

FRONT RANGE PASSENGER RAIL

STAKEHOLDER SEGMENT MEETINGS

South Segment: Tuesday, June 25, 2024

Central Segment: Wednesday, June 26, 2024

North Segment: Thursday, June 27, 2024

SUMMARY

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INTRODUCTION

The Colorado Department of Transportation (CDOT) and the Front Range Passenger Rail District (District) hosted three geographic-specific stakeholder meetings in June 2024. Participants were given the opportunity to submit questions in advance of each meeting. The three meetings were live streamed through HNTB's Public Involvement Management Application (PIMA), and stakeholders were able submit their questions through the PIMA Podium feature.

The meetings objectives were to provide an overview of:

- The latest technical analysis of the Service Development Plan (SDP)
- An update from the District
- A preview of the Alternatives Analysis (AA) and upcoming engagement

After each section of the presentation, the project team answered stakeholders' questions collected during the pre-registration process and the live webinars.

A copy of the presentation and a recording of each meeting is available on the [FRPR website](#).

PARTICIPANTS

Stakeholders were encouraged to pre-register prior to attending one of the meetings. During pre-registration, 65 stakeholders registered, four of which joined anonymously. In total, 66 attendees participated across the three meetings.

South Segment

The South Segment met virtually on Tuesday, June 25, 2024. Eighteen attendees joined this meeting, two anonymously. A full list of participants is in **Appendix A**.

Central Segment

The Central Segment met virtually on Wednesday, June 26, 2024. Twenty-five attendees joined this meeting, one anonymously. A list of participants is in **Appendix A**.

North Segment

The Central Segment met virtually on Thursday, June 27, 2024. Twenty-three attendees joined this meeting, five anonymously. A list of participants is in **Appendix A**.

QUESTIONS AND ANSWERS

Participants submitted questions through a pre-registration form. Questions were grouped into themes. Across the three meetings, people asked for information on operations, train frequency, project schedule, involving local jurisdictions, and stations.

This section summarizes commonly asked questions and answers throughout the three meetings. For additional information and answers to frequently asked questions (FAQS), visit the [project website](#).

Table 1. Segment Meeting Commonly Asked Questions

QUESTION	ANSWER
How many daily trains do you anticipate running at the beginning of service? Will train sidings be needed?	Regarding frequency, we think that range of six to twelve trains gives us a sense of what is possible. The other factor we will consider is the number of trips within segments and along the whole corridor. The implementation plan, part of the SDP, will provide more information on the phasing of service scenarios. The SDP will also help us prepare for the NEPA process. Sidings are required for when a faster passenger train comes up behind a slow-moving train. The slower train will pull off into the siding, allowing the passenger train to move past it and maintain its speed. The technical team will look at meets and passes and identify the proper places to implement additional sidings for optimal placement along the corridor. CDOT and the technical team will continue to discuss this with the host railroads.
Will FRPR travel times be competitive even with considerations of first- and last-mile travel?	At this point, yes. We are looking at train platform-to-train platform numbers and working with transit providers up and down the corridor to understand their existing services and how they look to expand. We are using our state-wide travel model to ensure a bus or shuttle is at the train station waiting to receive customers because we know these are complementary services. And we also know that many trips go beyond the train station.

QUESTION	ANSWER
What steps need to be taken before the train service can begin?	Some steps need to occur after we define service within the SDP. Immediately after the SDP, a couple of things come to mind: • Identification & agreement of a rail operator • Coordination with host railroads • Fulfillment of the NEPA process and environmental permitting • Preliminary design We are eager to move through the following stages as fast as possible. The team hopes to reach near-term milestones, including NEPA and preliminary design between 2025 and 2026.
Will local match for federal funding come from municipalities?	The funding would not come from municipalities directly; it would come from a sales tax asking voters in the thirteen counties the District represents. Federal funds and grants require local funding support of 10%. Once voters pass the ballot measure, we can acquire federal funds to run and expand the FRPR starter service, including border-to-border service and expanded first-and-last mile connections.
What is the role of local governments in the FRPR decision-making process?	There are collaborative opportunities for local jurisdictions and the District to work together. The District looks forward to engaging with all communities along the rail corridor to learn more about the local jurisdiction's wants and needs and how to create collaborative partnerships. Nancy Burke (District) encouraged local jurisdictions to schedule additional time to connect.
Will new transit connections be built to connect FRPR to nearby communities?	The District is working with local communities and transit systems to discuss improving or proposing new connections. FRPR aims to create connections among multiple modes, allowing all to have more mobility locally and throughout the state.

QUESTION	ANSWER
When we look at peer systems performance, how were these corridors implemented over time?	David Singer (CDOT) refers to the table on slide 16 to say these figures are as of 2019, but each service continues to be dynamic. In addition, many of these services expanded through phases, and the numbers on this slide do not include their opening day frequency, station, approximate corridor length, ridership, or maintenance numbers. The focus is on the Capitol Corridor, which runs from San Jose, California, to Colfax, California. In 2019, we are looking at about 12 round trips daily, with 18 stations along 170 miles. This is different than when the service started in 1991 with three round trips per day, but it wasn't until 2001 that the service expanded its frequency to nine roundtrips a day. In 2006, the max frequency was 16 roundtrips per day. The service accomplished this through additional agreements with the host railroad (Union Pacific) and additional funding. They have decreased their service and frequency because of changes in ridership (increases or decreases). This peer system example helps show the service's evolution and provides a tangible example as we conceptualize FRPR.
Consistent all-day service is important when deciding to take the train or drive. Once service is running, how will FRPR handle the opportunity to expand service or be appealing to many travelers?	It is possible to alter the service. We have seen that with local service, and the Capitol Corridor example shows how it has been done on peer systems over time. The string line analysis allows the technical team to understand how adding frequency (an additional line) or stations (changing the slope of lines) will impact the service. As the technical team considers expanded service, modeling these and working with the host railroads will help all understand how to expand service while considering the known impacts on freight.

QUESTION	ANSWER
Can you provide an update on coordinating with host railroads?	These are happening in parallel. The railroads would like to understand what kind of service Colorado would like to see along the Front Range. We have seen agencies around the country get ahead of the host railroads without coordinating with them and then have to go back to collaborate with the railroads on operations planning and use agreements Colorado is working diligently with Union Pacific and BNSF on what a partnership can be, which will also require a partnership with a future operator. The District is working hard to identify an operator, and once established, the operator will also be a collaborative partner in these conversations.

South Segment

Table 2. South Segment Questions

QUESTION	ANSWER
Does the current operational plan support increasing service frequency, or will the infrastructure be significantly changed to accommodate future service scenarios?	We are currently working on the operations plan, which is iterative. The goal is to look at a full-build service with six, ten, or twelve trains. As we vary the number of trains, we can understand what variations are needed and how that would impact rail operations. Over time, the passenger rail operations will continue to evolve.
From the information presented, are the 2045 passengers and revenues per year cumulative over several years?	Those numbers are considered annual numbers.

QUESTION	ANSWER
When the District is planning to engage with the nine primary station markets, is that in any order?	SB-184 focused on the Northwest Rail Line, but the District looks at FRPR as a whole corridor from Fort Collins down to Pueblo. The District is interested in learning more about upcoming events and can attend to share additional information with the public. The District has yet to schedule meetings with the nine primary station markets.

Central Segment

Table 3. Central Segment Questions

QUESTION	ANSWER
How much will the project cost?	The total cost of the project will depend on service frequency. If the starter service runs about six trains a day, the District estimates the cost to be between \$3.2 to \$3.4 billion. This price would require a sales tax ask of \$0.23 on a \$100 purchase. The District wants to ensure the sales tax ask can act as a stable, long term funding source, reducing the need for “ad hoc” grant applications and support to keep the trains running.
Can you clarify the nine primary stations?	The nine primary stations are: • Fort Collins • Loveland • Longmont • Boulder • Denver • South Metro • Castle Rock • Colorado Springs • Pueblo You can also find this information on the project website.

QUESTION	ANSWER
What are the FRPR benefits to low-income riders?	At the beginning of the presentation, when reviewing the Preliminary Purpose & Need, David Singer (CDOT) described how the project looks to address transportation equity and connect communities along the Front Range. Additionally, the project will look to reduce greenhouse gas (GHG) emissions while reducing the impact on residents in and around the rail corridor. CDOT is working in partnership with the Colorado Department of Local Affairs (DOLA) to understand current and future population needs while also modeling trip projects to help us understand how people will take or use the train. As we look to understand lessons learned and best practices from peer services, we know that some populations are provided with incentives or discounts to ride. We know there are tools to accomplish these goals, and by working with peer systems, we can better understand the menu of options available for FRPR.
Can you describe the timeframe for moving into NEPA?	The Federal Railroad Administration (FRA) has set up a subsequential process to move through NEPA. We can streamline by developing a scope, doing procurement, and getting a head start on NEPA elements as we wrap up the SDP. If the SDP wraps up in 2025, we do not want to have any lost time to get into the next phase (NEPA). We also want to work with our federal partners to leverage federal funding, collaborate with sister agencies, and demonstrate their readiness to enter the NEPA process.
Please explain the status of resolving the stations included in Northwest Rail. And are there any considerations for FRPR primary and secondary stations?	Discussions are beginning through SB-184 on collaboration opportunities between RTD, CDOT, and FRPR. It would be premature to answer that question, but there is a lot of opportunity to understand how these systems work together and work toward future expansion. A plan will be published in the fall of 2024 with more information on how these systems can work together.

North Segment

Table 4. North Segment Questions

QUESTION	ANSWER
Will this video and slides be shared with participants who registered?	Yes, the recording of this meeting along with the meeting summary will be posted on the FRPR website and sent to all segment stakeholders.
When do you project the SDP to be complete? Does it have to be accepted to receive government funding?	The SDP is scheduled to wrap up in the third quarter of 2025. We expect a bit more time as we continue negotiating with the railroads. CDOT and the District will continue to pursue discretionary grants while the SDP is in development. The District is a standing sponsor in FRA's Corridor ID program, which gives it a preference for grants. Colorado is looking at all opportunities to secure as much federal funding as possible for this service.
How many peer communities are sharing rail with freight? How do they compare with our vision?	All of the peer systems operate on a shared-use corridor. At some level, all of them interact with freight, which requires additional coordination. In Colorado, we are seeing decreases in some freight movements, but coordination with the railroads will still be required to create collaborative partnerships.

PRESENTATION

Andy Karsian (District, General Manager) welcomed all attendees and expressed enthusiasm about sharing the latest Front Range Passenger Rail (FRPR) updates and discussing the process ahead.

Angela Jo Woolcott (Kearns & West) provided an overview of the meeting's agenda, previewed the discussion topics, provided a high-level review of “what we heard” during previous segment specific stakeholder meetings, and introduced the panelists.

Service Development Plan Update

David Singer (CDOT, Assistant Director Passenger Rail) presented the SDP's accomplishments to date and technical milestones and explained how the current work is helping define a feasible FRPR service.

Preliminary Purpose & Need

The Preliminary Purpose & Need defines why the project is being considered. The study aims to introduce passenger rail service along Colorado's Front Range urban corridor between Pueblo and Fort Collins along existing railroad corridors. The decision to operate on shared freight rail lines will allow FRPR to leverage existing infrastructure, have a lower cost, and begin a successful starter service.

By achieving the study's purpose, FRPR can meet the following needs:

- Improve mobility and multimodal travel options.
- Connect communities.
- Foster economic vitality and improve transportation equity.
- Support environmental and sustainability goals.

The Preliminary Purpose and Need will be used in future analysis, including the alternatives analysis and the environmental clearance under the National Environmental Policy Act (NEPA).

Route Options Analysis

David Singer (CDOT) shared an overview of the FRA-approved Route Options Analysis, which considered three routes between Fort Collins and Pueblo on predominantly existing infrastructure. The selected route includes service from Fort Collins to Denver on the Front Range Sub-Division operated by BNSF and from Union Station to Pueblo, the service will be on the Consolidated Main Line, which Union Pacific and BNSF jointly operate. This route was selected after consideration

of technical analysis, legislative intent, analysis of current and future markets, and the condition of existing tracks.

Service Planning

The Preliminary Purpose & Need and the Route Options Analysis are essential documents that detail the importance of FRPR and where it will go. Subsequent planning and technical analysis will now look to understand ridership, revenue, travel time, and train frequency.

David Singer (CDOT) shared that the technical team is developing several alternatives that vary in speed and frequency to understand the most viable FRPR service options. David Singer (CDOT) also described that the team is looking at similar systems across the nation for purposes of benchmarking the FRPR service, which is proving to be viable from a number of perspectives in comparison.

Ridership Assumptions

The FRPR corridor is divided into three sections or segments, which David Singer (CDOT) clarified to be the following:

- North Segment – Boulder, Longmont, Loveland, and Fort Collins
- Central Segment – Denver Union Station and South Metro (Littleton) (aka Denver Metro)
- South Segment – Castle Rock, Colorado Springs, and Pueblo

When forecasting trips along the corridor, the Denver Metro area is the largest producer and attractor of riders, meaning that many trips are predicted to originate or end in Denver. David Singer (CDOT) shared that about 50 – 65% of forecasted trips are to, from, or within the Denver Metro area. While trip demand and distribution exist throughout the corridor, Denver Metro will remain a popular rider destination.

The state-wide travel model projects 580,000 to 1.2 million trips annually, depending on the frequency and speed. Ridership projections are trending well in comparison with similar peer systems.

Revenue Assumptions

The goal of the SDP is to understand the funding and financing opportunities, not to commit to a specific fare policy. David Singer (CDOT) shared that with this in mind, the team has identified a \$0.16 to \$0.39 average price per mile, which translates to a \$5 - \$10 trip from Boulder to Union Station (approximately 30 miles) and \$40 - \$70 trip from Fort Collins to Pueblo (approximately 190 miles). Depending on fare structures, this could yield potential revenue for 2045 to be between \$10.3 to \$18.6

million. The revenue assumptions and analysis will give the District options for instituting a fare policy.

Travel Time & Frequency

The ability of FRPR to be a competitive service with single-occupancy vehicle travel time is an important consideration when analyzing travel time and train frequency. From end to end, modeling projects from Fort Collins to Pueblo, an FRPR train would take a little over three hours, comparable to the time it currently takes for an automobile to travel the same distance. CDOT estimates that in 2045 and beyond that the drive time will increase to four hours with increased congestion, making FRPR a competitive travel option for Coloradoans.

The technical team continues coordinating with host railroads (Union Pacific and BNSF) to understand the logistics of shared freight tracks. The technical team will continue to analyze how fast the trains may go, largely depending on the rail corridor's topography and landscape. For the Colorado Front Range, it will be challenging to reach high speeds due to the topography and the predominantly curvy track, which limit train's ability to go faster (e.g., 90 or 110 MPH).

David Singer (CDOT) shared the five scenarios currently being evaluated regarding trip frequency and speed (Table 1).

Table 1. Proposed Frequency and Speed Scenarios

Scenario	Frequency	Speed
1	6 daily trips	79 mph
2	6 daily trips	90 mph
3	10 daily trips	90 mph
4	12 daily trips	79 mph
5	12 daily trips	90 mph

These options will continue to be evaluated, considered, and published in the Alternatives Analysis (AA), which is anticipated to be released in the fall of 2024. Alternatives will be evaluated based on the following criteria:

- Travel time
- Operations and Maintenance Costs
- Equipment
- Capital Costs

David Singer (CDOT) also described how freight and passenger rail service dynamics will be crucial when deciding trip frequency and speed. A string line analysis shows projected freight and passenger rail activity within 24 hours. The Y-axis shows the passenger rail stations, while the X-axis shows time. The green lines on the graph show freight, whereas the blue and red represent passenger rail lines. The stringline analysis will allow the technical team to understand the implications and impacts of running freight and passenger rail and help determine the frequency and timing of the FRPR service.

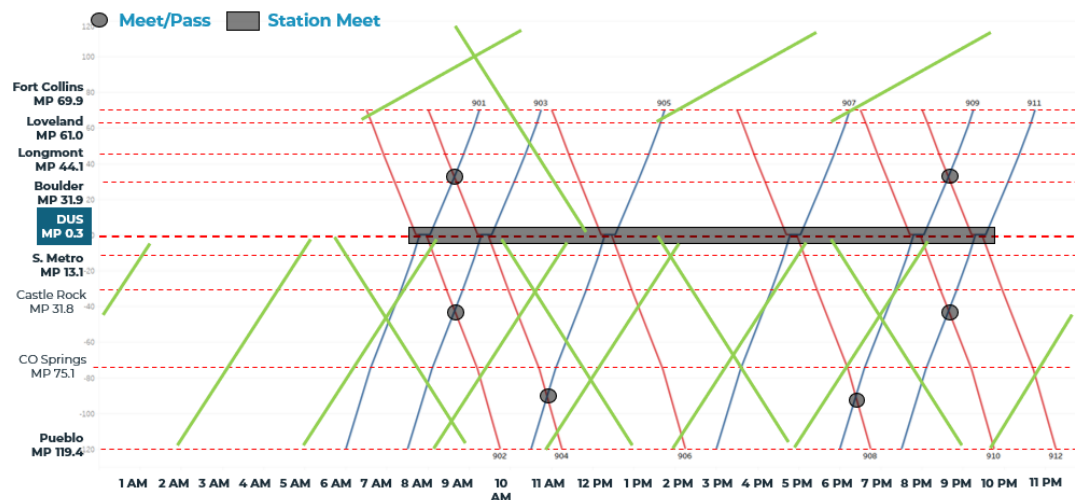


Figure 1: A conceptual string line analysis shows how freight and passenger rail trains could operate in 24 hours.

David Singer (CDOT) closed his portion of the presentation with the following preliminary conclusions, which are contingent on both rail infrastructure improvements and operating agreements with host railroads:

- A daily FRPR service is viable and comparable to other state-supported corridors in terms of operations, maintenance costs, ridership, and revenue.
- 90 mph train travel time is comparable to current auto travel times and will be very competitive, if not better than 2045 auto travel times.
- Train speeds of 110 mph do not necessarily equate to increased ridership or reduced travel times.

Schedule & Next Steps

David Singer (CDOT) presented the project timeline, letting participants know they can expect the AA in Q3 of 2024 and the completed SDP by Q3 of 2025.

District Update

Nancy Burke (District, Director of Communications) provided an update on District data, information gathering, and recent legislative updates. The District has been working to understand financial and service modeling for all major markets along the Front Range.

Through outreach, engagement, and surveys, the District has heard positive feedback and support from the community. In addition, Nancy Burke (District) shared that they have received feedback about the timing and frequency, which will be incorporated into the SDP. As alternatives are developed, the District looks forward to additional engagement opportunities to understand from the public what they hope to learn more about and how the service can incorporate their desires and needs.

The Front Range Passenger Rail District Board of Directors (Board) is also conversing with potential operators for the proposed service.

Legislative Updates

Nancy Burke (District) summarized three FRPR-related bills from the 2024 Colorado legislative session.

HB 1012 – FRONT RANGE PASSENGER RAIL DISTRICT EFFICIENCY CLEAN-UP BILL

HB 1012 looked to improve the operational efficiency of the District. Through this bill, the District received clarification on Board terms and nominating timelines for MPOs, quorum clarification, Board delegation of authority, efficiencies for ballot measures, and District boundary clean-up.

SB 184 – SUPPORT SURFACE TRANSPORTATION INFRASTRUCTURE DEVELOPMENT

SB 184 prioritized traffic mitigation and traffic-related collisions. The bill will collect a \$3 per day fee on rental cars to fund statewide transit and rail capital projects, projected to generate \$50 million annually. Within the bill is a directive for the District, Regional Transportation District (RTD), and CDOT to draft a plan leveraging shared capital to deliver the first phase of passenger rail (from Denver to Fort Collins). CDOT, the District, and RTD will also work to develop a legal entity to conduct this work.

The District will continue collaborating with CDOT, RTD, and community leaders on the Northwest Rail Line. The three entities must report back to the state legislature

in September with a proposed structure for working together and implementation of the projects.

SB 230 – OIL & GAS PRODUCTION FEES

SB 230 imposes a quarterly production fee on the oil and gas industry. The fees will be used to promote clean transit and rail projects connecting existing and new transit services state-wide. This bill also emphasizes the completion of RTD's Northwest Rail Line, which is part of the FasTracks program. While funding from this bill might be a couple of years out, Nancy Burke (District) says the District anticipates it will generate funding to support FRPR; however, the money will be shared among clean transit and rail projects.

The District continues to look for federal grant opportunities to fund the work, and most opportunities require a local funding match. The funds from the two bills could be used to apply for federal funding. The proposed District ballot tax initiative could also be used as matching funds for federal grants.

Ballot Timing

The District Board has evaluated the information presented through workshops, survey data, modeling reports, presentations, and committee reports to determine the next steps for ballot timing. The Board is focused on creating a viable transportation project that would go to the voters for sales tax approval. The Board, which serves as a fiscal steward, would like to find the best use of the recently passed state funding mechanisms and have a better vision of the starter service before going to voters in 2026.

Between now and the ballot measure in 2026, the District will continue to educate and engage with communities, businesses, and jurisdictions to share the Board's vision. A ballot measure in 2026 will also allow the SDP to be completed and for the District to better communicate service and financial modeling.

Station Planning

Duane Sayers, the District's Director of Rail Planning and Operations, presented a recent District milestone regarding the FRPR station planning. The Board passed Resolution No. 2024-12 at its May 31, 2024 meeting, which approved the nine primary station markets and outlined the process for developing secondary stations.

With the passage of this resolution, it enables the District to:

- Distribute Station Location Criteria to primary markets.
- Begin station area planning and site location conversations.

- Provide a Station Location Study Scope of Work (SOW) template to jurisdictions seeking assistance implementing a station area study.

The resolution qualifies the first nine major primary market stations to include the following:

- Fort Collins
- Loveland
- Longmont
- Boulder
- Denver
- South Metro/Littleton
- Castle Rock
- Colorado Springs
- Pueblo

Duane Sayers (District) stated that the station location criteria was developed to create a standard for future FRPR stations. Additionally, the requirements will assist local jurisdictions in selecting a location that meets the District's standards, fits within the fabric of the community, and welcomes riders as they pass through each station. It is important to understand that the District's criteria do not dictate station locations to the local jurisdictions or describe the type of station to be built, nor does it mandate specifications for parking lots or structures.

While the District currently prioritizes the nine primary stations, consideration for a secondary station has separate criteria. Secondary stations would be considered based on the following metrics:

- Addition of significant ridership (workforce or densely populated area)
- The population of at least 10,000 people within a 5-mile radius of the proposed location
- Station at least 5+ miles away from a primary station
- Increased connectivity to local and regional transit systems

The District recognizes that there are additional communities along the corridor that are interested in having stations; however, it is essential to remember that FRPR is designated as an intercity rail system requiring higher speeds and greater distances between stations than commuter rail service.

Next Steps

The District is committed to continue advancing its outreach with local jurisdictions and begin discussing station location siting. They plan to work towards a 2026 ballot measure, develop an economic impact study, and continue engaging with all who live along the FRPR corridor in the months to come.

The District concluded by encouraging everyone to participate in their [survey](#).

APPENDIX A: PARTICIPANTS & PRESENTERS

Table A-1. Participants

Name	Organization	Segment
Janet Lundquist	Adams County	Central
Austin Fearn	Aponte Busam Public Affairs	Central
Kathleen Bracke	Boulder County	Central
Paul Kwiatkowski	Boulder County	Central
James Marsh-Holschen	City & County of Broomfield	Central
Sarah Grant	City & County of Broomfield	Central
Austin Ward	City & County of Broomfield	Central
Anna Bertanzetti	City and County of Broomfield	Central
Kellee Van Bruggen	City of Arvada	Central
Jean Sanson	City of Boulder	Central
Phil Greenwald	City of Longmont	Central
Samma Fox	City of Louisville	Central
Alex Donaldson	City of Loveland	Central
Nancy McNally	City of Westminster	Central
Audrey DeBarros	Commuting Solutions	Central
Carly West	Denver Chamber of Commerce	Central
Jacob Riger	Denver Regional Council of Governments	Central
Christina Lane	Jefferson County	Central
Erin Fosdick	Longmont Economic Development Partnership	Central
Alex Funderburg	State of Colorado	Central
Claire Levy	Boulder County	Board
Joan Peck	City of Longmont	Board
Herman Stockinger	State of Colorado	Board
Drew Brooks	City of Fort Collins	North
Seth Lorson	City of Fort Collins	North
Ann Hutchison	Fort Collins Area Chamber	North
Mark Peterson	Larimer County	North
Bill Becker	Loveland Chamber of Commerce	North
Becky Karasko	North Front Range MPO	North
Suzette Mallette	North Front Range MPO	North
Lynn Guissinger	RTD	North
Anne Johnson	Town of Berthoud	North

Name	Organization	Segment
Walt Elish	Town of Berthoud	North
Colleen Whitlow	Town of Mead	North
Gayle Sturdivant	City of Colorado Springs	South
Shawna Lippert	City of Colorado Springs	South
Rick Klein	City of La Junta	South
Sharon Wolzs	City of Walsenburg	South
Chris Padilla	Colorado Springs Airport	South
Chelsea Gondeck	Downtown Partnership	South
Carl Young	Huerfano County	South
Karl Sporleder	Huerfano County	South
Jacob Matsen	Mountain Metro Transit	South
Lan Rao	Mountain Metro Transit	South
John Liosatos	Pikes Peak Area Council of Governments	South
Laura Crews	Pikes Peak Area Council of Governments	South
Ryan Bouton	United States Air Force Academy	South

Table A-2. Presenters and Facilitators

Name	Organization
Andy Karsian	District
Nancy Burke	District
Duane Sayers	District
David Singer	CDOT
Lisa Sakata	HNTB
Mandy Whorton	Peak Consulting
Angela Jo Woolcott	Kearns & West (facilitator)