

# 2018-2019 Public Lands Transportation Fellows Program

## Alternative Transportation Improvements at RMANWR



Presented by: Corinne Jachelski and Nick Kaczor,  
Rocky Mountain Arsenal NWR

# Webinar logistics

- Duration is 1:00 - 2:30 PM Eastern
- Webinar – recorded and archived. For quality of recording, phone will be muted during presentation
- If listening on the phone, please mute your computer
- To maximize the presentation on your screen click the 4 arrows in the top right of the presentation
- At the end there will be time for Q&A
- There is a handout pod at the bottom of the screen



# Today's Presenters



Nick Kaczor  
Assistant Refuge Manager  
RMANWR



Corinne Jachelski  
Public Lands Transportation Fellow (PLTF)  
RMANWR

# Goal of this Webinar

To document and archive the work completed by the PLTF at the Rocky Mountain Arsenal NWR from 2018-2019, including his lessons learned and tips and tricks for applying these to other USFWS units.



# Audience for this Webinar

- Today:
  - Educate unit, regional, and headquarters staff for public lands agencies on what a Fellow in the program can accomplish.
- Future:
  - Intended as a training for future classes of PLTF and will be used at orientation.

# Agenda

1. Introduction by Refuge Manager
2. PLTF Projects
3. Lessons Learned
4. General Suggestions
5. Q & A





# Introduction

**Nick Kaczor**  
**Assistant Refuge Manager**



# Colorado Front Range NWRC Needs for a Transportation Fellow

- We are an urban wildlife refuge located just outside of downtown Denver.
- We are one of fast growing refuges in the National Wildlife Refuge System in terms of public visitation.
- As a former military base, we are transitioning from the former 'square peg' military layout, to the 'round hole' refuge experience.
- The neighborhoods beside us are requesting easier access to enjoy the outdoors. We also know this is important for future generations to develop an appreciation for conservation.
- Refuge staff consists of biologists, law enforcement officers, managers, park rangers, etc., which are not the best at planning and implementing transportation projects.



# Colorado Front Range NWRC Needs for a Transportation Fellow

- We selected Corinne based on her public and private transportation planning experience; as well as her passion for conservation
- Corinne worked on several projects (which you will shortly see) that benefited the public uses of the Refuge Complex.
- Corinne did a great job integrating into the Refuge Complex and solving many issues.
- The PLTF Program was a very positive experience for the Complex, and we would encourage others to participate.

# RMANWR Projects & Lessons Learned

Corinne Jachelski  
2018-2019 PLTF





# Introduction

**Name:** Corinne Jachelski

**Primary Refuge:** Rocky Mountain Arsenal

**Start Date:** June 18, 2018

**Place of Birth:** Baltimore, MD

**Educational Background:** B.A. Geography and M.S. Environmental Science, Clark University

**Academic Focus:** sustainable urbanism, active transportation

**Fun Fact:** Biked 200 miles through Glacier National Park



# RMANWR



25 square miles;  
one of the largest  
urban refuges



12 miles northeast of  
downtown Denver, CO



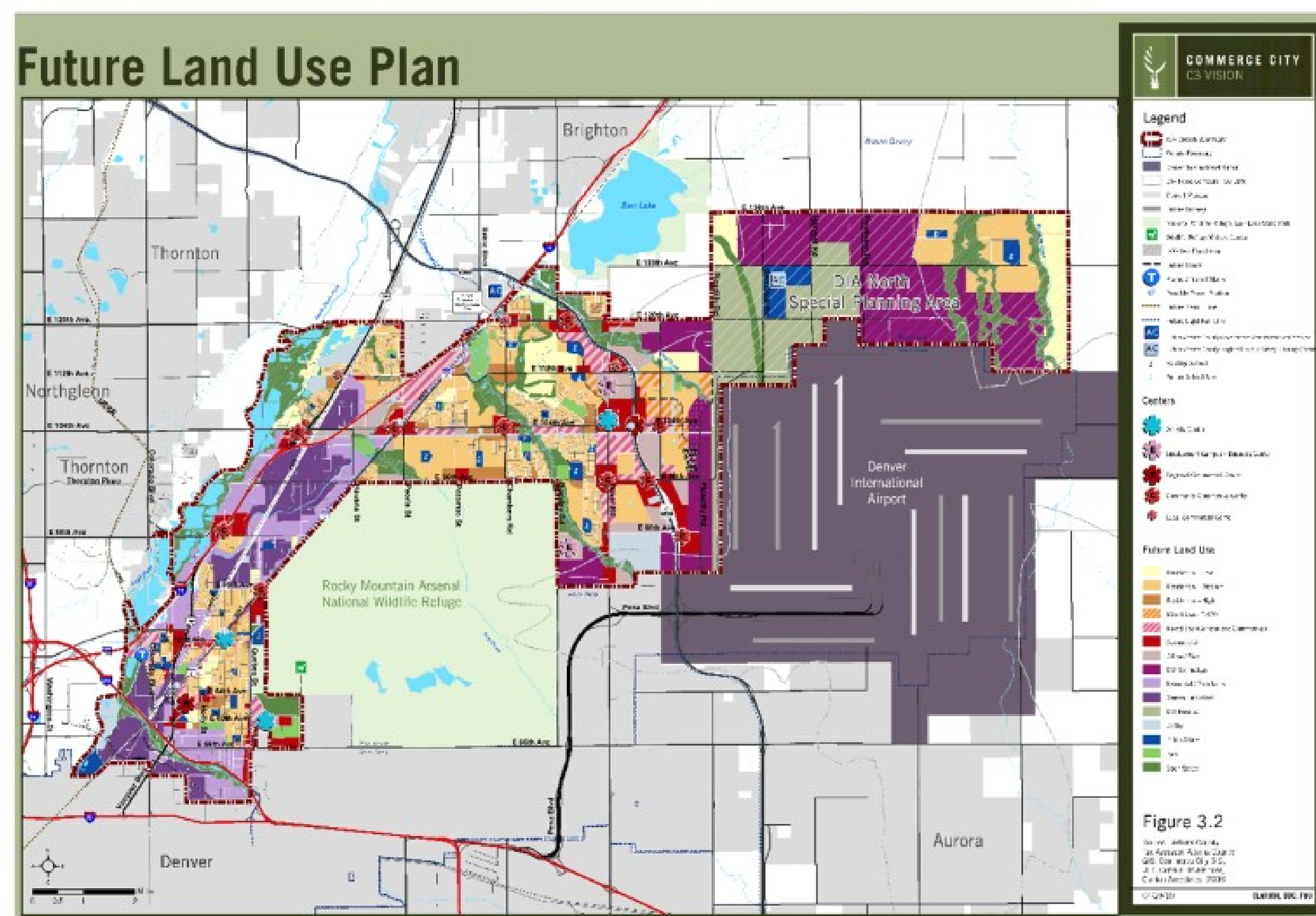
10 miles from Denver  
International Airport



3 million in  
metropolitan area;  
fast growing



13% growth (2010-2016) in households in neighborhoods surrounding Refuge





# Colorado Front Range Refuge Complex



- Complex contains the smallest urban refuge and largest urban refuge
- Rocky Mountain Greenway: 80-mile uninterrupted trail and transportation link
  - Passes through 10 municipal jurisdictions and 6 counties

## Total Annual Visitors (year)

Existing and anticipated visitation to federal land along the Rocky Mountain Greenway:

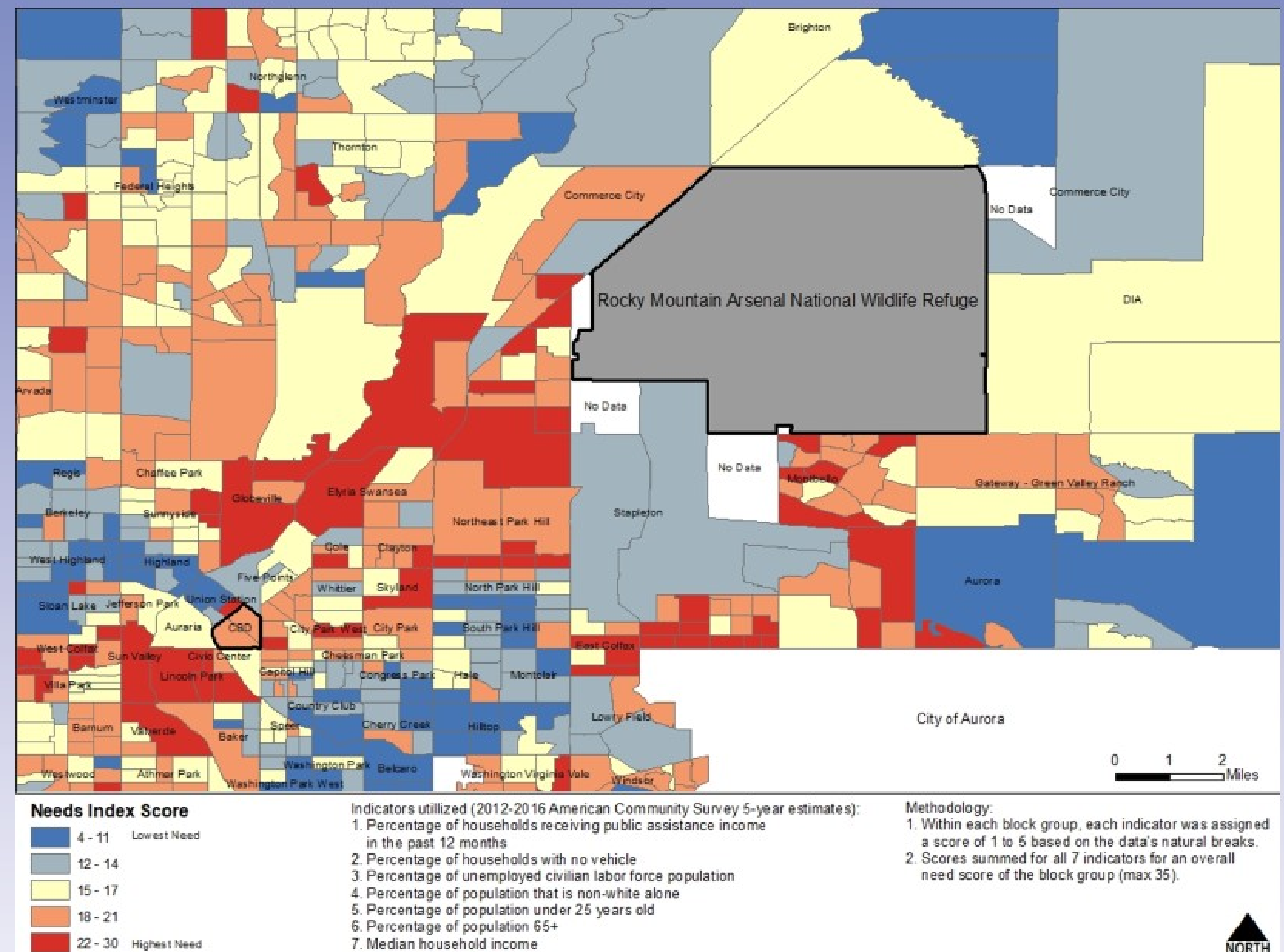
|                            |         |                       |
|----------------------------|---------|-----------------------|
| Rocky Mountain Arsenal NWR | 200,000 | 2014                  |
| Two Ponds NWR              | 15,000  | 2014                  |
| Rocky Flats NWR            | 10,000  | Future open years 1-3 |
| Rocky Flats NWR            | 85,000  | Future open years >5  |

# Refuge Context

## Needs Index Map

Compared to region, communities surrounding Refuge tend to be:

- Lower income
- More diverse
- Less likely to own a vehicle
- Younger (high proportions of youth)





# PLTF Projects

## Statement of Work:

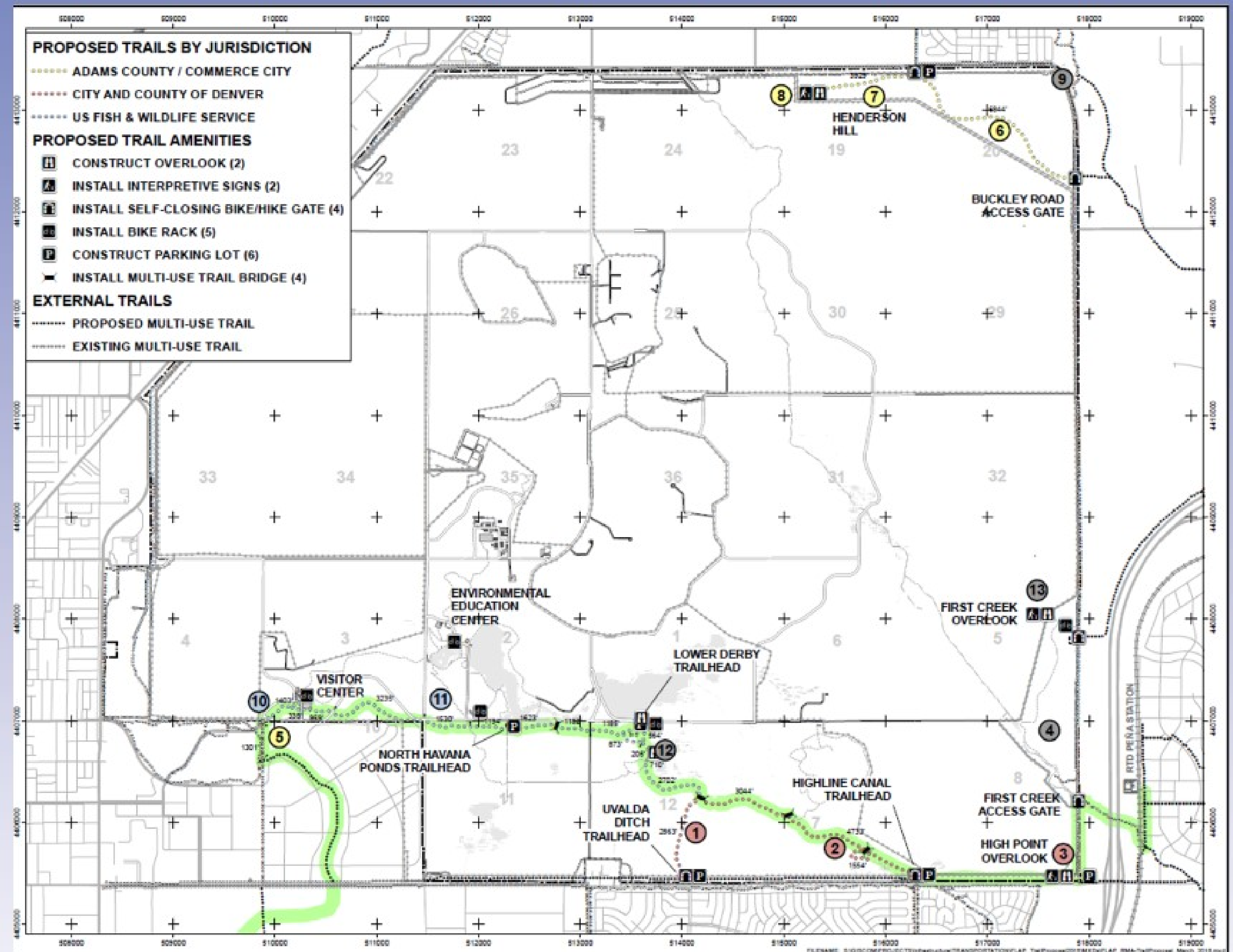
- Liaison on Trail Projects
- Outreach to Local Stakeholders
- Develop Advertising Materials
- Improve Transit and Rideshare Access

## Additional/Adaptive Items:

- Bicycle Management Plan
- Wayfinding Plan
- Site Plans

# FLAP Project

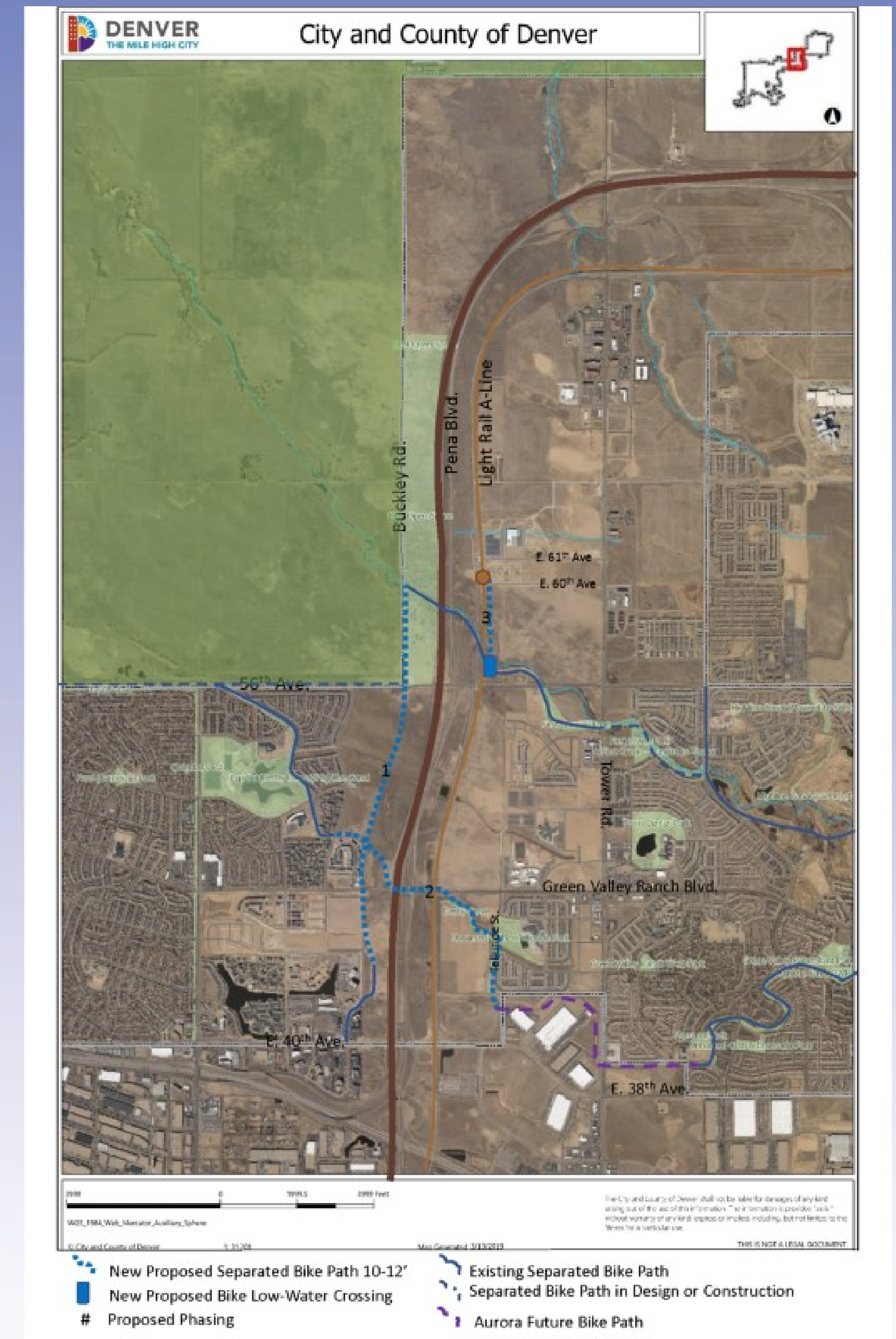
- Timeline/contracting delays
- 30% design process complete
- Construction of Lower Derby trail and parking lot
- Memorandums of Agreement





# FLAP Project

- Coordinating with stakeholders for call for applications due June 2019
- Encouraged eligible partners to apply for the missing links to the existing project



# FLAP – Lessons Learned

- Anticipate and adapt to timeline delays
- Don't be afraid to follow up – repeatedly
- Keep your own record of notes and decisions, rather than relying on the consultant team
- Envision the finished product, phases, and missing pieces (right)





# Outreach

- Much of the public engagement process was done prior to my arrival
- Safe Routes to Parks grant – Sand Creek Regional Greenway
  - Lessons learned: talk to more groups than just direct partners, bring everyone in the loop
- Worked on drafting a bicycle brochure and dynamic, online StoryMap

# Outreach Materials – Bicycle Brochure

## Getting to the Refuge by Bicycle

### Regional Bicycle Connections

The Rocky Mountain Greenway is a regional trail that goes through RMANWR and connects it to both Two Ponds NWR and Rocky Flats NWR. This is primarily along the Sand Creek Regional Greenway, Clear Creek Trail, and Little Dry Creek Trail.

The map below shows the off-street multi-use trails in the greater Denver area that can be used for getting to the Refuge.



On-streets routes may be used as well, but exercise caution and plan your route ahead of time to find the safest streets.

### Recommended Routes

From Downtown Denver:

From Stapleton: Central Park Boulevard

From Montbello:

From Commerce City:

From Green Valley Ranch:

From transit: identify closest stops

## Online Resources

For more information, visit <https://www.bicyclecolorado.org/ride-colorado/bike-maps/resources/>

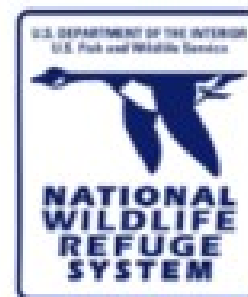
### Safety Tips

- Come prepared to deal with unexpected flats or other repairs.
- Dress adequately according to the weather.
- Carry plenty of water and stay hydrated.
- Use the proper protective gear while riding; children are strongly encouraged to wear a helmet and other protective gear.
- Carry a cell phone in case of emergencies. Please note that cell phone service may be unavailable in parts of the refuge.
- Use sunscreen and wear a hat.
- Bring insect repellent.
- Bring a lock and chain to secure your bike while hiking a trail.
- Do not ride in the dark. All visitors must be off the refuge before sunset.

**Rocky Mountain Arsenal National Wildlife Refuge**  
6550 Gateway Road  
Commerce City, CO 80022-1748  
303 / 289 0930  
[rockymountainarsenal@fws.gov](mailto:rockymountainarsenal@fws.gov)  
[http://www.fws.gov/refuge/rocky\\_mountain\\_arsenal](http://www.fws.gov/refuge/rocky_mountain_arsenal)

**For State Relay Service**  
TTY / Voice: 711

**For Refuge Information**  
1 800 / 344 WILD



## U.S. Fish & Wildlife Service

# Rocky Mountain Arsenal

## National Wildlife Refuge

### Bicycle Guide and Regulations



### About Rocky Mountain Arsenal

Rocky Mountain Arsenal National Wildlife Refuge (RMANWR) is a 15,000-acre expanse of short and mixed grass prairie located northeast of Denver, Colorado. We invite you to enjoy the sights and sounds of the Refuge. More than 330 species of wildlife, including bald eagles, bison, black-footed ferrets, deer, coyotes, burrowing owls, and prairie dogs call the Refuge home. The Refuge also provides important feeding and nesting grounds for resident and migratory song birds.

To protect wildlife and habitat, visitor access is limited to designated trails and roads only. All other Refuge lands and staff roads are closed to visitor entry.

### Safety

Make your riding experience a safe one. Our bike routes are a combination of paved roads and crusher fines trails that may be rough in places. These routes are designed to provide visitors access to the more remote areas of the refuge, with opportunities to view wildlife. Please note that biking on pedestrian trails *is not* allowed. Follow the designated routes as marked in this guide and follow the signs at all times.

### Biking Regulations

- Bicycle use is limited to Refuge operations hours of sunrise to sunset year-round.
- NO bicycles allowed in bison habitat areas.
- Do not approach or harass wildlife.
- Follow flow of traffic.
- Follow the designated bike routes and signage.
- Riding on pedestrian-only trails is strictly prohibited and strongly enforced. Violators will be prosecuted.
- Share the road and yield to pedestrians; pedestrians have the right of way.
- Follow the speed limits.
- Ride in groups not exceeding 10 people. Large groups or excessive noise may be disturbing to wildlife.
- Do not bring pets; pets are not permitted on the refuge.
- Do not carry alcohol, drugs or fireworks. Alcohol, drugs, fireworks or fires of any kind are prohibited.

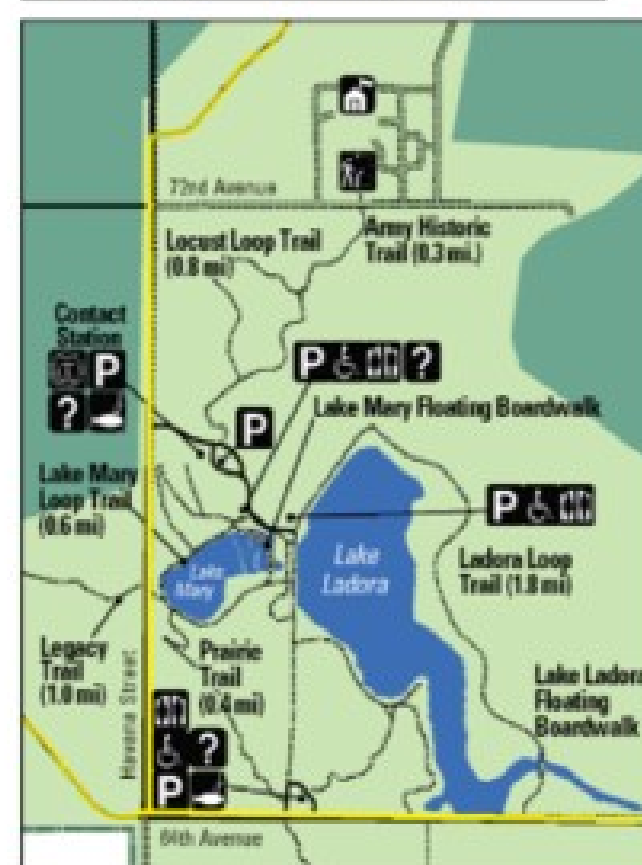
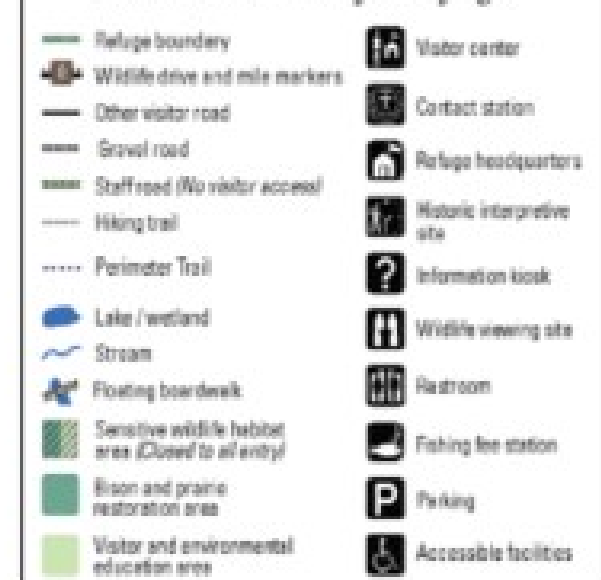


# Outreach Materials – Bicycle Brochure

## Bicycle Routes

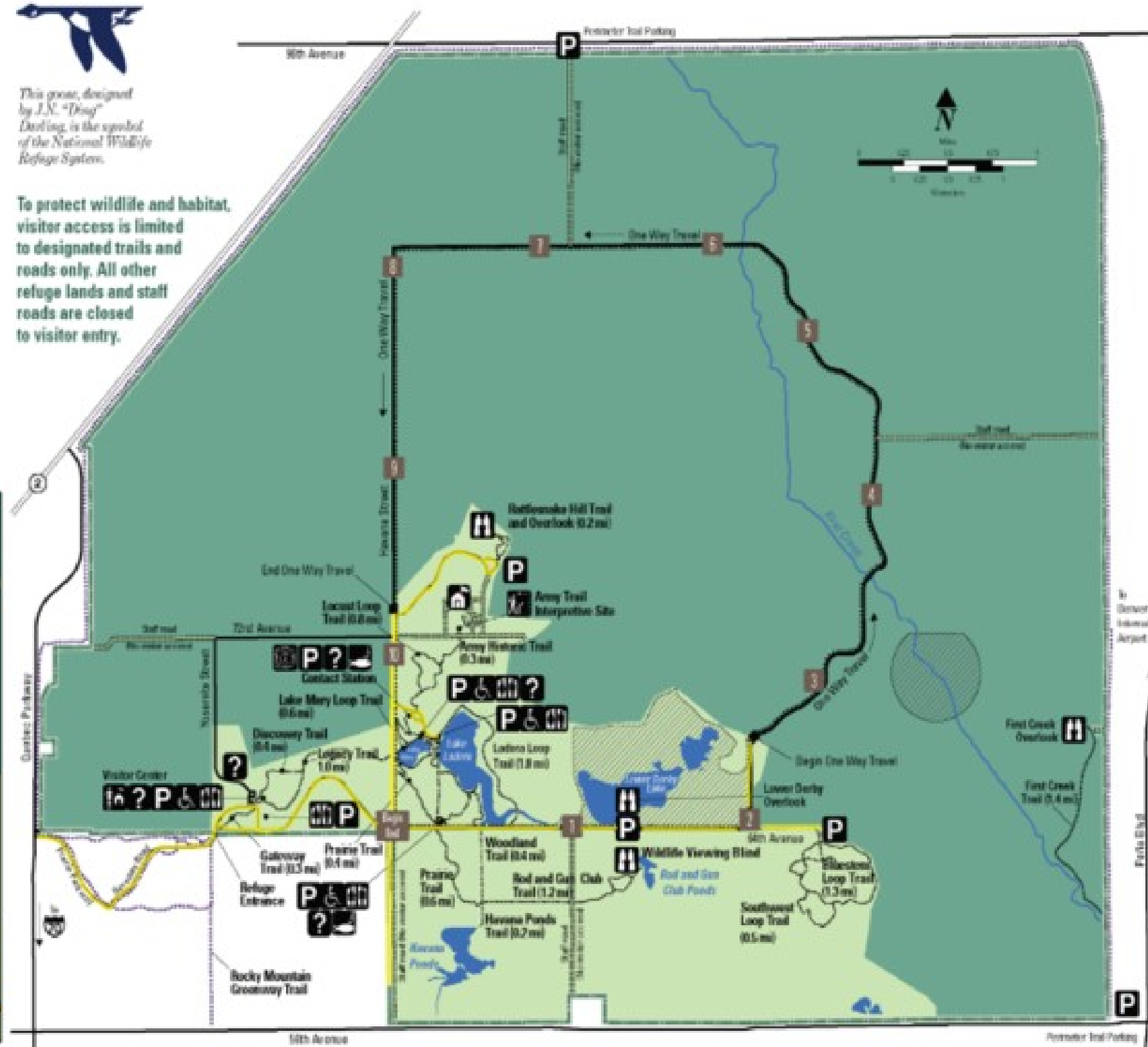
Sections of road where bicycling is allowed are highlighted in yellow on the map.

### Rocky Mountain Arsenal National Wildlife Refuge



This area, designed by J.S. "Ding" Darling, is the symbol of the National Wildlife Refuge System.

To protect wildlife and habitat, visitor access is limited to designated trails and roads only. All other refuge lands and staff roads are closed to visitor entry.



## Suggested Routes and Destinations

Distances are from Visitor Center to destination one way.

### Rattlesnake Hill (3 miles)

Get up high for great views of Denver, the Front Range, and the Refuge— you might be able to see some bison.

### Bluestem Loop (4 miles)

Get in a nice ride along roads or the Rocky Mountain Greenway, and then park your bike to meander 1.3 miles through open prairie habitat. Options to add on an additional mile with the Southwest Loop Trail or Wetland Trails.

### Lower Derby Lake/Rod and Gun Club (3 miles)

Cruise along the Rocky Mountain Greenway through sweeping prairie vistas. Take a break to look for birds and wildlife at Lower Derby Lake or the Rod and Gun Club viewing blind.

### Lake Mary/Lake Ladora (2.5 miles)

A short road ride to the lakes for a quaint walk viewing wildlife.

### Buckley Road/First Creek Trail (6 miles)

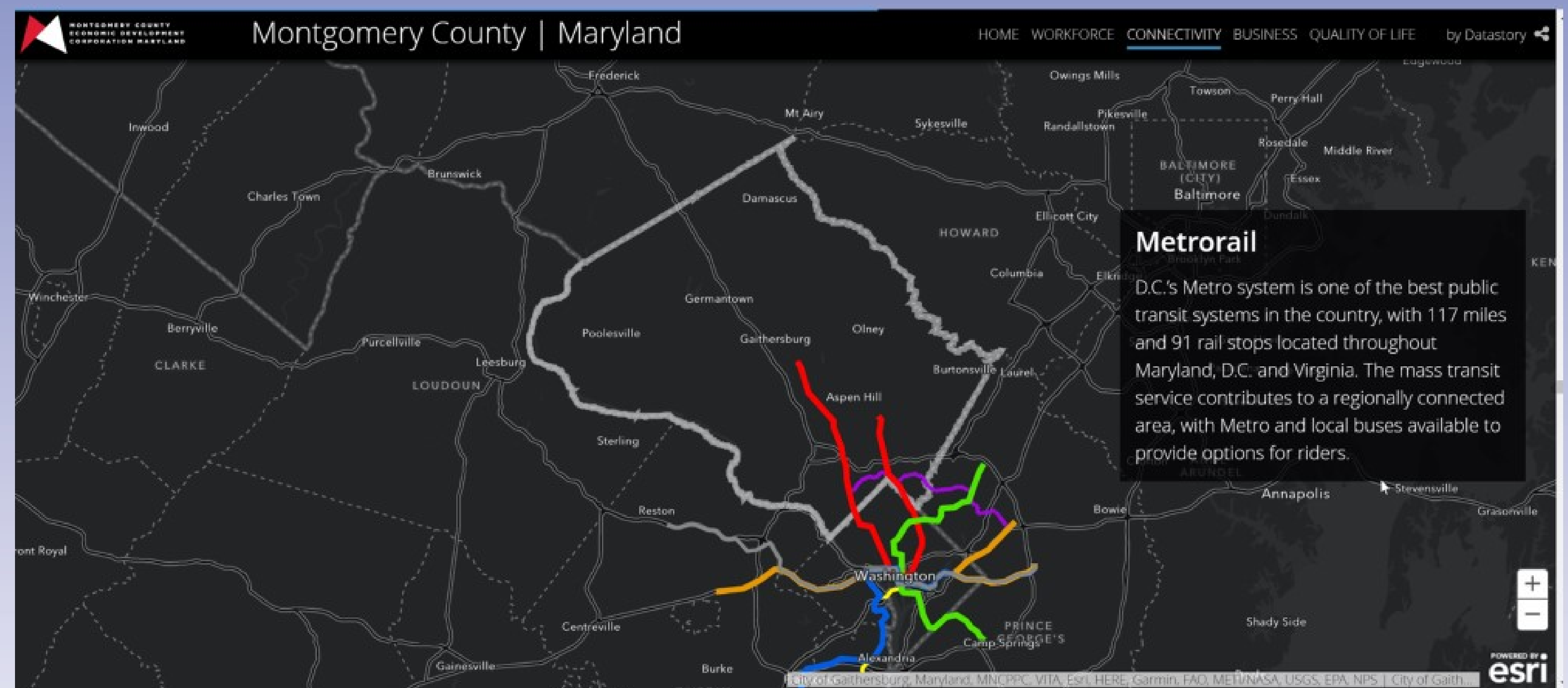
Ride the Greenway all the way through the Refuge and along 56th Avenue on the multi-use trail to the far east side of the Refuge. Ride along the Buckley Rd trail and park your bike at the wooden arch to walk along the First Creek Trail to the overlook (1.3 miles one way).

### Perimeter Trail (25 miles)

Bike around the entire Refuge! Travel through different neighborhoods of Commerce City

# Outreach Materials – esri StoryMap

- Dynamic maps
- Free to make with an ArcGIS Online account
- Various templates to choose from
- Upload your own data, photos, etc



Animated gif from Montgomery County StoryMap:  
<https://mcgov-gis.maps.arcgis.com/apps/Cascade/index.html?appid=260abfda8ef14d59a5a5ddf7ccb7be28>



# Outreach Materials – esri StoryMap

## Draft for RMANWR

### Rocky Mountain Arsenal National Wildlife Refuge

No issues detected × Story not shared × Edit × A Story Map

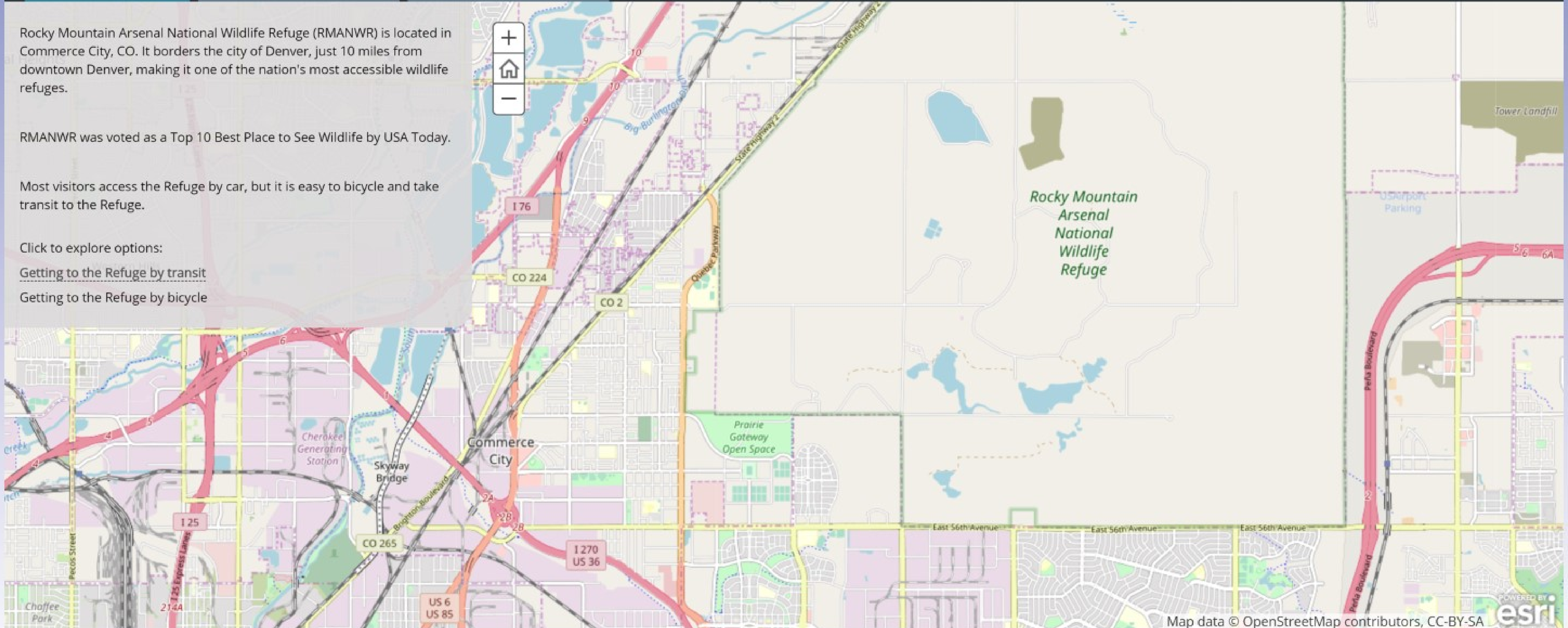
Getting to the RefugeGetting Around the RefugeRocky Mountain Greenway

Rocky Mountain Arsenal National Wildlife Refuge (RMANWR) is located in Commerce City, CO. It borders the city of Denver, just 10 miles from downtown Denver, making it one of the nation's most accessible wildlife refuges.

RMANWR was voted as a Top 10 Best Place to See Wildlife by USA Today.

Most visitors access the Refuge by car, but it is easy to bicycle and take transit to the Refuge.

Click to explore options:  
[Getting to the Refuge by transit](#)  
[Getting to the Refuge by bicycle](#)



The map displays the Rocky Mountain Arsenal National Wildlife Refuge (RMANWR) in Commerce City, CO. The refuge is highlighted in green. Surrounding areas include the city of Commerce City, the Cherokee Generating Station, and the Prairie Gateway Open Space. Major roads shown include I-25, I-76, and US-36. The map also shows the Skyway Bridge and the Big Burlington River. The map is powered by Esri and uses OpenStreetMap data.

# Outreach – Lessons Learned

- Don't try to do things alone
- Talk to anyone relevant - you never know who could be helpful
- Make connections early on while still trying to figure out your direction
  - Ask how your goals might align to work together
- **Follow-up** if you don't get a timely response
  - Ask who else they could connect you with



# Outreach – Lessons Learned

## Types of Stakeholders:

- Governments – City, County, MPO, Parks & Rec, Health
- Schools
- Community Centers and Organizations
- Transportation – transit operators, transportation management associations, bike share companies
- Environmental/bicycle advocacy groups
- Neighborhood Associations
- Youth
- Tourism
- Philanthropic/Grants (\$\$)

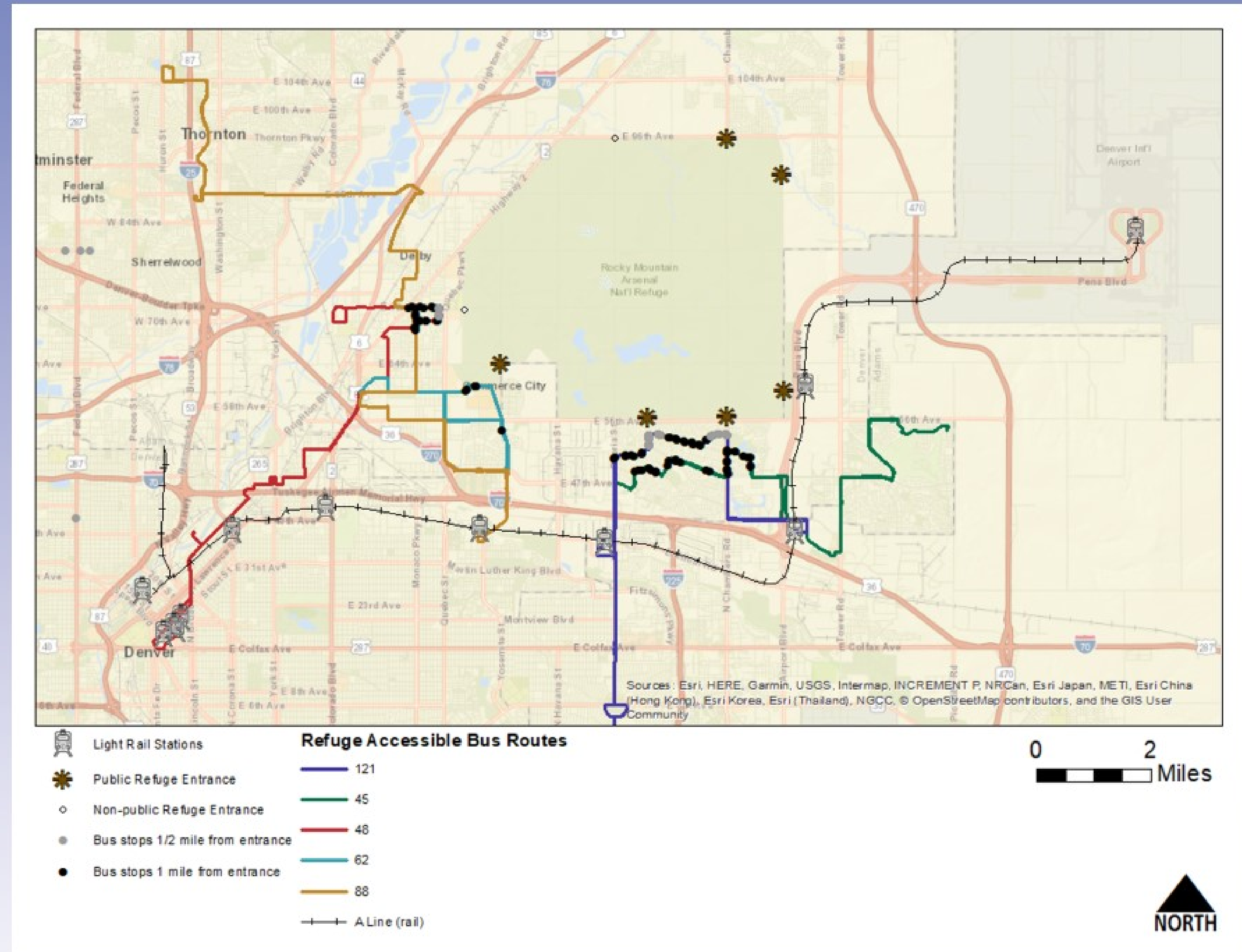
# Transit and Rideshare Access

- Rideshare (Lyft incentives developed by previous Fellow) contracts stalled in legal phases at HQ
- Bike-share
  - Refuge not ready for bicycles yet
  - Distance from downtown – these services are primarily concentrated in denser area
  - Constantly evolving technology and leading companies



# Transit Access

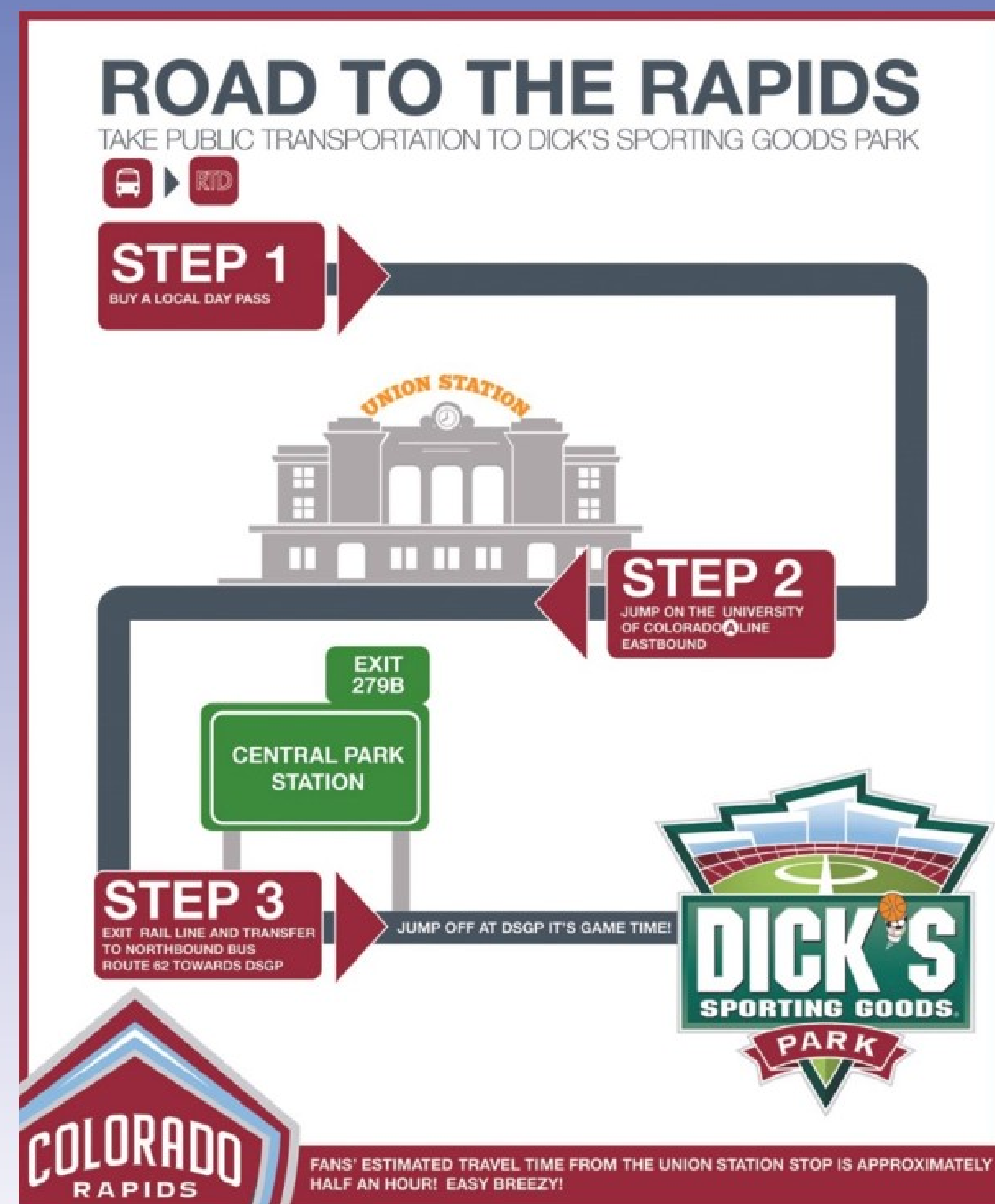
- Stop nearest to Refuge entrance is 1 mile away
- New entrances create an opportunity for transit connections on multiple lines
- Connection to the light rail station at 61<sup>st</sup> and Peña is a crucial piece to link FLAP project together



# Transit Access

RTD Route 62 (1 mile from Visitor Center)

- Provides extended service for designated Colorado Rapids game days and additional events at nearby Dick's Sporting Goods Park
  - Only runs every hour
- Created advertisement for ease of transit use
- Refuge could pilot extended service in the summer
  - Develop similar advertisement to bolster ridership

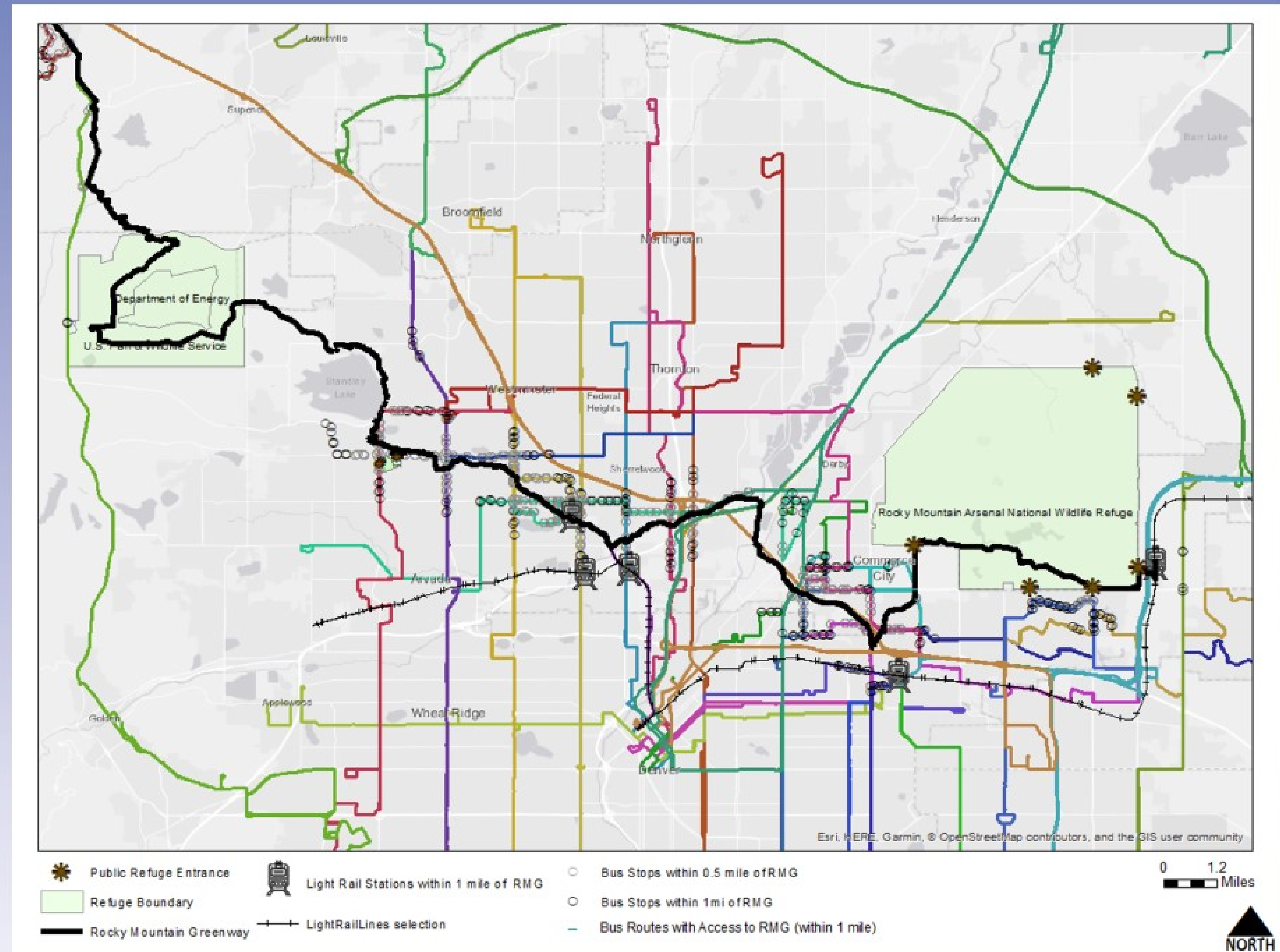




# Transit Access

Connecting the 3 refuges via the Greenway and transit

- RMANWR to Two Ponds: 16 miles one way
- Two Ponds to Rocky Flats: 7 miles one way



# Transit Access – Lessons Learned

- Request in-person meetings
- Leverage precedents for extending service
- Offer to create (or just create) your own outreach materials
- Don't focus on the struggles of the system (low ridership on a specific line), focus on how you might be able to solve a problem (bolstering ridership)



# Bicycle Management Plan

## Why?

- Bikes not currently allowed on site past VC
- Rocky Mountain Greenway regional trail being constructed through site
- Shifting ways in which people get around



Family of cyclists on Perimeter Trail  
Source: Denver Post

# Bicycle Management Plan

## Process

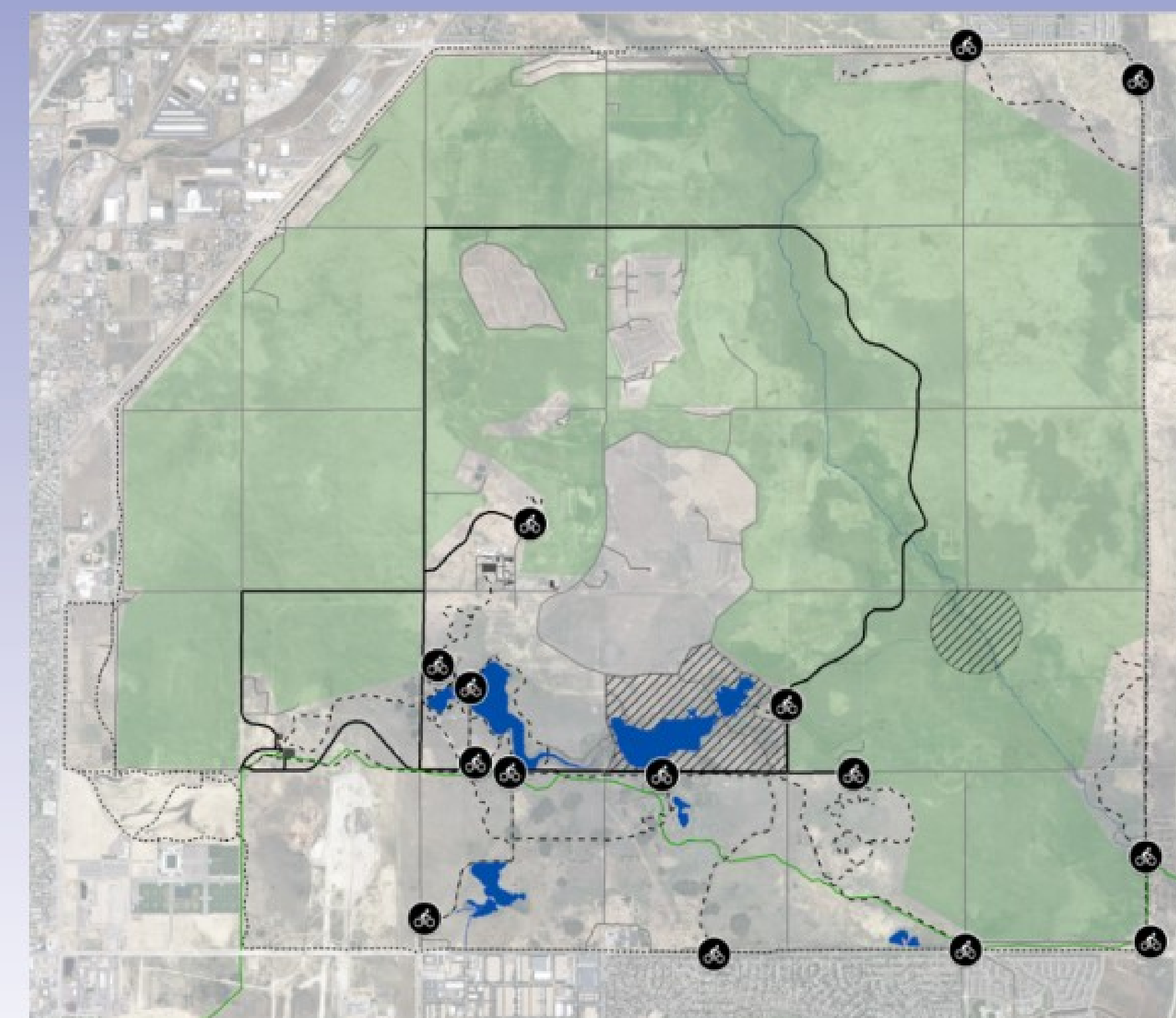
- Formal refuge documentation
  - Compatibility Determination (description of use, anticipated impacts, justification)
  - NEPA Checklist
- Regulations
  - Adapted from Santa Ana NWR, which opened to bicycles in Fall 2018
- Road and trail maps
  - Based on current traffic speeds and volumes, no bike lanes are necessary initially
  - Deciding which trails will allow bikes and signing properly
- Bike rack locations



# Bicycle Management Plan

## Future needs for bikes

- Repair station
  - Could work with Commerce City to install one in the open space just outside the Refuge for mutual benefit
- Clear wayfinding/regulatory signage for bikes
- General information for public, awareness of safe routes for biking



Map of proposed locations for bike racks

# Bicycle Library

- Potential partnership with Northeast Transportation Connections (NETC)
- They have a number of “bicycle libraries” in their service area
  - Low-tech bicycle rentals/bike share
  - Members have a key to the shed and pay \$20 annual fee





# Bicycle Library

- NETC offered to fund and maintain one on the Refuge
  - Creates equitable opportunity for biking, as not everyone owns a bike
- Membership and fees would not apply
  - Visitors would leave a “security deposit” of some kind at the Visitor Center desk (an ID)
- Requires no cost from Refuge and minimal staff time to run
  - Visitor Center staff would need only basic training about the process of bike rentals and regulations associated with bike use

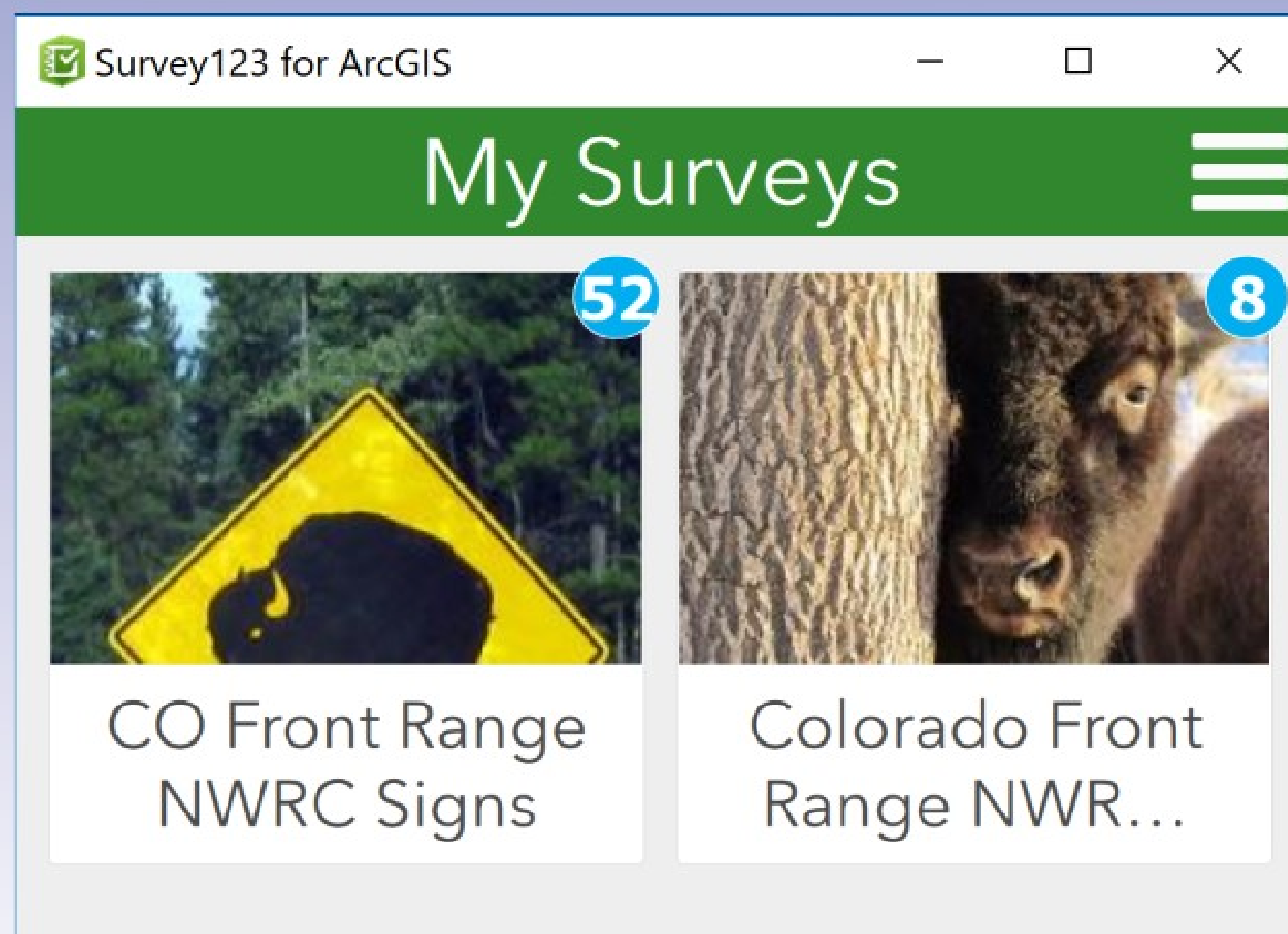
# Bicycle Library

- This potential partnership is already set up for the Refuge to pursue when they are ready



# Refuge Wayfinding

- Used Survey123 for ArcGIS to create a data collection form for wayfinding needs



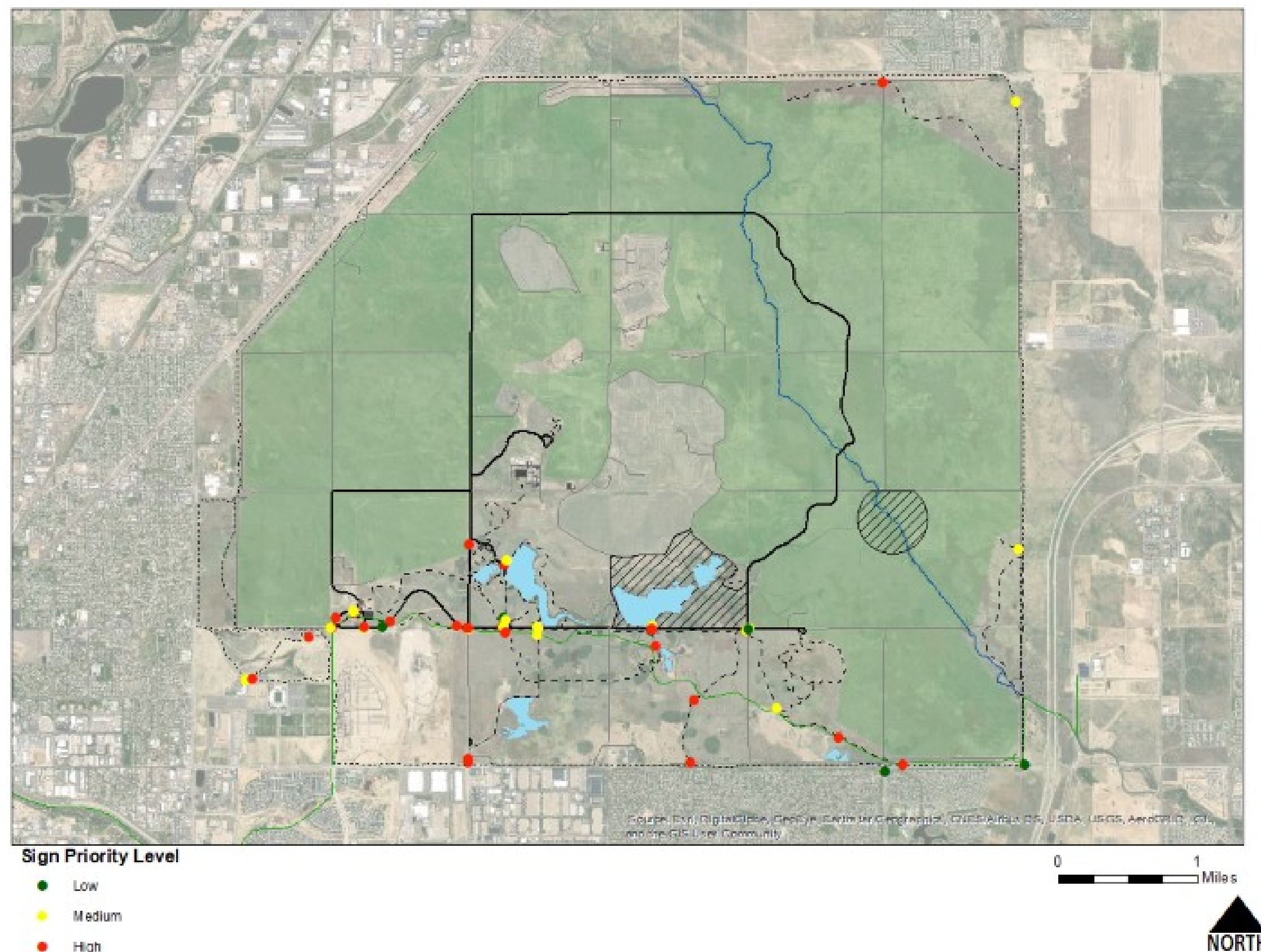
A screenshot of a data collection form titled 'CO Front Range NWRC Signs'. The form has a green header with a close button (X) and the title. Below the header is a section labeled 'Sign Details:' with the instruction 'Provide further details about placement, justification or options.' and a large white text area. The next section is 'Location:', which displays the coordinates '13S 504151E 4399180N ± 85 m' on a green background, followed by a satellite map view with a red location pin. Below the map are two sections: 'Priority: \*' with radio button options for 'High', 'Medium', and 'Low', and 'Is this a FLAP project?' with radio button options for 'Yes' and 'No'.

# Refuge Wayfinding

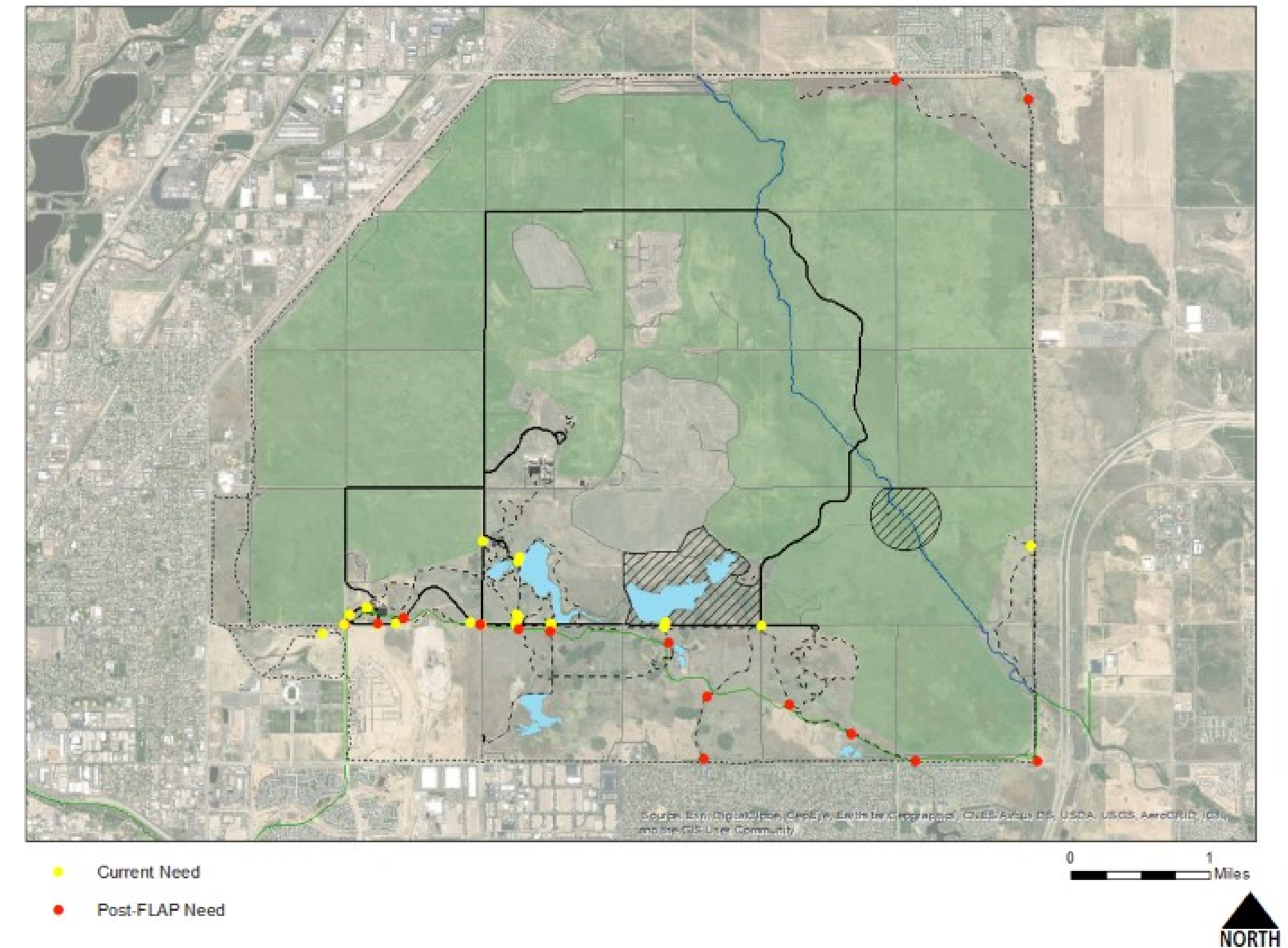
- Form can be customized to your specific needs
- Allows Refuge staff to access the data for ease of implementation
- Picks up on your location in the field
  - Important for something as specific as sign locations



# Refuge Wayfinding



Wayfinding needs mapped by level of priority

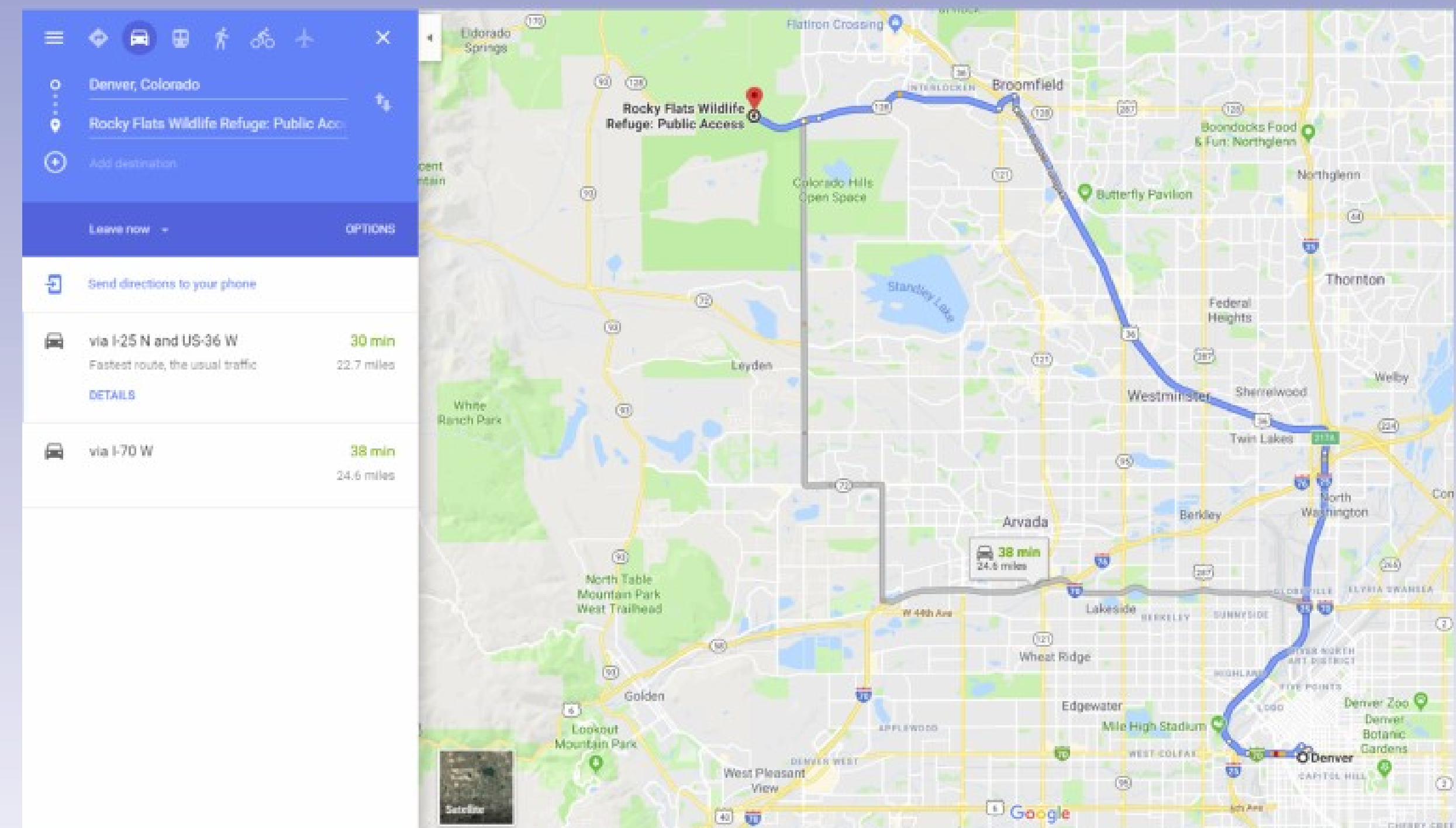
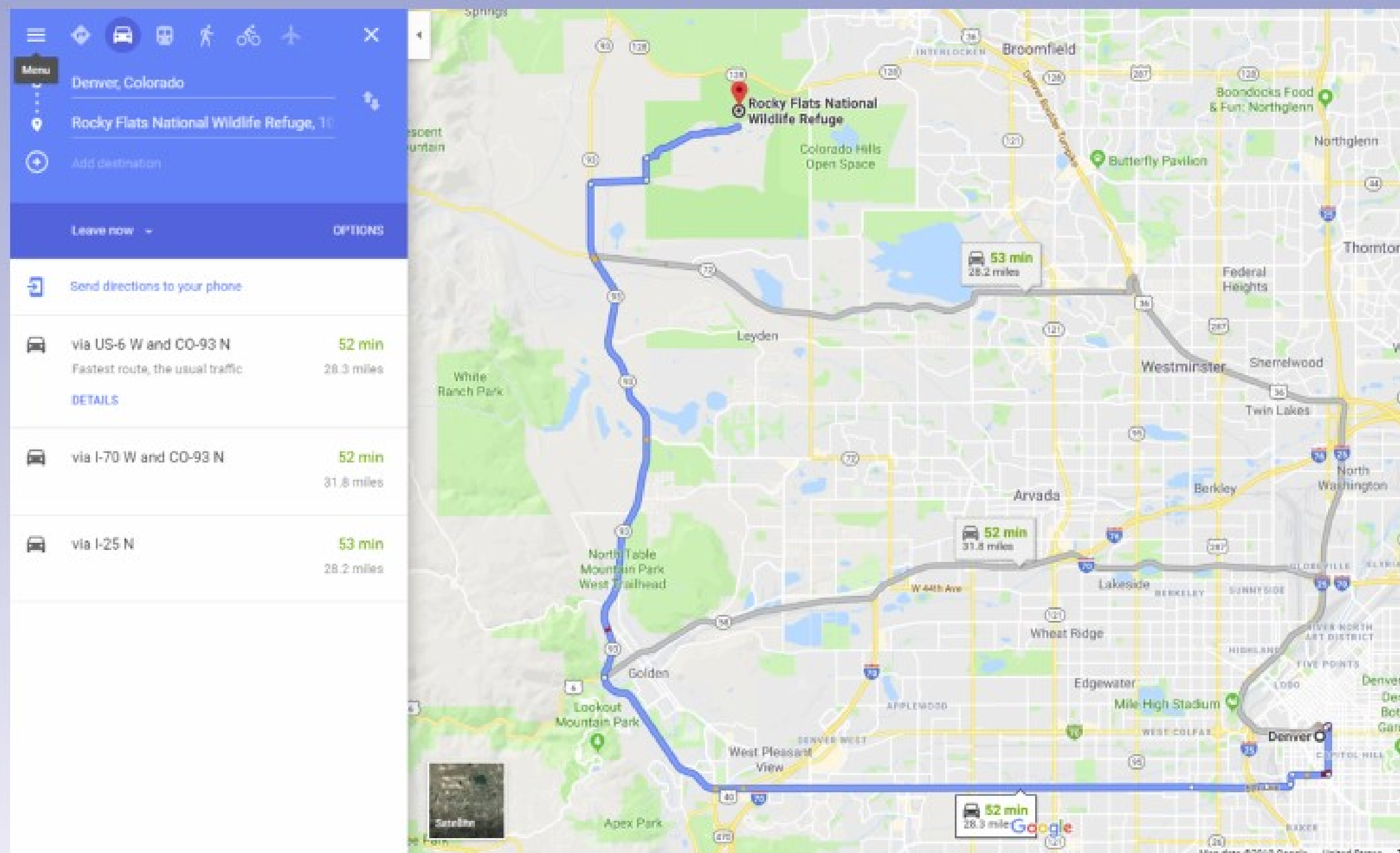


Wayfinding needs mapped by current need and post-FLAP need



# Refuge Wayfinding - Google Maps

- Google Maps directed visitors to non-public entrances or confusing locations for both RMANWR and Rocky Flats





# Google Maps – Lessons Learned

- If you are going to “Claim this business,” use a general refuge email address so that it can be accessed/changed in the future
- Submit edits multiple times
- Include in your comments that you work for the refuge and your FWS email address
  - FWS security settings on Google enterprise don’t allow you to make edits from FWS account

# Shuttle Alternatives

## Why?

- Guided tour of 11 mile Wildlife Drive
- Internal transit within the Refuge

## Current constraints:

- Staff time/availability
- Volunteers with a commercial drivers license





# Shuttle Alternatives

- An estimated 245,000 visitors took the 11-mile Wildlife Drive in 2015. Each year, this equates to:



2,695,000 miles driven



1,089 tons of  
carbon dioxide  
emitted



163 homes'  
electricity use



5 railcars of  
coal burned

- “If you can’t measure it, you can’t manage it”
- What would be the environmental impact (+) of adding more tours and replacing vehicle trips on the Wildlife Drive?

# Shuttle Alternatives

- Live Demo of Greenhouse Gas Dynamic Spreadsheet

| Variables  | Inputs    | Units  |  |                    | Results  |           | Units    |
|--|-----------|--------|--|--------------------|--|-----------|----------|
| Auto-tour visitors   | 245,000   | people |  | No Shuttle         | Current total visitor miles driven (yearly)                      | 2,695,000 | miles    |
| Shuttle capacity   | 30        | people |  |                    | Current visitor CO2 tons   | 924       | tons     |
| # of weekly tours  | 1         | tours  |  |                    | Average weekly auto tour traffic                                 | 4,712     | vehicles |
| These items are constants that are used in the calculations                |           |        |  | Shuttle            | Weekly visitor traffic with (n) additional weekly tours          | 4,682     | vehicles |
| Shuttle emissions per mile can be modified based on specific vehicle model |           |        |  |                    | Weekly Savings (# of vehicles)                                   | 30        | vehicles |
| Calculations   | Constants | Units  |  |                    | Yearly savings (# of vehicles)                                   | 1,560     | vehicles |
| CO2 per mile - passenger vehicle   | 343       | grams  |  |                    | Total visitor miles driven (yearly)                              | 2,677,840 | miles    |
| CO2 per mile - shuttle (standard bus)                                      | 56        | grams  |  |                    | Visitor CO2 tons emitted   | 918       | tons     |
| Auto-tour mileage  | 11        | miles  |  |                    | Weekly miles driven by shuttle                                   | 11        | miles    |
|  |           |        |  |                    | Annual miles driven by shuttle                                   | 572       | miles    |
| EPA GHG Equivalencies (1 ton)  |           |        |  | Savings Comparison | Annual visitor miles saved                                       | 17,160    | miles    |
| Gallons of gasoline saved:   | 113       |        |  |                    | Annual visitor GHG savings (CO2)                                 | 6         | tons     |
| Pounds of coal not burned:   | 1093      |        |  |                    | Shuttle adjusted* CO2 grams saved yearly                         | 5,853,848 | grams    |
|  |           |        |  |                    | Shuttle adjusted* CO2 tons saved yearly                          | 5.85      | tons     |
|  |           |        |  | Equivalencies      | Gallons of gasoline saved  | 661.48    | gallons  |
|  |           |        |  |                    | Pounds of coal not burned  | 6,398.26  | pounds   |
|  |           |        |  |                    | *Shuttled adjusted accounts for emissions from shuttle           |           |          |
|  |           |        |  | Assumptions:       |  |           |          |
|  |           |        |  |                    | 1 visitor = 1 vehicle (could add average vehicle occupancy line) |           |          |
|  |           |        |  |                    | Each shuttle tour would replace 30 vehicles (full capacity)      |           |          |



# Shuttle Alternatives

- If people are the biggest constraint to offering more tours, what is the potential for an autonomous shuttle?
- Smart City 61<sup>st</sup> and Peña Plan – Easymile and Panasonic
- Easymile is an electric, autonomous vehicle company
  - Deployed 200 projects in 21 countries and transported over 320,000 people in various environments (university campuses, corporate campuses, city centers, amusement parks, etc.)

# Shuttle Alternatives

## TractEasy

- Can pull four trailers of 15' each (up to 60 passengers)
- Run for 14 hours of operation on each charge
- Significantly lower operating costs over a traditional bus
- Can be modified/customized for climate, comfort, and accessibility
- Can travel around 10-15 mph
- Seats can be designed to all face outwards, providing ideal viewing conditions for each passenger





# Shuttle Alternatives

## Barriers and Constraints

- Technology requires localization for validating its location.
  - Localization refers landmarks that are calibrated to the route for use in conjunction with GPS, tire rotations, and other technologies to verify its position.
- Reference points, such as rocks, would need to be placed along the route
  - It is possible that road signs could be used, however, these are located approximately every mile along the route and the AV may need more frequent points.



# Shuttle Alternatives

## Barriers and Constraints

- Max speed of 15 miles per hour - other vehicles would need ability to pass the tram, given its maximum speed
- 11 miles is the longest route they've covered
  - In all new deployments, the routes are initially driven with the assistance of humans to ensure accurate calibration. This typically takes one day per ½ mile to 1 mile, meaning that an 11 mile route might require weeks of preparation.
- What are the regulatory barriers to this technology on federal roads?
- At what level(s) of USFWS does this need approval?



# Shuttle Alternatives

- This technology is not a good fit currently
- Rapidly evolving
- Re-evaluate need and desire in 3-5 years
- Current costs:

## Initial:

|   |               |
|---|---------------|
| Purchase price of Tract Easy (autonomous tractor) | \$171,000     |
| Purchase price of 15 passenger trailer            | \$30K/trailer |
| Start-up costs (set-up and deployment)            | \$15,000      |

Total first year costs for 30 passengers: **\$246,000**

Total first year costs 60 passengers: **\$306,000**

## Ongoing:

|                                    |               |
|------------------------------------|---------------|
| Annual software license            | \$7,500/year  |
| RTK + 4G (technology requirements) | \$3,300/year  |
| Maintenance*:                      | \$11,000/year |

Total annual ongoing costs: **\$21,800**

# Overall Lessons Learned

- Meet regularly with refuge leadership
- Set up in-person meetings with stakeholders
- Keep in mind your scope of work, but don't be afraid to adapt it while keeping program goals in mind and timeline feasibility



# Overall Lessons Learned

- Your results may not be tangible during your fellowship period
  - focus what you *can* do, rather than fixate on what you can't
- Follow up ... follow up again
- Integrate with other Refuge staff and take part in opportunities to participate in other work

# Thank you

Including, but not limited to:

- Nick Kaczor and David Lucas and the entire staff of RMANWR
- Melissa Bordewin – USFWS Region 6 Transportation Coordinator
- Jaime Sullivan and Phil Shapiro
- Laurie Miskimins and Elijah Henley at FHWA
- Vince Ziols, Dylan Corbin, and all previous Fellows
- Linda MacIntyre at NPS
- USFWS Headquarters and Volpe Transportation Center staff
- The many organizations in the greater Denver area doing important conservation and community work



# Resources

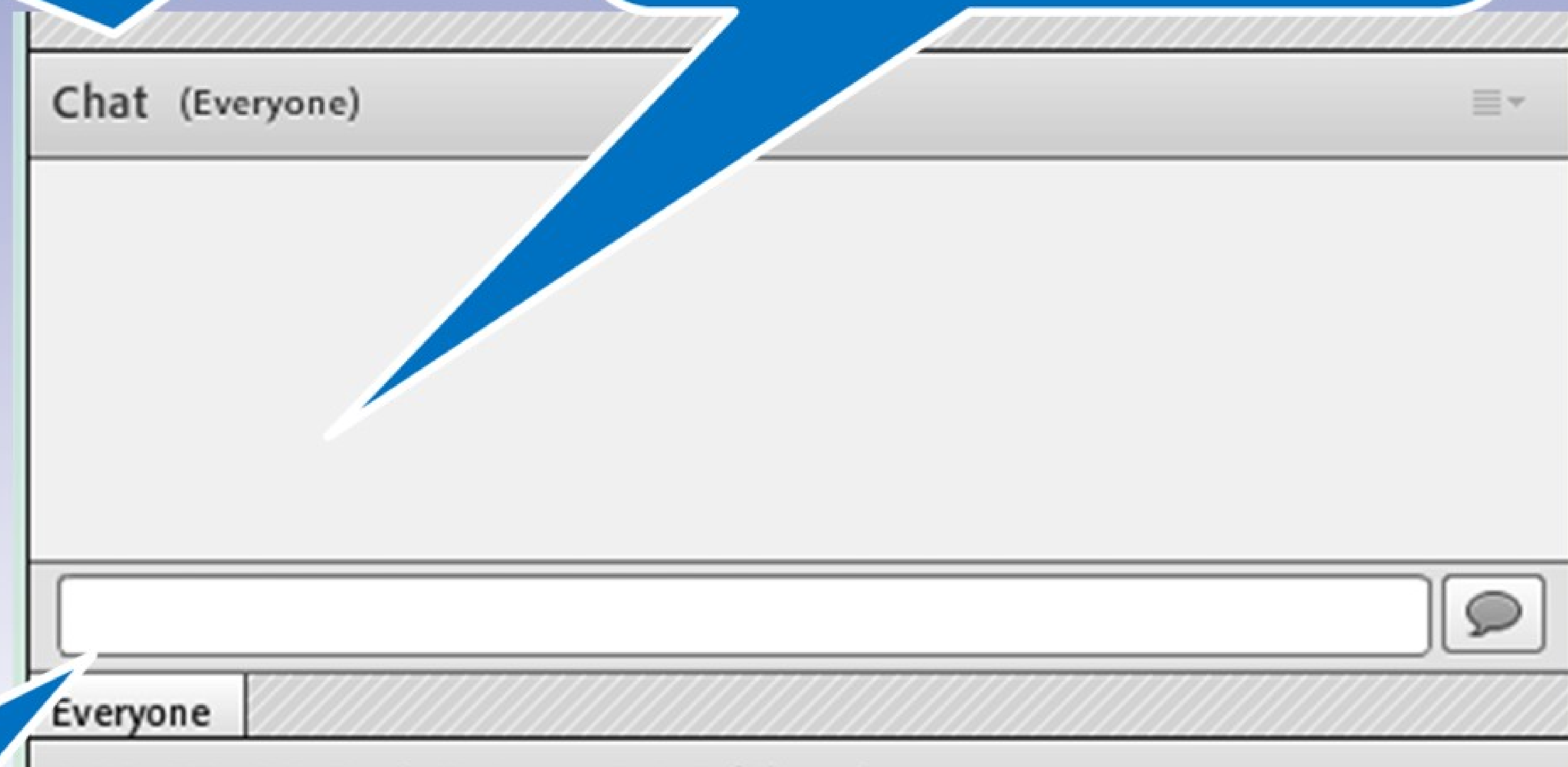
- FHWA Bicycle and Pedestrian Safety Resource Center:  
[https://safety.fhwa.dot.gov/ped\\_bike/](https://safety.fhwa.dot.gov/ped_bike/)
- Grants
  - Safe Routes to Parks: <https://www.saferoutespartnership.org/healthy-communities/saferoutestoparks>
  - People for Bikes: <http://peopleforbikes.org/grant-guidelines/>
- NPS Active Transportation Guidebook:  
[https://www.nps.gov/subjects/transportation/upload/UPDATED\\_NPS\\_Guidebook\\_July2018\\_Final\\_UpdateSept2018-WEB\\_lowres-2.pdf](https://www.nps.gov/subjects/transportation/upload/UPDATED_NPS_Guidebook_July2018_Final_UpdateSept2018-WEB_lowres-2.pdf)

# Directing your Questions via the Chat Pod

1. Chat pod is on left side of screen between attendees pod & closed caption pod

3. Answers will appear here unless addressed verbally

2. Type your question or comment here





# Contact Information

If you have any questions related to this presentation, please contact:

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<https://westerntransportationinstitute.org/professional-development/public-lands-transportation-fellows/>