155.00	0.00	36.00	55.00	0.00	12.00	7.00	0.00	110.00	$17,050.00
Outreach Materials & Graphics	Antero: Creative Specialist	$125.00	0.00	9.00	48.00	0.00	3.00	0.00	0.00	60.00	$7,500.00
Technical Advisor / QA/QC	Antero: Michael Schmitz	$250.00	0.00	8.00	6.00	0.00	3.00	3.00	0.00	20.00	$5,000.00
										Antero Labor Total	$45,300.00
Total Labor			**35.50**	**98.00**	**205.00**	**121.00**	**160.00**	**96.00**	**56.00**	**771.50**	**$136,541.00**
Total Labor Budget			$ 7,665.00	$ 18,575.00	$ 34,945.00	$ 22,096.00	$ 27,669.00	$ 17,995.00	$ 7,596.00	$ 136,541.00	

CONSULTANT TEAM — **BUDGET OF DIRECTLY REIMBURSABLE EXPENSES**

Expenses	Task 1 Project Management and Coordination	Task 2 Project Initiation and Data Collection	Task 3 Public and Stakeholder Engagement	Task 4 Preliminary Site Evaluation	Task 5 Conceptual Station Designs	Task 6 Final Site Evaluation	Task 7 Final Report & Recommendations		Total Cost
Printing & Meeting Materials		$100.00	$900.00						$1,000.00
Travel		$1,000.00	$4,900.00						$5,900.00
Mileage		$200.00	$300.00						$500.00
Website/survey Hosting			$300.00						$300.00
Interpretation									$0.00
Facility Rentals									$0.00
Total Reimbursable Expenses	$ -	$ 1,300.00	$ 6,400.00	$ -	$ -	$ -	$ -		$ 7,700.00

TOTAL BUDGET

TOTAL COST SUMMARY	Task 1 Project Management and Coordination	Task 2 Project Initiation and Data Collection	Task 3 Public and Stakeholder Engagement	Task 4 Preliminary Site Evaluation	Task 5 Conceptual Station Designs	Task 6 Final Site Evaluation	Task 7 Final Report & Recommendations		Total Cost
Total Labor With Overhead and Fee	$7,665.00	$18,575.00	$34,945.00	$22,096.00	$27,669.00	$17,995.00	$7,596.00		$136,541.00
Total Reimbursable Expenses	$0.00	$1,300.00	$6,400.00	$0.00	$0.00	$0.00	$0.00		$7,700.00
Adjustments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00		$0.00
GRAND TOTAL	**$7,665.00**	**$19,875.00**	**$41,345.00**	**$22,096.00**	**$27,669.00**	**$17,995.00**	**$7,596.00**		**$144,241.00**

Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7
Project Management and Coordination	**Project Initiation and Data Collection**	**Public and Stakeholder Engagement**	**Preliminary Site Evaluation**	**Conceptual Station Designs**	**Final Site Evaluation**	**Final Report & Recommendations**
•Kick-off meeting, sites visit •Goals and objectives •Establish project management team contacts and communication protocol • Bi-weekly coordination with the City and CDOT •Quality management plan •Project schedule •Incorporate into Project Management Plan document, updates as needed **•Deliverables: Detailed project schedule, Project Management Plan**	•Review prior plans •Document baseline transit •Capture City's existing pro/con evaluation for candidate sites •Build stakeholder list, coordinate additional team site visits •Collect and document relevant SDP findings **•Deliverable: Initial Findings Report**	•Prepare engagement plan with the City and CDOT •Build and maintain project website and ArcGIS story map •Run online surveys, produce short explainer videos •Place interactive display boards at library, museum and City Hall •Facilitate two in-person workshops, plus pop-ups at events like the Moffat County Fair **•Deliverables: Engagement Plan; Stakeholder Engagement Summary Report**	•Develop evaluation criteria and metrics •High level site layouts for the candidate sites, including maintenance/layover facility concepts •Preliminary analysis based on criteria and integration with SDP **•Deliverables: Preliminary site evaluation findings**	•Advance layout design for two most promising site/station concepts •High level environmental assessment evaluation •Planning level cost estimates •Second phase evaluation of advanced sites •Identify preferred site with input from City and stakeholders **•Deliverables: Conceptual station designs and cost estimates**	•Develop final evaluation criteria and refine preferred site to approximately 30% design level **•Deliverables: Final site evaluation memo and 30% design plan**	•Compile findings from all previous tasks •Final site recommendation •High level implementation planning including next steps •Findings presented to stakeholders and decision-makers **•Deliverables: Final rail station area plan study report**

PROPOSED CONTRACT AMENDMENTS

AECOM respectfully asks for consideration for the following redlines to the sample contract provided in Addendum 1 Question 8:

Article II Time of Commencement and Completion of Services.

Remove liquidated damages. Professional standard of care requires expeditious completion of work consistent with orderly progression. However, deadlines are typically dependent on outside parties not under control of Engineer.

Article IV Cost of Services.

Revise so that City shall pay invoices within 30 days of receipt.

About AECOM
AECOM is the global infrastructure leader, committed to delivering a better world. As a trusted professional services firm powered by deep technical abilities, we solve our clients' complex challenges in water, environment, energy, transportation and buildings. Our teams partner with public- and private-sector clients to create innovative, sustainable and resilient solutions throughout the project lifecycle — from advisory, planning, design and engineering to program and construction management. AECOM is a *Fortune 500* firm that had revenue of $16.1 billion in fiscal year 2025. Learn more at aecom.com.

aecom.com

AECOM
7595 Technology Way,
Suite 200
Denver, CO 80237
www.aecom.com

Date: June 30, 2026

To:
Danny Paul, City of Craig Public Works Director

Subject: Craig Station Area Plan – Personnel/Fee Change

Mr. Paul:

Thanks again for the opportunity to support the City of Craig on station area planning. Following up on our conversation regarding the Public and Stakeholder Lead role – Molly Delaney is committed and available to step in for Ryan Peterson. Michael Schmitz will remain in his proposed advisory role and assured me the Antero team is committed to this project.

Molly was previously slated to lead Community Outreach for this project. To backfill the Community Outreach effort, Maddy Unger, transportation planner and outreach specialist on AECOM's Denver transit and rail team, is qualified and available to support. Maddy will also support transportation plan-related data collection in Task 2. Her bio is provided below. Overall, these staffing changes will result in a decrease in labor and travel costs, due to Molly's rate and Maddy's lower travel costs. I've included a revised fee estimate accounting for this on the next page of this document.

Bio for Maddy Unger:

Maddy is a transportation planner based in Denver who is known for her people-centered approach to planning and ability to translate complex technical work into meaningful community conversations. With experience spanning multimodal planning, NEPA analysis, and equity-focused policy development, she brings both analytical rigor and strong interpersonal skills to every project. Maddy has played a key role in leading and supporting in-person public and stakeholder engagement efforts across the West, including extensive outreach for the Colorado Boulevard BRT, where she developed meeting materials and served as an on-site technical resource during public meetings and alternatives analysis stakeholder discussions. She has contributed to stakeholder engagement efforts by producing clear, accessible existing conditions maps, graphics, and meeting materials for projects such as station planning in Fort Collins and Loveland, and by supporting stakeholder discussions that informed CDOT's mobility hub design manual, helping ensure future designs prioritize accessibility and equity for all users. Her experience also includes synthesizing input from large-scale listening sessions across Arizona, navigating complex political environments such as Calgary's Green Line, and advancing equitable outreach through Title VI policy research and analysis. Maddy is especially skilled at building trust with communities and stakeholders, ensuring that public input

If you would like additional information, you can reach out to me directly at (410) 913-6802

Sincerely,

Mark Langley
Project Manager, Central Region Passenger Rail Lead

AECOM FEE PROPOSAL

PROJECT NAME: City of Craig Rail Station Area Plan
CONTRACT NUMBER:
CONTRACT PERIOD: FROM [07/16/26] TO [07/16/27]
CRAIG STAFF TBD

CONSULTANT REMIT TO ADDRESS:
AECOM Technical Services Inc
7595 Technology Way, Suite 200
Denver, CO 80237
TAXPAYER ID NUMBER:

CONSULTANT TEAM — BUDGET OF PERSONNEL BY TASK NUMBER

Role	Staff	RATE ($/hr)	Task 1 Project Management and Coordination	Task 2 Project Initiation and Data Collection	Task 3 Public and Stakeholder Engagement	Task 4 Preliminary Site Evaluation	Task 5 Conceptual Station Designs	Task 6 Final Site Evaluation	Task 7 Final Report & Recommendations	Total Hours	Total Cost
Project Manager	Mark Langley	$230.00	20.00	2.00	12.00	4.00	4.00	2.00	2.00	46.00	$10,580.00
Project Principal	Tyler Besch	$400.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.50	$200.00
Project Controls	Megan Heugh	$160.00	12.00	0.00	0.00	0.00	0.00	0.00	0.00	12.00	$1,920.00
Project Approver	Charles Dwyer	$315.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	$945.00
Quality	Anthony Mareno	$280.00	0.00	1.00	2.00	2.00	2.00	2.00	2.00	11.00	$3,080.00
Transportation/Site Planning	Scott Bressler	$155.00	0.00	2.00	8.00	30.00	10.00	8.00	4.00	62.00	$9,610.00
Transportation/Site Planning	Christian (Chris) Lynn	$240.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	$960.00
Site Design	Charlotte Thompson	$147.00	0.00	0.00	0.00	8.00	16.00	10.00	0.00	34.00	$4,998.00
Multimodal Integration	Tyler Mikita	$200.00	0.00	2.00	0.00	4.00	8.00	0.00	0.00	14.00	$2,800.00
TOD / Redevelopment Analysis	Michelle Sulahian	$200.00	0.00	0.00	2.00	4.00	4.00	8.00	0.00	18.00	$3,600.00
Land Use / Landscape Architecture	John Kenneth (Kelly) Gillman	$245.00	0.00	0.00	0.00	4.00	4.00	2.00	0.00	10.00	$2,450.00
Landscape Architecture Support	Cooper Logan (Cooper) Parson	$110.00	0.00	0.00	0.00	8.00	40.00	10.00	0.00	58.00	$6,380.00
Cost Estimating	James P (Jimmy) Logue	$290.00	0.00	0.00	0.00	0.00	4.00	4.00	0.00	8.00	$2,320.00
Cost Estimating Support	Siena Bartolotta	$145.00	0.00	0.00	0.00	4.00	16.00	4.00	0.00	24.00	$3,480.00
Funding Specialist	Thatcher Imboden	$290.00	0.00	2.00	0.00	4.00	8.00	4.00	0.00	18.00	$5,220.00
Funding Specialist	Lincoln James	$320.00	0.00	0.00	0.00	0.00	0.00	6.00	0.00	6.00	$1,920.00
Phased Implementation	Carla Norris	$240.00	0.00	0.00	0.00	2.00	2.00	2.00	0.00	6.00	$1,440.00
Environmental Specialist	Austen Marie (Austen) Balthazar	$206.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	$412.00
Rail Design Specialist	Marc Chidgey	$260.00	0.00	0.00	2.00	8.00	4.00	0.00	0.00	14.00	$3,640.00
Rail Design Specialist	Natasha Vitas	$135.00	0.00	0.00	0.00	16.00	2.00	2.00	0.00	20.00	$2,700.00
Train Maintenance Facility	Ryan Raske	$315.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	4.00	$1,260.00
Constructability	David Wormald	$230.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	3.00	$690.00
P3 Development Specialist	Alison Neimrow	$255.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	$510.00
Funding Specialist	Christine (Chrissy) Breit	$230.00	0.00	2.00	4.00	0.00	0.00	2.00	0.00	8.00	$1,840.00
Rail Operations Specialist	Christopher Taylor	$270.00	0.00	8.00	0.00	8.00	0.00	0.00	0.00	16.00	$4,320.00
Transportation Planning Support	Nikolaus (Nik) Reasor	$120.00	0.00	6.00	10.00	0.00	0.00	4.00	16.00	36.00	$4,320.00
Engagement/Planning Support	Madeline (Maddy) Unger	$147.00	0.00	36.00	60.00	0.00	0.00	0.00	8.00	104.00	$15,288.00
Transportation Planning Support	Ryan Keeney	$130.00	0.00	0.00	4.00	8.00	0.00	8.00	0.00	20.00	$2,600.00
Report Writing Support	Matthew McCarthy	$110.00	0.00	0.00	0.00	0.00	2.00	0.00	20.00	22.00	$2,420.00
Graphics	Phillip (Phil) Jacques	$165.00	0.00	0.00	2.00	2.00	2.00	2.00	4.00	12.00	$1,980.00
Engagement & Initiation Lead	Antero: Molly Delaney (Lead)	$155.00	0.00	20.00	60.00	12.00	18.00	12.00	0.00	122.00	$18,910.00
Outreach Materials & Graphics	Antero: Creative Specialist	$125.00	0.00	9.00	48.00	0.00	3.00	0.00	0.00	60.00	$7,500.00
Technical Advisor / QA/QC	Antero: Michael Schmitz	$250.00	0.00	8.00	6.00	0.00	3.00	3.00	0.00	20.00	$5,000.00
										Antero Labor Total	$31,410.00
Total Labor			35.50	98.00	220.00	133.00	160.00	97.00	56.00	799.50	$135,293.00
Total Labor Budget			$ 7,665.00	$ 16,887.00	$ 34,070.00	$ 23,956.00	$ 27,249.00	$ 17,870.00	$ 7,596.00	$ 135,293.00	

CONSULTANT TEAM — BUDGET OF DIRECTLY REIMBURSABLE EXPENSES

Expenses	Task 1 Project Management and Coordination	Task 2 Project Initiation and Data Collection	Task 3 Public and Stakeholder Engagement	Task 4 Preliminary Site Evaluation	Task 5 Conceptual Station Designs	Task 6 Final Site Evaluation	Task 7 Final Report & Recommendations		Total Cost
Printing & Meeting Materials		$100.00	$900.00						$1,000.00
Travel		$800.00	$3,000.00						$3,800.00
Mileage		$200.00	$300.00						$500.00
Website/survey Hosting			$300.00						$300.00
Interpretation									$0.00
Facility Rentals									$0.00
Total Reimbursable Expenses	$ -	$ 1,100.00	$ 4,500.00	$ -	$ -	$ -	$ -		$ 5,600.00

TOTAL BUDGET

TOTAL COST SUMMARY	Task 1 Project Management and Coordination	Task 2 Project Initiation and Data Collection	Task 3 Public and Stakeholder Engagement	Task 4 Preliminary Site Evaluation	Task 5 Conceptual Station Designs	Task 6 Final Site Evaluation	Task 7 Final Report & Recommendations		Total Cost
Total Labor With Overhead and Fee	$7,665.00	$16,887.00	$34,070.00	$23,956.00	$27,249.00	$17,870.00	$7,596.00		$135,293.00
Total Reimbursable Expenses	$0.00	$1,100.00	$4,500.00	$0.00	$0.00	$0.00	$0.00		$5,600.00
Adjustments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00		$0.00
GRAND TOTAL	$7,665.00	$17,987.00	$38,570.00	$23,956.00	$27,249.00	$17,870.00	$7,596.00		$140,893.00

Public Works Update
July 14, 2026

The following are updates for May and June from the Public Works team consisting of Road and Bridge, Solid Waste, Building/Community Development, and Water/Wastewater.

1. Solid Waste lost one driver due to retirement and two others for different reasons. This all came at the busiest time of the season for Solid Waste. We wish the best to Mike M. in his retirement and thank him for his 20+ years working for the city. The three open positions were posted and have since been filled. We are excited to welcome Josh, Carlos, and Aydan to the Solid Waste team.
2. The Assistant Road and Bridge Director, Troy Hampton, retired on June 25th. Troy was a valued employee having worked for the city for 33 years. We wish the best to Troy in his retirement and cannot thank him enough for his many contributions to the city. Brady Virden has been promoted to this position.
3. The City intends to participate in the CO Rural Water Association's Values-at-Risk/Wildland Fire Decision Support System Program (WFDSS). This is a free service offered to public water systems and incorporates critical infrastructure data into the US Forest Service's WFDSS database to assist fire managers in making informed decisions during the wildfire suppression process.
4. Agreements and permitting from CDOT have been finalized for the Highway 40 East Sidewalk project and we have obtained a license and permit to complete the project. Construction is scheduled to begin in August following the fair with completion before winter arrives.
5. The Meadows Apartments start of construction has been delayed due to the developer finalizing details with HUD and CHFA before they can close on the property which is now scheduled for September. The developer remains committed to moving the project forward. Some limited construction is still planned for this fall.
6. The Community Development Department and Public Works Director have been reviewing preliminary plans for Yampa Valley Electric Association's campus located on the eastern end of town as well as vacant land located to the west of the high school. No formal applications have been submitted to date.
7. The Building Department issued more than a dozen demolition notices on properties throughout town. To date they have achieved completion on several with others still working toward abatement and demolition.
8. The front entry sliding door to City Hall broke down and Lee Fagan from Facilities successfully fixed the door without any assistance from a contractor saving the city $1,500.
9. As of July 10th, the water flow in the Yampa River is still above 120 cubic feet per second so outdoor watering restrictions have not gone into effect. We expect the river to drop in the coming

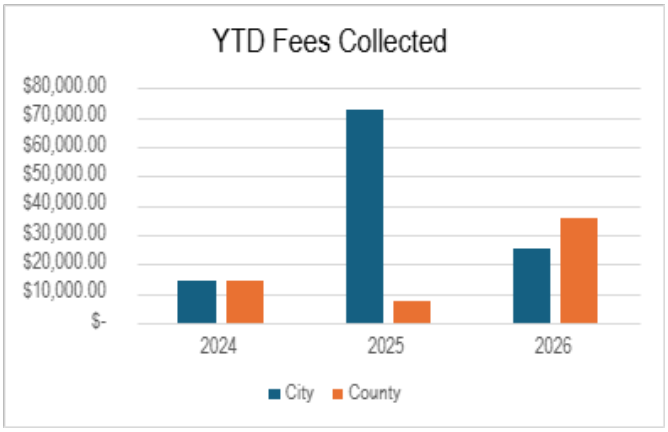
weeks at which time outdoor watering restrictions will go into place. Educational advertisements have been placed in the Craig Press, on the city's website, and social media in addition to targeted outreach to customers and irrigation companies.

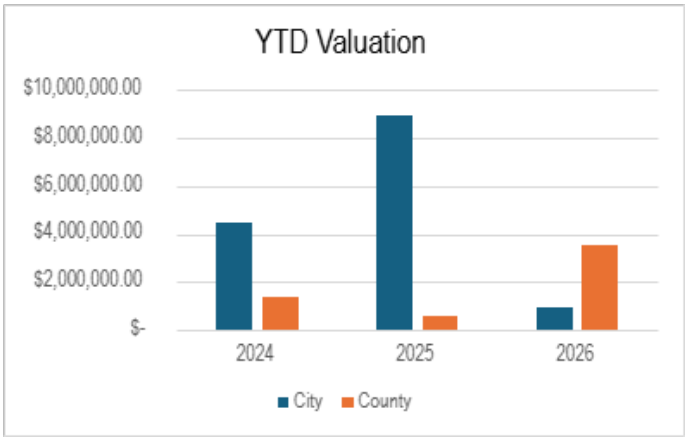
10. Water and Wastewater State Revolving Fund eligibility surveys were completed and submitted well before deadline and have already been reviewed and accepted by the State.
11. The new sewer cleaning truck has been inspected and delivered and is already in use.
12. On Sunday, June 21st a significant water main break occurred on Bridger Circle. A three-person crew came in at night and worked until early morning to shut down water, isolate the location of the break, and mobilize equipment. The break occurred on a steep section of road and at a bend in the waterline which complicated the repair. The repair was made and service restored by 2:00 pm the next day.
13. Road & Bridge has been working hard to finish street patching and crack sealing before chip seal work begins the week of July 13th. All street overlay work was completed ahead of schedule and under budget and we were even able to pave some additional streets. One complaint was received.
14. In May the Road & Bridge Department cleared up blockage from a drainage inlet at the Craig Middle School that was causing some local flooding in the parking lot.
15. Road & Bridge staff provided traffic control and event management support for the Young Life Car Show held on June 20th in downtown.
16. See Attachment #1for a summary of building permit and inspection activity through June.
17. The following are highlights from Municipal Code Enforcement activity for May and June and Attachment #2 includes statistics:
    - Received approval from council on amendments to Title 8.
    - The summer seasonal has finished his work this summer. While he was with us, he completed a significant amount of work focused on performing abatements and mowing public spaces throughout town. We are very thankful for Alex Nichols' help this summer!
    - Four abatements were completed.
    - Worked on strategic cases targeted to hoarding cases with excessive trash and junk accumulations. Worked with property management and mobile home parks to begin achieving compliance for trash/junk violations.
    - Worked with Animal Control on an extensive feral cat situation.
    - Sent letters to 80 landowners who own undeveloped property throughout city limits to notify them of the importance of maintaining vegetation during the extreme drought and fire danger season.
    - Received compliance on several sight obstructions at street intersections.

Attachment #1

Building permit and inspection activity through June 2026.

Permits Issued	Month	Year To Date
City	29	177
County	10	94
Inspections Conducted		
City	55	282
County	19	194
Fees Collected		
City	$ 5,188.00	$ 25,498.60
County	$ 1,825.00	$ 35,783.01
Valuations		
City	$176,881.00	$ 931,695.90
County	$ 82,800.00	$3,501,643.43





Attachment #2
Municipal Code Enforcement Activity for May and June 2026.

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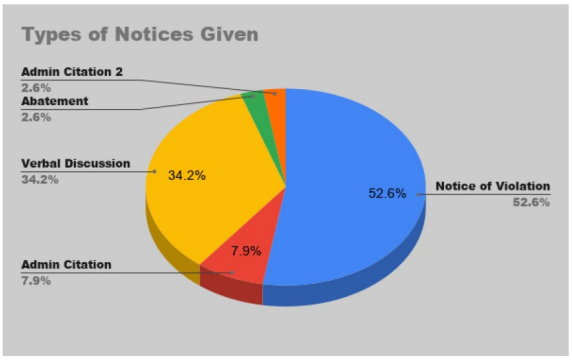
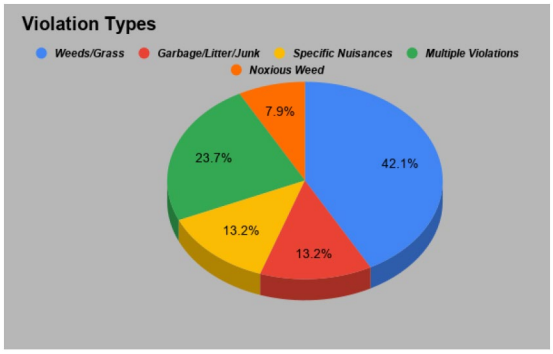
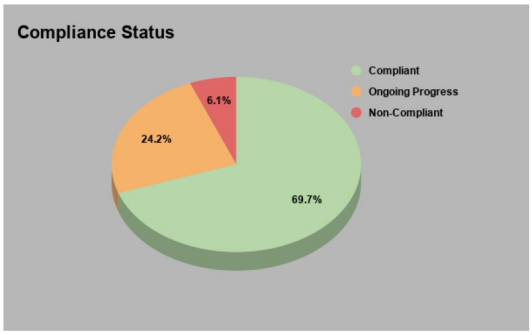
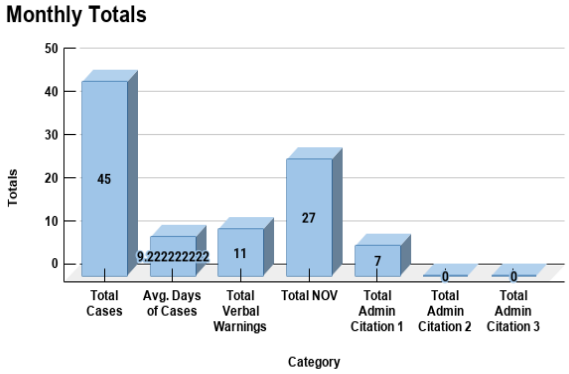
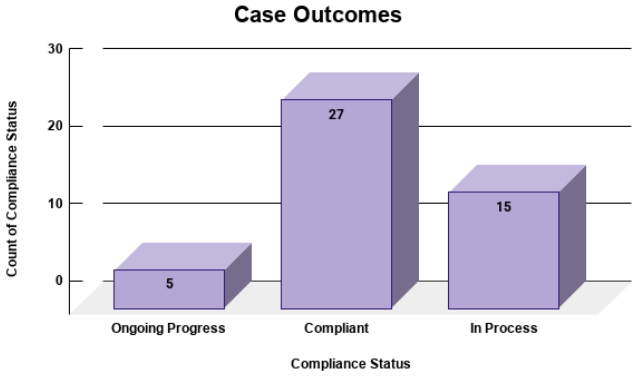


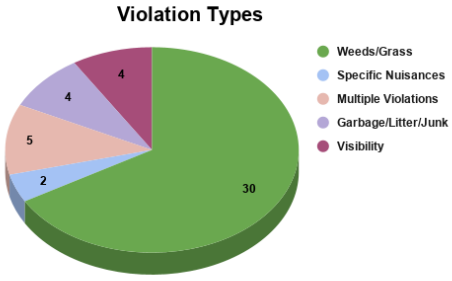


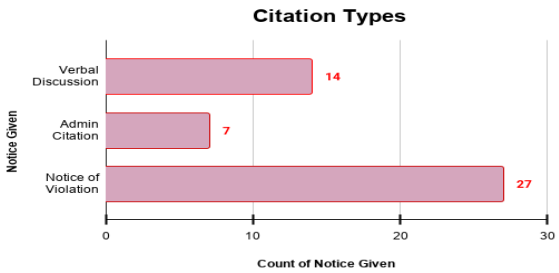


June 2026:









CRAIG POLICE DEPARTMENT

MONTHLY REPORT

JUNE 2026

CHIEF OF POLICE
Michael Cochran

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Caveat: The information contained in this report has come from a variety of sources including: RMS, CAD, Dispatch. The information in this report is dynamic and can change based on how fast reports are written and entered into various databases. Final numbers will be updated annually following each calendar year.

DISPATCH STATISTICS

CRAIG REGIONAL COMMUNICATIONS CENTER REPORT

POLICE INCIDENTS	June	YEAR TO DATE 2026
Officer Initiated Incidents	119	716
Incidents Dispatched	1211	6695
Total Police Incidents Processed	**1330**	**7411**

CASE NUMBERS ASSIGNED	June	YEAR TO DATE 2026
Case Numbers Assigned	126	1250

TOTAL INCIDENTS June 2025 Total Incidents June 2026 1330 YTD Last Year 5586
PERCENT CHANGE YTD 8.86% increase

Priority Definitions

Priority 1: These calls are deemed to be in progress or less than five minutes old. An immediate police response is necessary to preserve life, or where an immediate response would be essential to apprehend a felony suspect. (e.g., Murder, Robbery, Carjacking, Rape, Burglary in Progress, Domestic Violence, Injury Accident, etc.)

Priority 2: Incidents that have just occurred (within 15 minutes) that do not pose an immediate threat to life, or where the apprehension of a suspect is likely and the threat to public safety is present. (e.g., Family Disturbance, Welfare Check, Suspicious Person/Vehicle, In Progress Theft, Threats, Mental Complaint, etc.)

Priority 3: Incidents that require a police response, where there is no immediate or expected threat to the safety of the public or responding officers. (e.g., Alarm Call, Animal Complaint, Noise Disturbance, Loitering, Panhandling, Public Assist, Civil Problem, Keep the Peace, etc.)

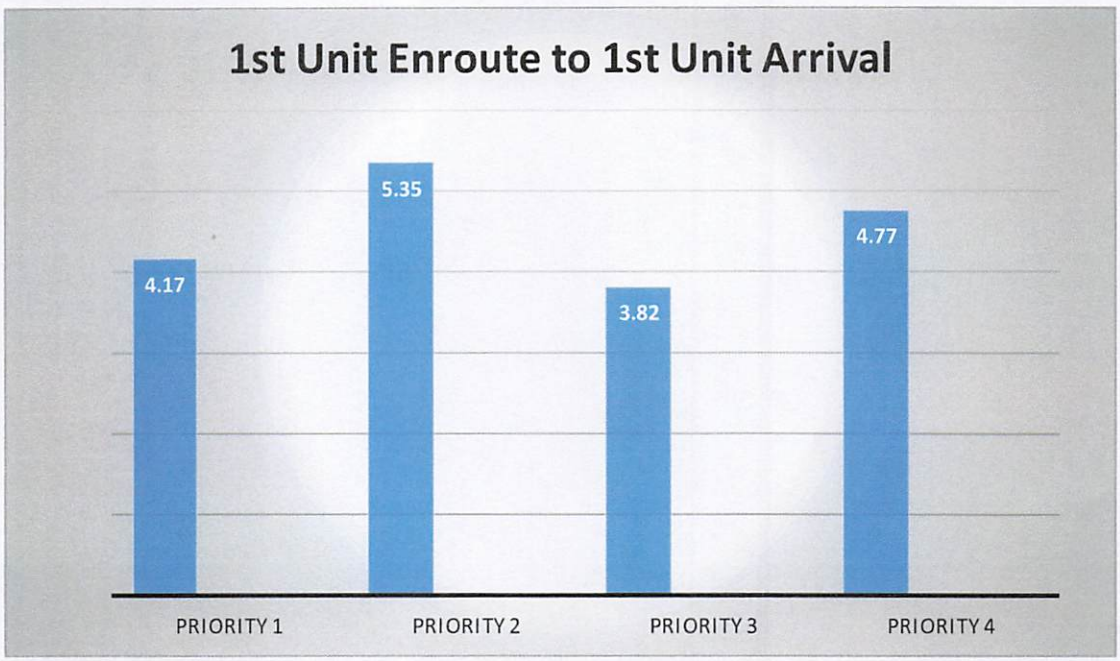
Priority 4: Incident reports that require police contact for documentation or report taking. In all instances, these are past calls with no suspect present. (e.g., Past Burglary Report, Past Theft Report, Court Order Report, Fraud, ID Theft, Graffiti, Lost Property, etc.)

RESPONSE TIMES

AVERAGE MONTHLY TOTALS AND YTD (1ST UNIT ENROUTE TO 1ST UNIT AT SCENE | PRIORITY 1-4)

Priority	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
1	0:04:33	0:04:18	0:03:58	0:04:94	0:03:57	0:04:17							0:04:12
2	0:04:62	0:04:62	0:04:87	0:04:75	0:05:78	0:05:35							0:04:99
3	0:04:23	0:03:70	0:02:90	0:05:12	0:05:35	0:03:82							0:04:18
4	0:05:32	0:04:68	0:05:82	0:04:86	0:05:83	0:04:77							0:05:21

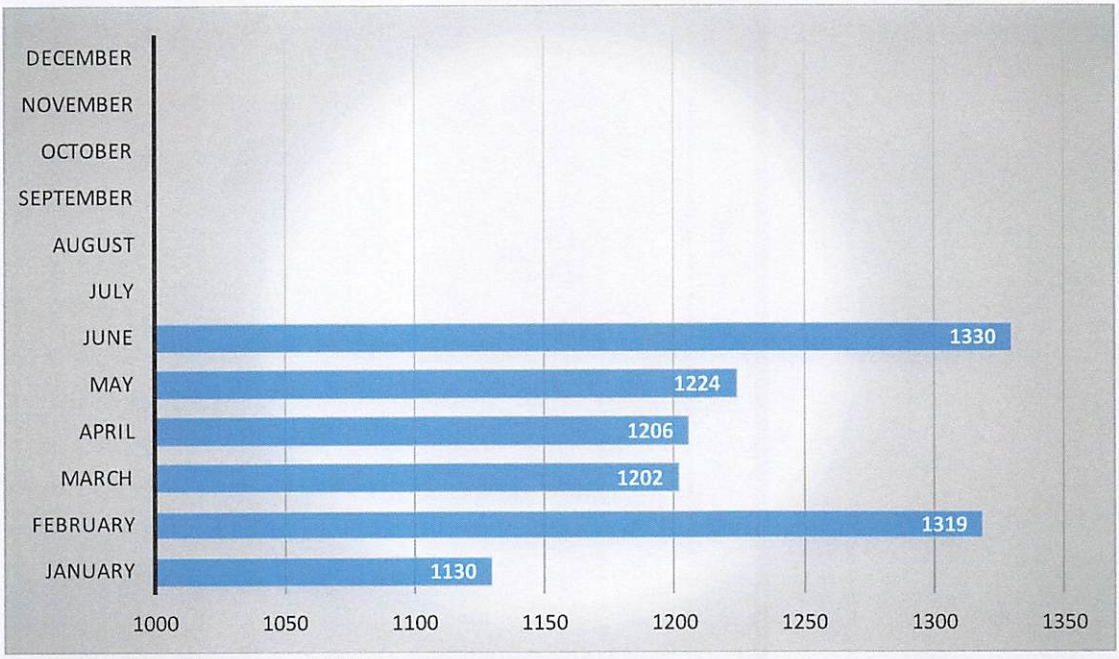
AVERAGE RESPONSE TIMES (CURRENT MONTH)



Call Priority	Call Pickup to 1st Unit Enroute	1st Unit Enroute to 1st Unit at Scene	Call Pickup to 1st Unit at Scene
Priority 1	0:00:95	0:04:17	0:05:43
Priority 2	0:03:28	0:05:35	0:08:63
Priority 3	0:01:57	0:03:82	0:06:35
Priority 4	0:01:12	0:04:17	0:09:05

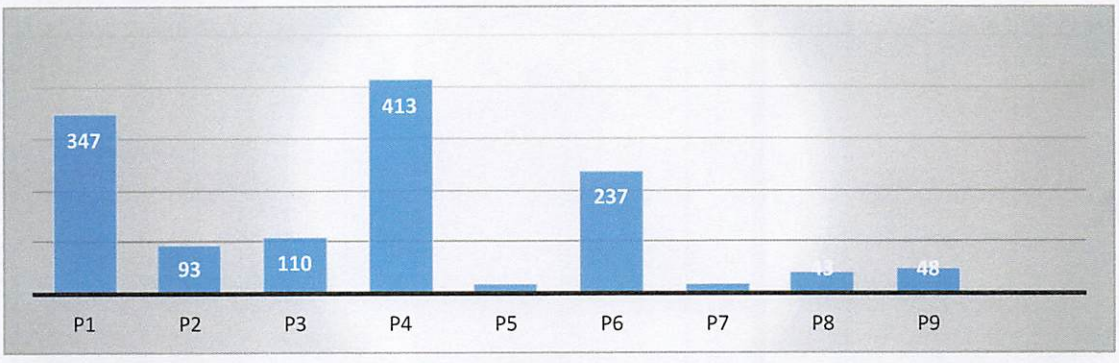
POLICE INCIDENTS

POLICE INCIDENTS BY MONTH | YTD TOTAL: 7,411



YTD 2025 - 6941 **6.77% increase**

POLICE INCIDENTS BY PRIORITY (1-9)



Priority Definitions

Priority 1, 2, 3, 4: See definitions on Page 3 (Response Times).

Priority 5: Incidents that are "Officer Initiated" where the dispatch and on scene times are simultaneous. (e.g., Traffic Stop, Pedestrian Check, Business Check, etc.)

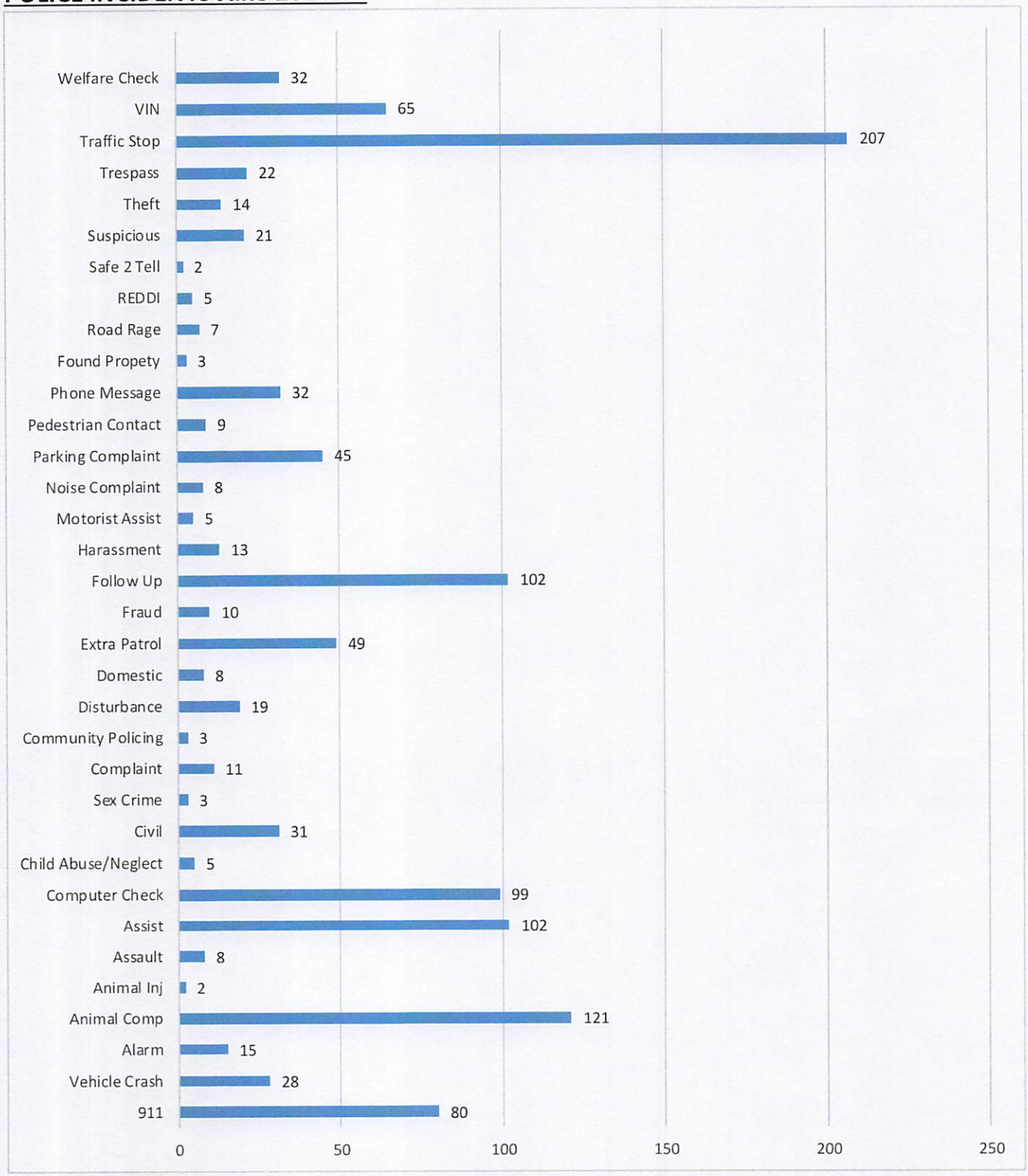
Priority 6: Response or information calls with no holding time limit. (e.g., Administrative Files, Surveillance, Training, etc.)

Priority 7: Report Writing, Follow-up Investigations, and other police activities that occur during a work shift.

Priority 8: Vacation Checks and YANA Checks (You Are Not Alone Program). This call type was created in January 2024.

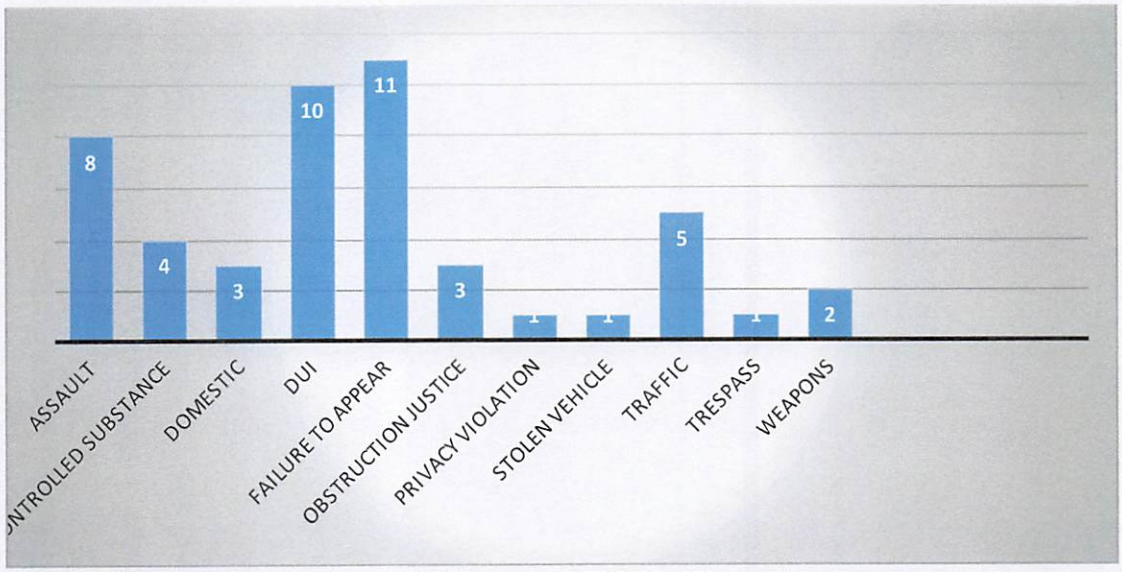
POLICE INCIDENTS

POLICE INCIDENTS June 2026 >1



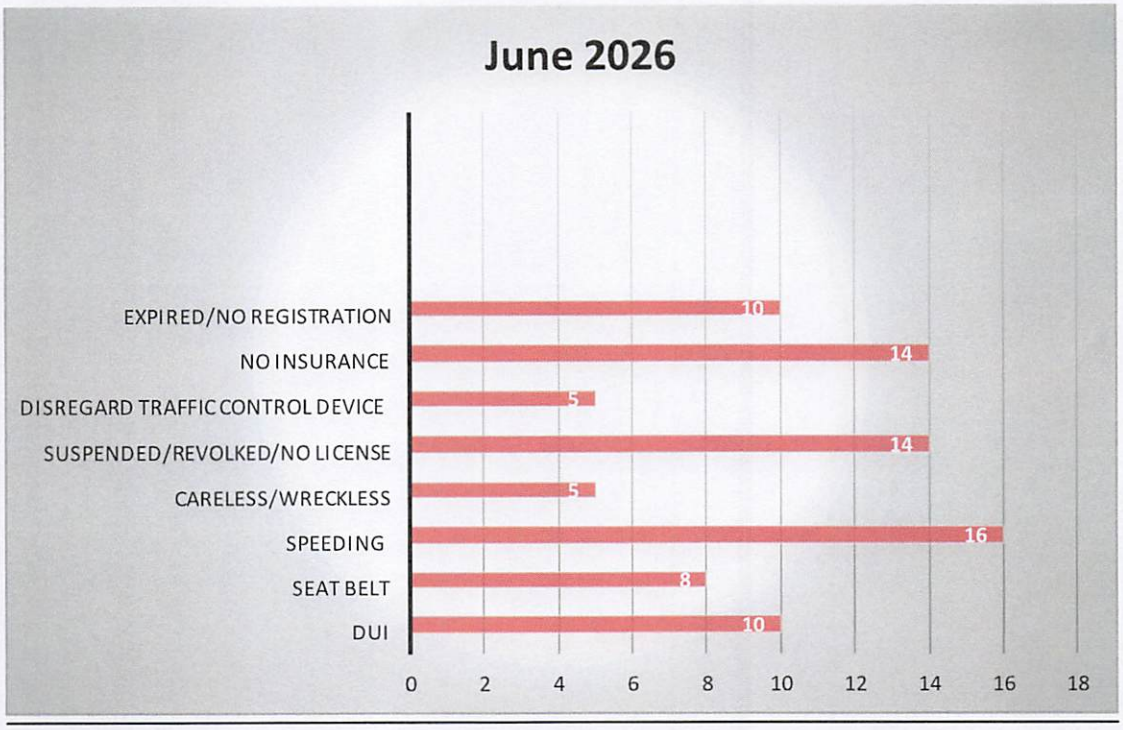
POLICE INCIDENTS

ARREST REPORTS



Total Arrest June - 49 **YTD – 295** **YTD 2025 - 353**

CITATIONS

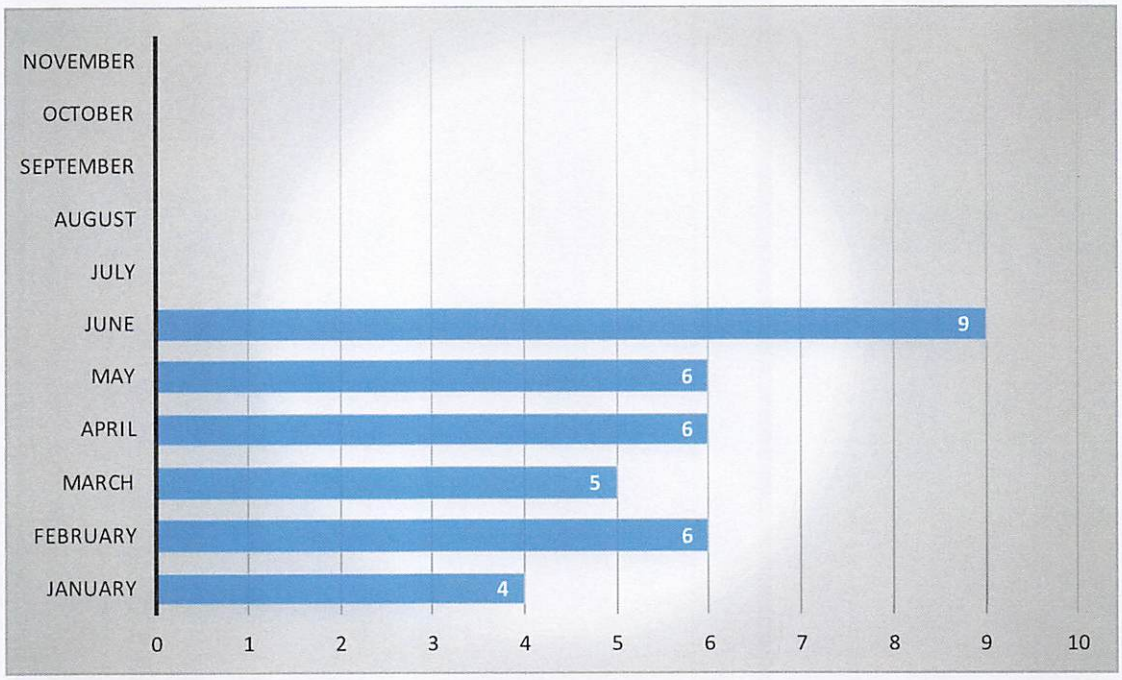


Total Citations June – 70 **YTD – 712** **Total Citations June 2025 – 68 Total Citation YTD 2025 - 408**

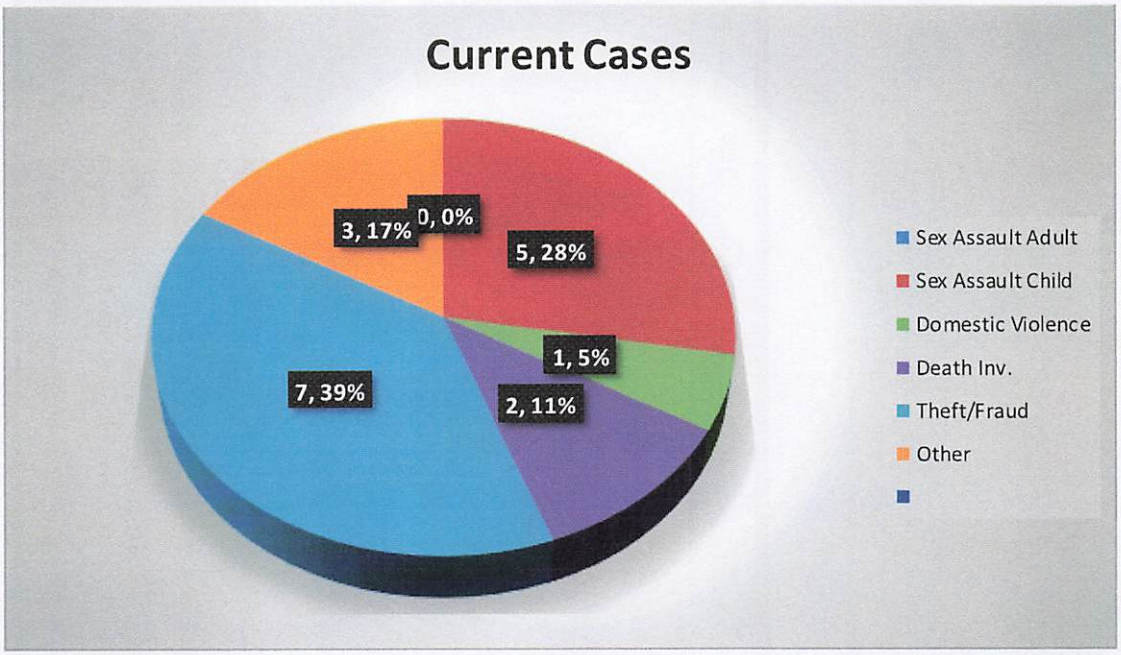
74.5% increase YTD

CASES ASSIGNED INVESTIGATIONS

CASE ASSIGNED BY MONTH | YTD TOTAL: 36

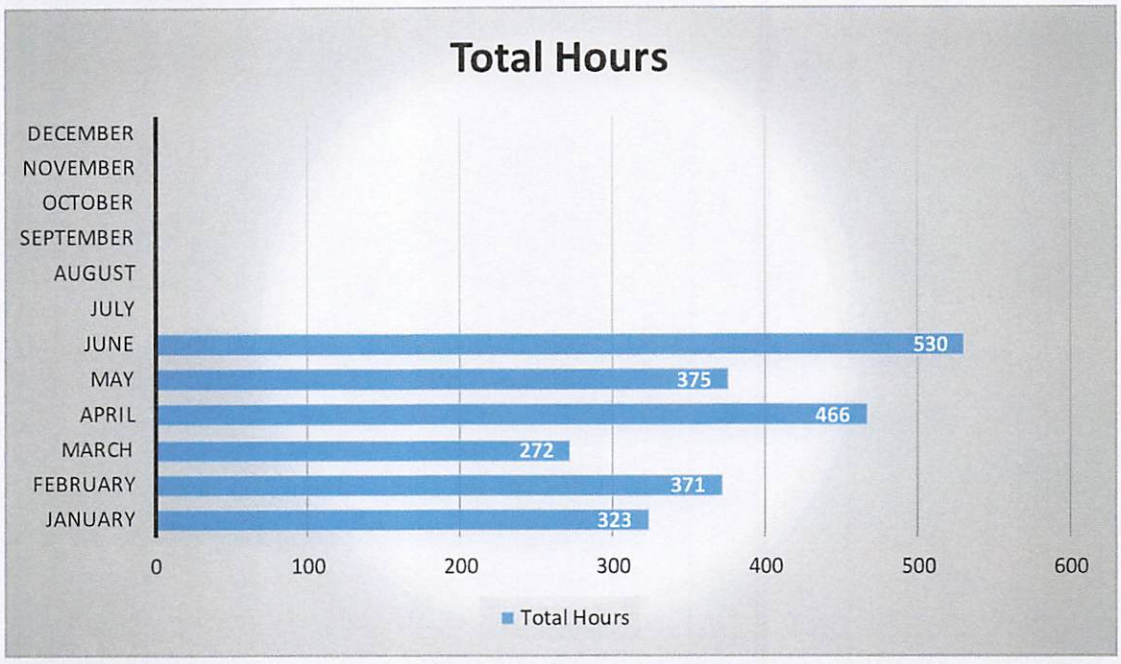


CURRENT CASE LOAD

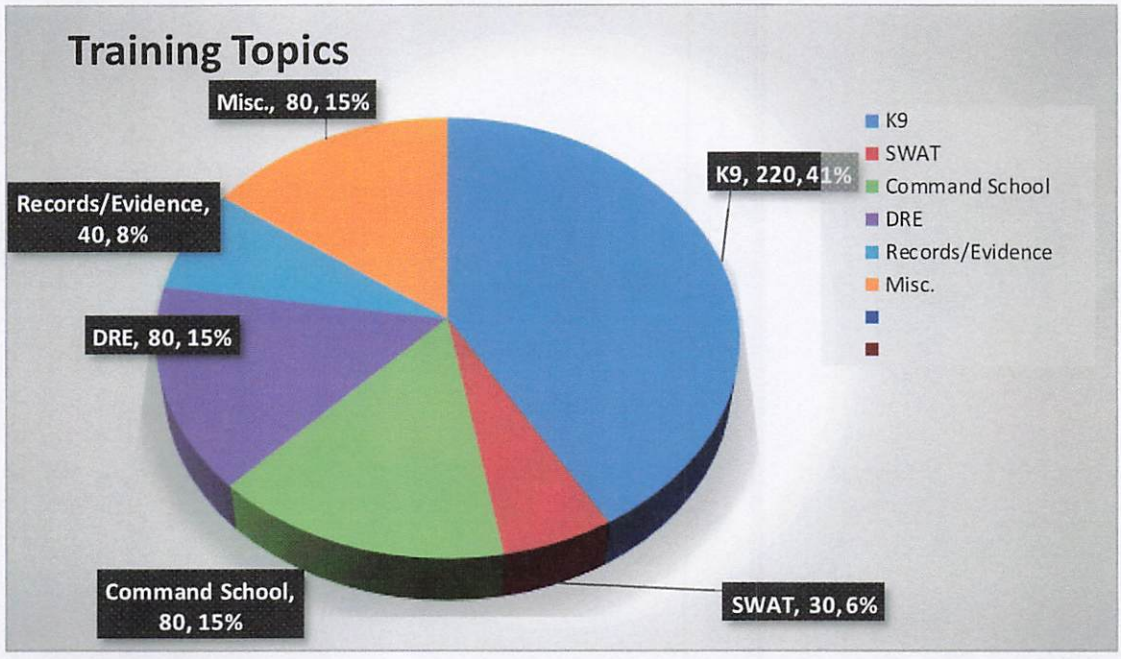


TRAINING

Year to Date TOTALS: 2337

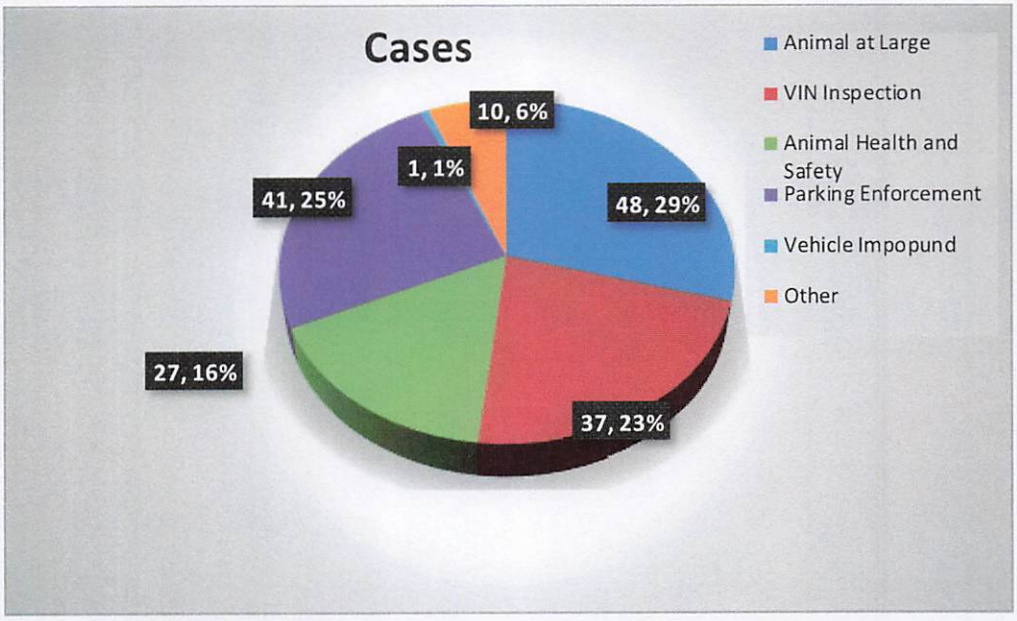


MONTHLY TRAINING TOPICS



ANIMAL CONTROL OFFICERS

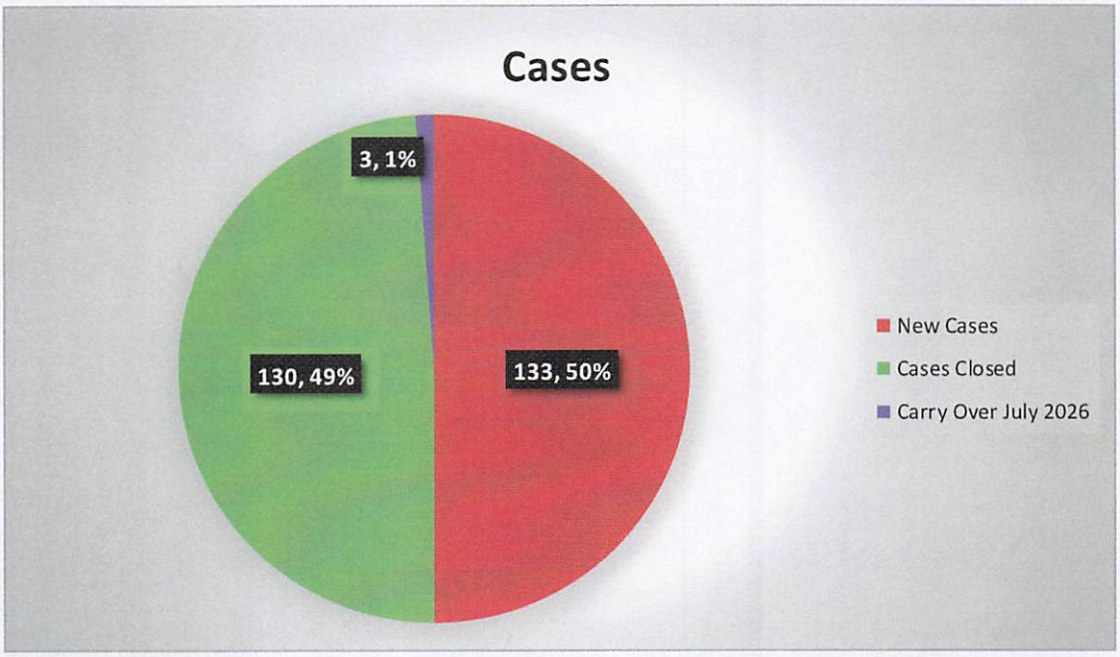
ACTIVITY



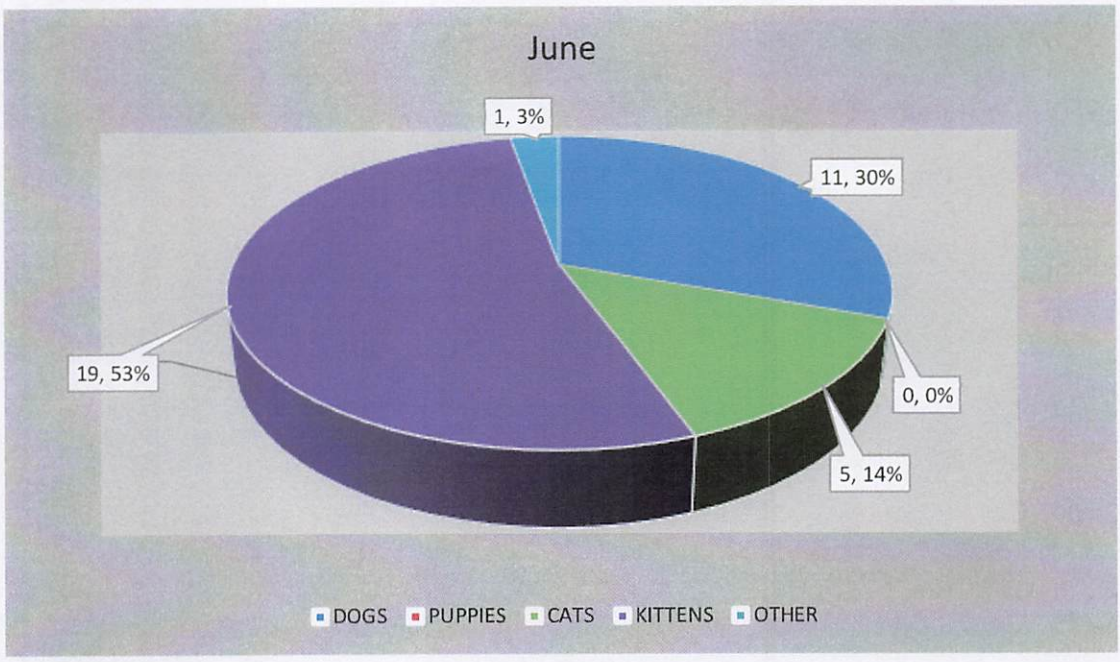
Code Enforcement Topic Counts
For Date Period
06/01/2026 – 06/30/2026

Topic	Count
Animal at Large	48
VIN Inspection	37
Animal Health and Safety	27
Parking Enforcement	41
Vehicle Impound	1
Other	10
Total	133

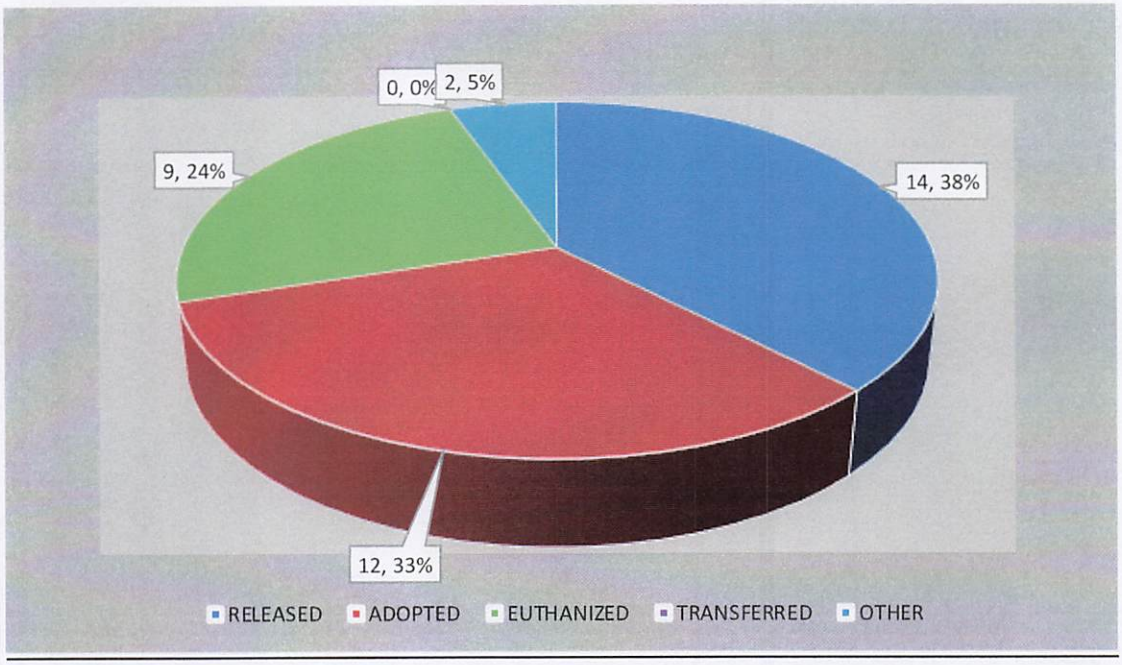
CASES STATUS



ANIMAL IMPOUNDS



DISPOSITION



PROPERTY & EVIDENCE

INTAKE TOTALS:

APRIL INTAKE	
DRUGS/Drug Equipment	13
FIREARMS	2
SAFEKEEPING	4
FOUND PROPERTY	4
Other	22
ITEMS FOR DESTRUCTION	0
TOTAL	**45**

INTAKE – YEAR TO DATE	
DRUGS	73
FIREARMS	19
SAFEKEEPING	9
FOUND PROPERTY	7
Other	38
ITEMS FOR DESTRUCTION	6
TOTAL	**152**

Note: This data reflects the total number of evidence barcodes generated.

DRUG INTAKE TOTALS:

APRIL DRUG INTAKE	
FENTANYL	1
METHAMPHETAMINE	4
COCAINE	0
HEROIN	0
MARIJUANA	3
HASHISH	0
UNKNOWN	0
OTHER DRUGS	2
OTHER NARCOTICS	0
OTHER DEPRESSANTS	0
OTHER HALLUCINOGENS	0
OTHER STIMULANTS	0
TOTAL	**10**

DRUG INTAKE – YEAR TO DATE	
FENTANYL	16
METHAMPHETAMINE	22
COCAINE	1
HEROIN	1
MARIJUANA	14
HASHISH	0
UNKNOWN	2
OTHER DRUGS	2
OTHER DEPRESSANTS	0
OTHER HALLUCINOGENS	1
OTHER STIMULANTS	0
TOTAL	**59**

Note: This data reflects the total number of evidence barcodes generated, not the total weight or number of drugs booked into property.

HIGHLIGHTS / SUMMARY

- Officer Wood attended 80-hour Drug Recognition Expert (DRE) Training
- Chief attended Colorado Association of Chiefs of Police Conference/Training
- Attended Craig River Park Opening June 26th
- Jenny Duarte accepted open position as Civilian Investigator/Evidence Tech
- Lt. Fandel completed 2nd two-week session of Command School

Craig Police
800 W. 1st Street
Craig, CO 81625
Traffic Survey Summary

Location: W. 3rd near Riverview
Start Date: 6/22/2026
End Date: 6/29/2026

Zone: Residential
Start Time: 09:40:03
End Time: 07:53:24
Travel Direction: E

Speed	1 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38 - 39	40 - 999
Volume	1868	474	533	562	458	288	135	75	28	22	5	14
% of Total	41.86%	10.62%	11.94%	12.59%	10.26%	6.45%	3.02%	1.68%	0.62%	0.49%	0.11%	0.31%
									Total Vehicles: 4462			

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	25	Pace Speed	18 to 27	Speed	25+	35+	45+	Total
#At/Under Limit	3437	# in Pace	2435	Number	984	36	5	1025
# Over Limit	1025	% in Pace	54.57%	Percent	22.05%	0.8%	0.11%	22.97%
Average Speed	20.23	85% Percentile	27					

Craig Police
800 W. 1st Street
Craig, CO 81625
Traffic Survey Summary

Location: 3rd @ Park
Start Date: 6/3/2026
End Date: 6/22/2026

Zone: Parks & Rec.
Start Time: 11:10:58
End Time: 07:22:23
Travel Direction: W

Speed	1 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38 - 39	40 - 999
Volume	3380	1647	1675	1532	1295	902	565	269	122	31	25	28
% of Total	29.46%	14.35%	14.6%	13.35%	11.28%	7.86%	4.92%	2.34%	1.06%	0.27%	0.21%	0.24%
									Total Vehicles: 11471			

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	20	Pace Speed	18 to 27	Speed	20+	30+	40+	Total
#At/Under Limit	4219	# in Pace	7419	Number	6555	677	20	7252
# Over Limit	7252	% in Pace	64.67%	Percent	57.14%	5.9%	0.17%	63.22%
Average Speed	22.14	85% Percentile	28					

ALL TRAFFIC SOLUTIONS

Speed Summary

Craig, Colorado, North Yampa near 12th Street, SB

Start: 2026-06-06
End: 2026-06-30
Times: 0:00:00-23:59:59

Speed Range: 1 to 150

Overall Summary

Total Days of Data: 9
Speed Limit: 30
Average Speed: 30.49
50th Percentile Speed: 31.87
85th Percentile Speed: 36.76
Pace Speed Range: 28-38

Minimum Speed: 1
Maximum Speed: 58
Display Mode: Speed Display, Unknown
Average Volume per Day: 1979.8
Total Volume: 17818

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ALL TRAFFIC SOLUTIONS

Volume by Speed

Craig, Colorado, North Yampa near 12th Street, SB

Start: 2026-06-06
End: 2026-06-30
Times: 0:00:00-23:59:59

Speed Bins: Size 5, Range 1 to 150
Time View: By Hour (Total Volumes)

Time	1 to 5	6 to 10	11 to 15	16 to 20	21 to 25	26 to 30	31 to 35	36 to 40	41 to 45	46 to 50	51 to 55	56 to 60	61 to 65	66 to 70	71 to 75	76 to 80	81 to 85	86 to 90	91 to 95	96 to 100	101 to 150	Avg Speed	Total
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
6:00	70	51	11	6	7	61	152	161	24	4	1	0	0	0	0	0	0	0	0	0	0	27.8	548
7:00	2	29	24	15	42	237	489	265	38	3	0	0	0	0	0	0	0	0	0	0	0	31.9	1144
8:00	12	36	25	27	76	269	440	226	33	8	0	0	0	0	0	0	0	0	0	0	0	30.8	1152
9:00	6	58	35	50	50	360	520	222	36	7	1	0	0	0	0	0	0	0	0	0	0	30.3	1345
10:00	10	51	41	51	50	335	530	257	44	0	0	0	0	0	0	0	0	0	0	0	0	30.4	1369
11:00	6	63	62	40	57	333	617	267	44	7	0	0	0	0	0	0	0	0	0	0	0	30.3	1496
12:00	7	41	58	37	55	390	658	279	35	2	0	0	0	0	0	0	0	0	0	0	0	30.7	1562
13:00	5	63	53	43	51	311	620	279	55	8	0	0	0	0	0	0	0	0	0	0	0	30.8	1488
14:00	6	56	64	54	62	273	503	255	38	11	0	0	0	0	0	0	0	0	0	0	0	30.2	1322
15:00	5	40	45	48	72	335	531	301	50	6	1	0	0	0	0	0	0	0	0	0	0	30.8	1434
16:00	10	52	43	40	63	332	603	322	55	4	0	0	0	0	0	0	0	0	0	0	0	31.0	1524
17:00	2	50	49	42	47	282	586	273	52	2	1	0	0	0	0	0	0	0	0	0	0	31.0	1386
18:00	13	64	35	28	53	260	462	265	46	3	0	1	0	0	0	0	0	0	0	0	0	30.5	1230
19:00	22	33	40	24	43	157	248	154	44	3	0	1	0	0	0	0	0	0	0	0	0	29.6	769
20:00	0	1	6	1	4	11	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	49
Total	176	688	591	506	732	3946	6978	3533	594	68	4	2	0	0	0	0	0	0	0	0	0	30.6	17818

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ALL TRAFFIC SOLUTIONS

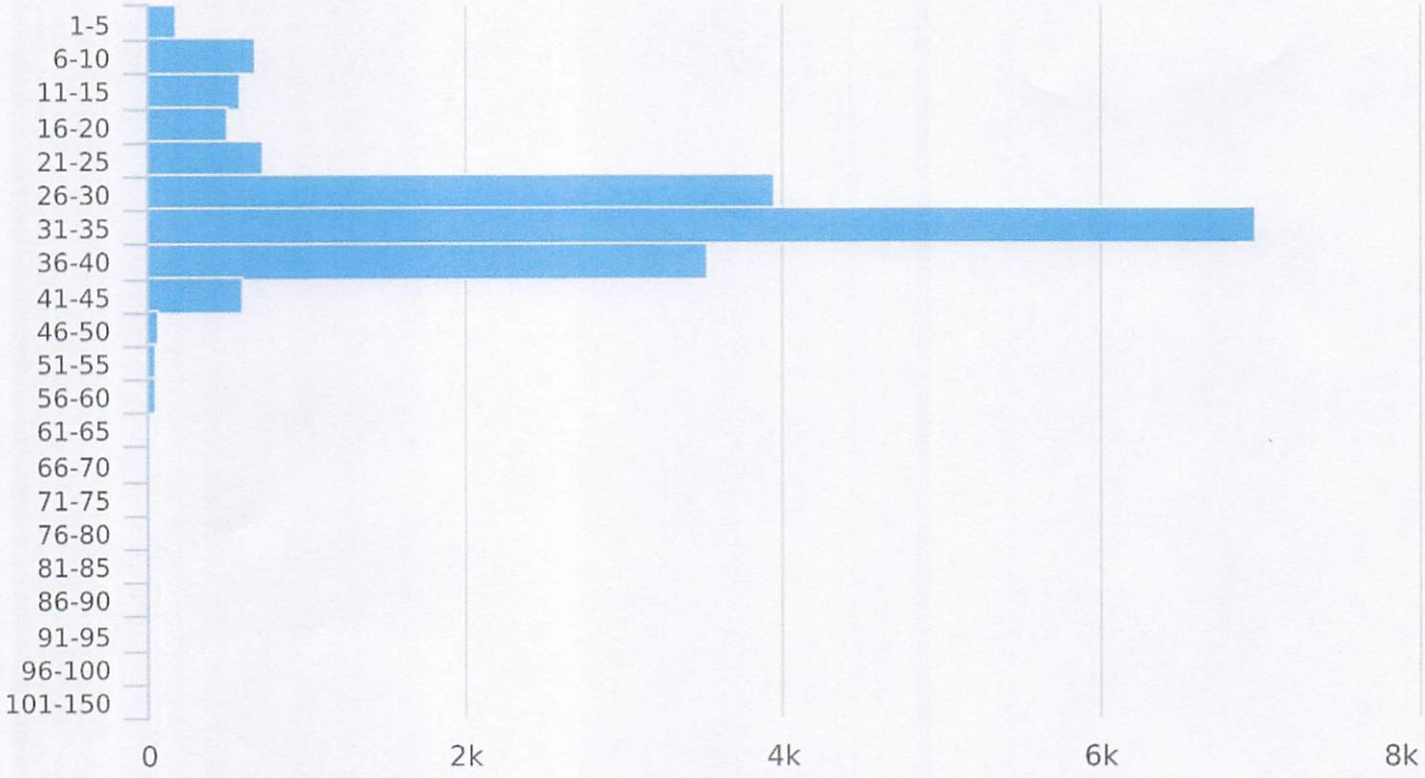
Volume by Speed

Craig, Colorado, North Yampa near 12th Street, SB

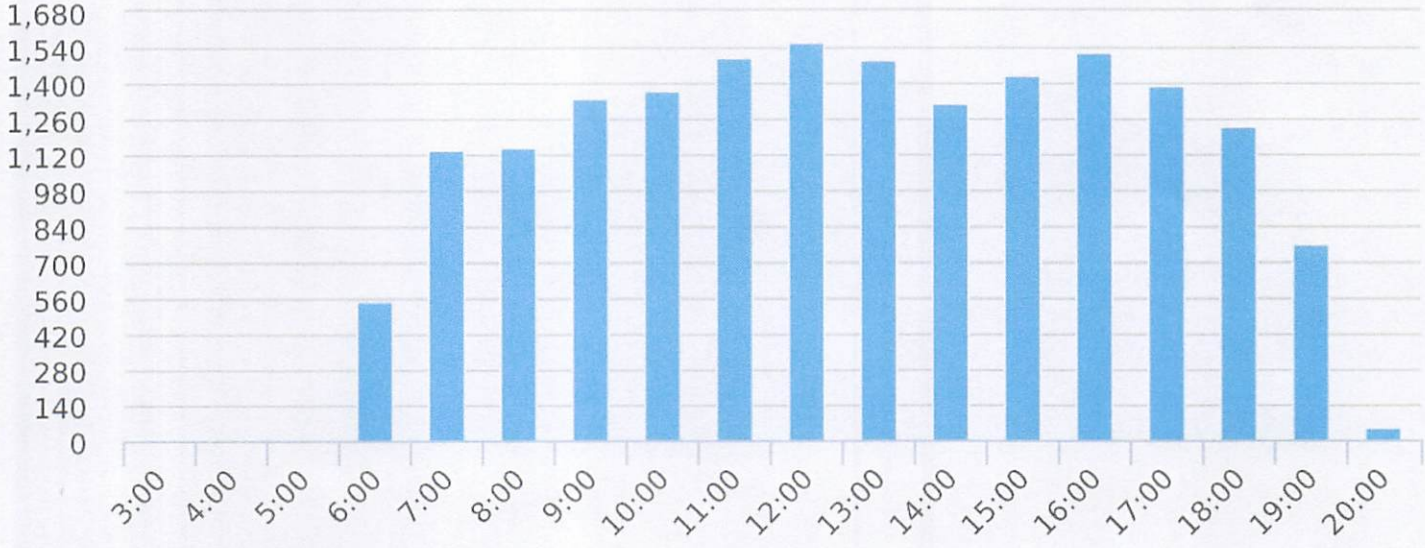
Start: 2026-06-06
End: 2026-06-30
Times: 0:00:00-23:59:59

Speed Bins: Size 5, Range 1 to 150
Time View: By Hour (Total Volumes)

Total Volume by Speed Distribution



Volume over Time



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ALL TRAFFIC SOLUTIONS

Speed Summary

Craig, Colorado, West Victory Way near Woodbury, EB

Start: 2026-06-01
End: 2026-06-30
Times: 0:00:00-23:59:59

Speed Range: 1 to 150

Overall Summary

Total Days of Data: 3
Speed Limit: 35
Average Speed: 34.29
50th Percentile Speed: 34.55
85th Percentile Speed: 39.36
Pace Speed Range: 30-40

Minimum Speed: 2
Maximum Speed: 54
Display Mode: Dependent Messages,
Average Volume per Day: 2697.0
Total Volume: 8091

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ALL TRAFFIC SOLUTIONS

Volume by Speed

Craig, Colorado, West Victory Way near Woodbury, EB

Start: 2026-06-01
End: 2026-06-30
Times: 0:00:00-23:59:59

Speed Bins: Size 5, Range 1 to 150
Time View: By Hour (Total Volumes)

Time	1 to 5	6 to 10	11 to 15	16 to 20	21 to 25	26 to 30	31 to 35	36 to 40	41 to 45	46 to 50	51 to 55	56 to 60	61 to 65	66 to 70	71 to 75	76 to 80	81 to 85	86 to 90	91 to 95	96 to 100	101 to 150	Avg Speed	Total
7:00	2	1	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	26.0	7
8:00	1	5	4	0	12	32	117	152	50	21	2	0	0	0	0	0	0	0	0	0	0	35.6	396
9:00	1	7	22	22	26	115	382	333	103	13	2	0	0	0	0	0	0	0	0	0	0	34.2	1026
10:00	1	4	9	14	24	102	303	272	74	16	0	0	0	0	0	0	0	0	0	0	0	34.4	819
11:00	6	4	6	10	23	138	349	244	58	11	1	0	0	0	0	0	0	0	0	0	0	33.6	850
12:00	0	1	3	11	20	129	378	229	64	6	0	0	0	0	0	0	0	0	0	0	0	33.9	841
13:00	0	1	4	6	24	128	320	214	58	12	1	0	0	0	0	0	0	0	0	0	0	34.1	768
14:00	1	5	11	11	17	99	283	235	65	13	3	0	0	0	0	0	0	0	0	0	0	34.2	743
15:00	0	1	8	5	21	93	331	214	48	13	5	0	0	0	0	0	0	0	0	0	0	34.3	739
16:00	0	4	5	5	16	104	318	270	61	12	4	0	0	0	0	0	0	0	0	0	0	34.6	799
17:00	0	2	6	3	15	98	285	254	64	14	1	0	0	0	0	0	0	0	0	0	0	34.8	742
18:00	0	2	3	5	11	41	130	107	48	12	2	0	0	0	0	0	0	0	0	0	0	35.0	361
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
Total	12	37	81	92	209	1079	3196	2525	696	143	21	0	0	0	0	0	0	0	0	0	0	34.3	8091

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ALL TRAFFIC SOLUTIONS

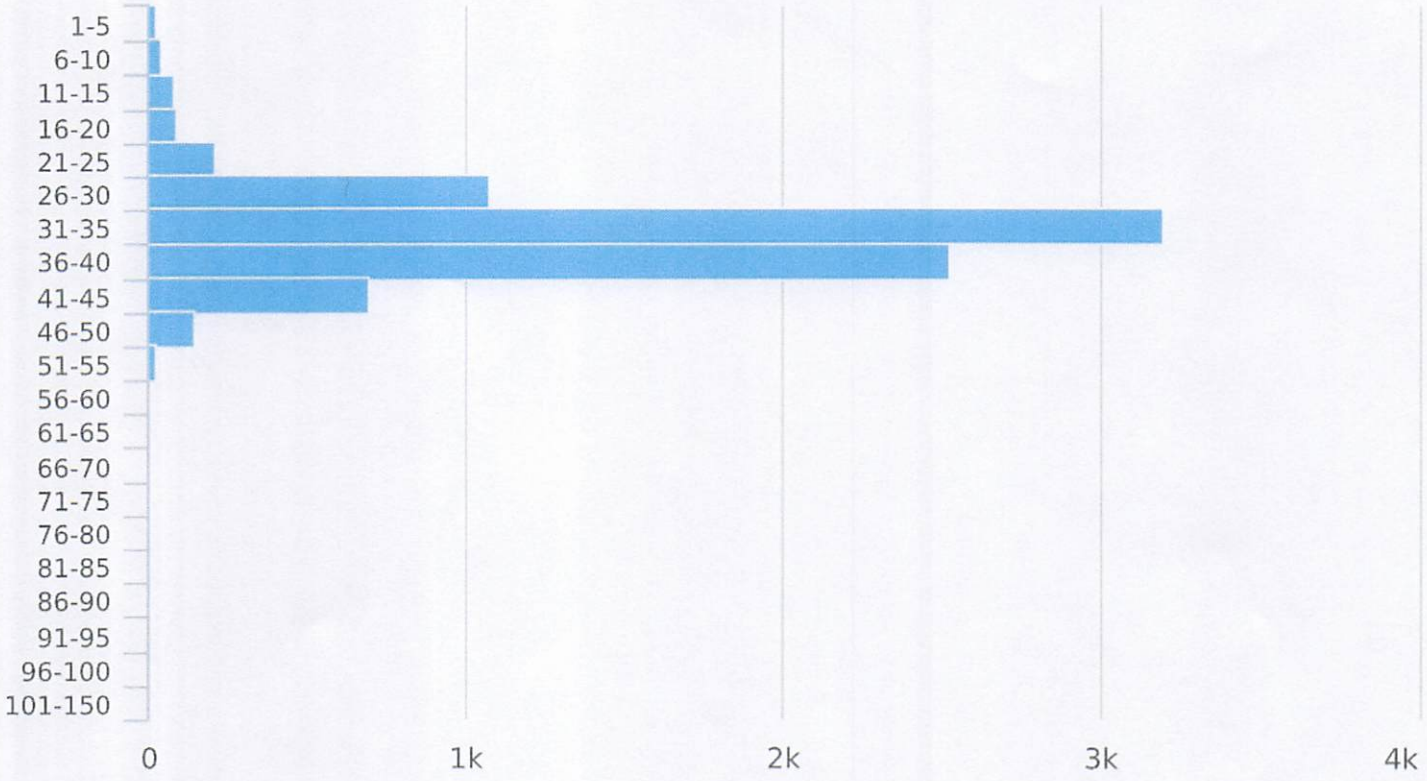
Volume by Speed

Craig, Colorado, West Victory Way near Woodbury, EB

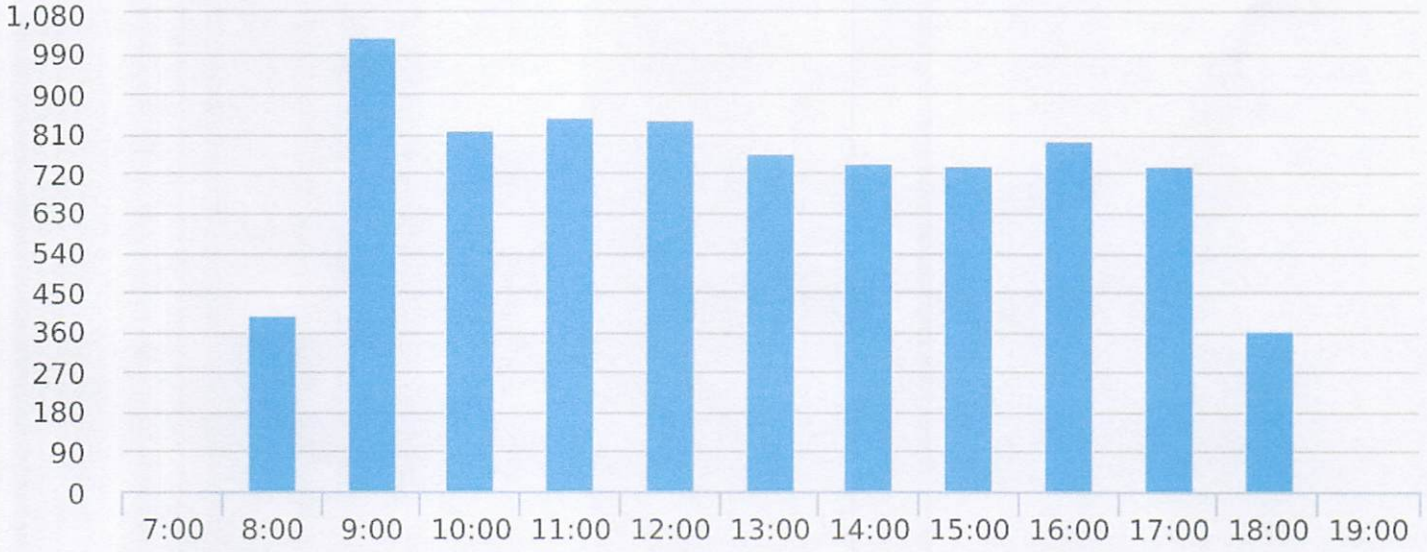
Start: 2026-06-01
End: 2026-06-30
Times: 0:00:00-23:59:59

Speed Bins: Size 5, Range 1 to 150
Time View: By Hour (Total Volumes)

Total Volume by Speed Distribution



Volume over Time



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