



MEETING NOTES

PROJECT:	23982-23929 I-70 West Vail Pass Safety and Operations Improvements
PURPOSE:	Technical Team (TT) Meeting #22
DATE HELD:	November 15, 2021
LOCATION:	Online Google Meet Meeting
ATTENDING:	<p>Rob Beck, CDOT Region 3 Program Engineer Karen Berdoulay, Resident Engineer, CDOT Region 3 Matt Figgs, Project Manager, CDOT Region 3 Patrick Chavez, CDOT I-70 Corridor Operations Lisa Schoch, CDOT Historian Jeff Bellen, FHWA Ben Gerdes, Eagle County Carole Huey, US Forest Service Marcus Dreux, US Forest Service Jon Stavney, NWCOG Greg Hall, Town of Vail Dick Cleveland, Town of Vail Pete Wadden, Town of Vail Kevin Sharkey, ECO Trails Siri Roman, ERWSD Len Wright, PhD, ERWSD Larissa Read, ERWSD Stephanie Gibson, FHWA Tracy Sakaguchi, Colorado Motor Carriers Shannon Anderson, Bicycle Colorado Randal Lapsley, R S & H Jeb Sloan, R S & H Brian Hearn, R S & H Mark Gutknecht, Kiewit Mary Jo Vobejda, Jacobs Candice De, Jacobs Jim Clarke, Jacobs Loretta LaRiviere, Jacobs</p>
COPIES:	Attendees

SUMMARY OF DISCUSSION:

1. Introductions & Meeting Purpose

- a. Karen introduced the attendees at today's meeting.
- b. Mary Jo said in addition to our regular topics, the majority of today's meeting will be giving you an update on the recreation trail.

2. Review of Work Completed Since the Last Technical Team (TT) Meeting

- a. The SWEEP Sediment Control Action Plan (SCAP) and Maintenance Manual were sent out for review and comments were received Eagle County Water & Sanitation District, Eagle River Watershed Council, and the Town of Vail.



Karen said we got great feedback and we appreciate everyone's time in submitting comments. We are taking your comments very seriously and want to give this the attention it deserves. Our highest priority will be the SCAP comments because we do have some time to complete the Maintenance Manual.

The majority of the comments received related to these topics:

- Aquatic life impairment
- Variability of sediment use and capture/removal target
- Concern about phosphorus and other pollutants
- More discussion of climate change
- Inspection and cleanout frequency
- Unfinished control measures from previous SCAP
- Less solid deicer means more liquid deicer
- Implementation definition and tracking

Jim said a lot of these concerns were also expressed during the EA process: aquatic life impairment, sediment use, other pollutants besides sediment. Climate change is one that is always challenging because we know it's there and its real, but it is very hard to analyze and quantify. Inspection and cleanout frequency is always a concern. We have been working closely with the maintenance folks on some of these items.

The next step is to update the SCAP and respond as best as possible to these comments. As it stands right now we feel it might be worthwhile to have some stand-alone meetings with some of the commentors to talk through some of their issues.

Karen said we've had some meetings with our maintenance teams to really try to understand the inspection and cleanout frequency which was very helpful. We learned a lot more about what they are doing as well as talking through a plan for the future and coming together as a group to figure out the best way to clean out these basins in the future. We are going to have the maintenance team come to the next SWEEP meeting. I think it will be good for our maintenance team to hear more from our stakeholders as they are the people on the ground getting the work done and being able to share with you their plan.

- b. Mary Jo said we had a PLT Meeting on Friday. The PLT endorsed the Design Exceptions recommendations you had forwarded to them and confirmed the CSS process has been followed. They agreed the ALIVE and Aesthetics ITFs have completed their work.

We also discussed stakeholder feedback through an annual survey. We will be starting on a survey to send out to everyone who has been participating in the TT, PLT and ITFs. There will be questions about the process itself and suggestions for what we might do as we go forward to make it more accessible.

3. Updates to the Construction Packages



- a. Mary Jo said the wetlands and topographic survey have made a difference to the design and because the design is changing, sometimes the construction packages change to better fit into the construction schedule.
- b. Jeb said as we have kept the packages pretty consistent but there have been a couple changes and the design refinements continue. The construction packages adjust based on input from the contractor and CDOT financial decisions.

Construction Package #2 is the next one coming out for FOR. We are doing some value engineering trying to get the cost down, so depending on how many changes we make, it could shift the schedule, but we are still hoping to get it out for FOR in December. This package includes the east portion of the recreation trail (1.6 miles), four trail walls, two trail bridges, associated drainage and six SCAP features in that stretch along with the Lumen line relocation which goes under the existing bike path.

Construction Package #3 is scheduled to come out for FOR in March 2022. It includes the westbound F-12-AT bridge, and the west portion of the recreation trail (0.4 miles) is potentially going to be in this package. The US 6 recreation trail relocation that is needed to get the bridge in this package as well. Along with that are the utility relocations and another cut wall we are putting into this package. This allows Kiewit to do their phasing and get their temporary widening in early.

Construction Package #4 is the majority of the project. It is I-70 reconstruction and overlay of five miles, wildlife crossings & fencing, EB I-70 walls, ITS facilities, signing & striping, landscaping, associated drainage and SCAP features. The large wildlife crossings were moved to Construction Package #4 when we decided to add the cut wall to Construction Package #3 because it was important for Kiewit to get the westbound cut wall built.

Construction Package #5 is the design bid build package which is the eastbound F-12-AS bridge. That is subject to change as we get prices in and it might get some more elements added to it depending on contractor pricing.

4. Ongoing Work

- a. Mary Jo said we are always doing environmental tracking on the design and construction. Matt Figgs is always working on emergency management coordination. The project website is frequently updated for construction activities, and you are probably receiving the emails from the website with updates on traffic, lane closures during the next week.
- b. Lisa said the SHPO and Consulting parties submittal includes the FOR plans, the Aesthetic Guidelines, and the Scallop Wall memo. We are to provide design plans, but the PA doesn't specify what level. Lisa said they will also include the portion of the trail that is outside of the APE.
- c. Other ongoing work include design refinements due to the wetlands survey and additional topographic survey.

5. Design Updates



- a. Construction Package #2 is progressing:
 - The Recreation Trail alignment and grading set is pretty well set. We moved it around a little based on value engineering so that is some of the work that Candice is doing.
 - Six SCAP features are laid out and drainage features have been designed to accommodate Construction Package #4 which is the eastbound lanes. Those SCAP features will take a little over two miles of the eastbound reconstruction.
 - Walls and bridges are laid out and we are finalizing design
 - Working through the environmental and permitting tasks with Jim and his group.
- b. Construction Package #3 is progressing final design (FOR Submittal 3/23/22):
 - Brian has worked on the US 6 Trail realignment has been refined to avoid the recently discovered fen wetland.
 - Bridge layout has been modified. It is now a five span bridge so that was optimized to change the girder types so we could make it more efficient.
 - We are working with the Geotech team to develop cut wall options to minimize risk to the fen

6. Construction Progress

- a. Matt said we are getting close to wrapping up Construction Package #1 for the wintertime. This package included reconstruction of the lower truck ramp and the installation of the WB I-70 closure system at the 190 exit. We are planning to have the truck ramp open for use by Thanksgiving. The new hazmat containment system is a big improvement over what was there before. It has an impervious geomembrane with a concrete tub. If a truck uses the truck escape ramp and happens to spill its load or fuel we now have a containment system that drains to a tank that has a headgate that's closed. It will all the hazmat waste before it would go into a waterway. Another safety improvement was straightening the truck ramp out and we will have some good aerial photos to share with you at the next TT meeting.

1. Jon asked if the hazmat collection system designed for truck escape ramps going to become the standard for future truck escape ramps.

Matt said CDOT doesn't build a lot of truck ramps. There were three built in the last 30 years: Loveland, Monarch and Wolf Creek Pass and all of them have some variation of a hazmat containment system

The shotcrete retaining wall was sculpted with a rock cut to try to match both the color and rock strata that are in the area. Our landscape architect was on site for a lot of the shotcrete sculpting and gave a lot of good direction and the CDOT team is pleased with how that wall has turned out and so you can see that as you're driving by the lower part of the truck ramp.

2. Greg said you did a great job with the sculpted wall. I know everyone was a little nervous but once you get the stain on there, it will really blend very nicely.



Matt said Kiewit and their sub Drill Tech did a fantastic job. They flew out a sculpting specialist from California to make sure they were sculpting and working hand in hand with our landscape architect to get a really good look.

3. Dick said the wall is the most natural looking one I have ever seen. It is truly a work of art and to pass our thanks on to Kiewit and Drill Tech.
4. John agrees with how great the wall looks. He drove by it a couple times last week and it looks fantastic.

Matt said we have a lot of the preliminary work done for the closure system done and in the spring we will be setting the VMS boards and connecting the fiber optic. We're on schedule and budget.

5. Jon said you are probably aware the CDOT fiber is used not only for the VMS system. We have ten communities on the western slope including Town of Vail, Steamboat and Aspen that rely on that fiber optic for the community broadband including 911 call centers in Summit County and Vail. It is important the work that is done keeps a continuously operating system. The break in Glenwood Canyon has been a challenge.

Matt said he appreciates you mentioning that. We have been working with the CDOT ITS group on any cut-ins, shut-downs, and splices that we have to do. We have to meet all their requirements for time frames and notifications so we will make sure that stays a top priority.

7. Wetland Site Visit

- a. Karen said there was a site visit with the EPA on October 21st. The USACE was unable to attend. We have been working closely with both the EPA and USACE to go over general wetlands delineation. They looked at the methodology for wetlands delineation to see examples of changes we were going to make. They looked at the fen to make sure we were all in agreement it was a fen.

The one fen we were going to impact is very small, about a 20'x20' pocket just north of I-70 and is not a series of wetlands, it's just perched groundwater in this area just above the existing recreation path around MP 185, near where we are replacing bridges.

Randal said the wetlands site visit is part of the wetlands process, doing the field investigation, getting with the review agencies to concur on the method of delineation and how we have done it. We have completed that and that allows us to better fine tune our design to avoid impacting wetlands on the bike path and in other areas.

- b. Karen said the other thing worth highlighting is they also looked at a potential fen restoration site up near 189.5 just north of the maintenance facility. It's been choked with sediment and erosion and it just needs some cleaning up and they think it could actually be a fen restoration site. This is an area of opportunity for us to be able to restore a fen and make it more functional so that is exciting news. It's not very often you're able to incorporate that into a project.



- c. Jim said the EA work was preliminary wetlands work and it was based on a more cursory field review based on vegetation and hydrology and the soils weren't looked at. We completed a formal delineation and looked at the soils and not surprisingly some of the areas that were identified as wetlands on a preliminary basis were determined not to be because they didn't meet all three criteria to be wetlands. Just an example of why some of the boundaries have changed.
 1. Greg asked if the fen in the area of the bridges, will be avoided or is it going to be mitigated with the spot up by the maintenance facility? Or is the fen by the maintenance facility an opportunity to actually enhance an additional fen?

Jim said we are completely avoiding the small fen Karen was talking about. We did that by shifting the recreational trail alignment. The fen behind the maintenance shed is an existing fen and it meets the fen criteria now. There is just a lot of vegetation up there that you don't typically see in a fen. It just doesn't have all the functions and values that it could because the hydrology has been affected. There were some ditches cut through there in the past, presumably to drain that area and to prevent any flooding further down slope. By restoring the fen hydrology and supplementing with some plantings the thought is that we will really be able to restore it to a fully functioning fen

8. Recreation Trail Update

1. Carole asked if they could get GIS files of the recreation path.

Candice said we are going through value engineering and we have gotten some good data updates from wetland and topographic survey and we are continuing to make some refinements and will provide the files when the alignment is finalized.

- a. Candice said the recreation path will be 12' paved width, we have 5' shoulders on the fill side to avoid railings and then we have 2' before the cut slopes. The caveat is we are really trying to balance user experience, environmental impacts, and cost in the design.

There are two locations where there will be cut walls, both on the east end of the project. One is just past the bridge and the other one is part of our value engineering right now. We are looking at what is the best distance is between the rec path and I-70. We are considering an option that will bring the rec path closer to I-70. In both cases the rec path will be adjacent to the wall. That 2' distance is being bumped up to 3' that will help with user comfort.

There will be two prefabricated truss bridges where the path crosses over the creek.

1. Marcus asked if the bridges appearance have been reviewed or established yet?

Randal said they haven't been ordered but we have talked about the railing, truss style, those types of elements of the bridges.

2. Shannon asked if the bridges still be the same width of 12'?

Candice said they will be 14' clear with and extra 1' of clearance to the bridge rail.



- b. The group viewed a fly through visualization prepared by Brian Hearn. **Karen noted the visualization is not for public distribution at this time. It will be updated with the final design and can then be shared.**

Candice said where we are offset from I-70 a little bit it's because we have to work with the topography and then a little closer to I-70 there will be two fill walls. At the end of our CAP 2 project, we tie into the existing path. The part that goes under the bridge today is part of a future construction package.

Karen clarified that package is also funded, it's just a little later in design because that construction package is not due until next summer. This package we are looking to get to 100% design by the end of March and the next one we are looking to get to 100% mid-summer. It's just the short section smoothing out that sharp curve as you make that right turn underneath the bridges and then connecting with the existing path. We will have something to bring to you in about three months.

1. Greg asked if the two big fill walls that are next to I-70 going to have open rails.

Brian said all the rails will be the same with an open rail. There will be a slight difference between what is on the ped bridge and wing walls. Everywhere else should be the same.

2. Greg said in the visualization there was a fill wall on the uphill side, and he wants to make sure that fill wall pulls back into the hillside so it's not a hazard.

Candice said the earthwork will tie into the retaining walls. There are limitations with what the visualization can show.

3. Shannon said she is concerned about the section that is really close to I-70 because it doesn't look like there is any type of barrier between I-70 and the path.

Brian said there will always be barrier separating eastbound when the path is in the clear zone or near the clear zone. There are some sections where the trail starts to deviate and there are two separate defined sections without barrier separation where there about 2' separating them and 40'-50' and we don't have barrier there. But anywhere it gets closer than 30' to the edge of pavement it will be barrier separated.

4. Shannon said being that close to the highway, it is very loud, and you can barely hear yourself think and you can't hear if someone is passing, and it also feels very unsafe. Also, something could get thrown out of a window onto the trail. Is there any way to protect that area more?

Candice said where we can't get that horizontal separation we are trying to optimize the vertical separation. We are trying to bring the path as far below I-70 as we can while still getting it to work. It gets really intensive to have two walls close together so we're still trying to optimize it so we can keep at least vertical or horizontal separation within the engineering constraints.

5. Greg said he knows you have tough topography but anywhere you can berm would be good.

Brian said the eastbound construction is coming in a later package and that package will refine all the detailed grading with the intent of berming up as much waste as we can and providing as much separation as possible. The visualization didn't show all the required grading like sediment control grading and all the additional grading. So, think of the grading as a rough detail and the eastbound design will refine some of these areas as well. Even this new package will have the sediment control grading in it.

Candice noted that visualization is of the final construction. Construction Package #2 is going to start next summer. We are tying everything into existing grading so there will be an interim season that will look a little different than what you saw because the eastbound work doesn't come until a later time.

9. Recreation Trail Refinements

- a. Candice said until our surveyors were out there this summer we only knew the limits of the forested area. The surveyors identified the trees that have a diameter of 2' or greater and we ended up shifting the alignment towards the creek to save the large trees. The new wetland delineation revealed that where our previous alignment was, we had a larger wetland area and if we just shifted the bridge about 100' we had less wetland impact and it allowed us to save the beautiful tall trees.
- b. We know the alignment is steep and we also know it is beautiful and we want people to be able to enjoy it. We have identified three places where we can add pullouts where the topography is friendly, the visuals are good, and we can potentially waste some of that material. There is one in between the two bridges and one just beyond each bridge. We are still determining the size and layout would be and what the amenities would be.
- c. One of the things we are trying to balance is the recreation path proximity to I-70. We can all agree it will be better than it is today because we won't be on the shoulder and there will be either horizontal or vertical separation. The average grade is 7%-8% and the steepest is 12%-13% and then there is 1000' over 10%. Our goal is to try to keep it under 10%. Granted it is challenging, we are going down across the creek, so we won't be ADA compliant. We can't keep it under 7% but we do want to try to make sure it is still an enjoyable ride for most users acknowledging that it is a pass, and most people want a challenge.
- d. We obviously want to optimize our earthwork. Like Greg said, it's been a challenge, we've got a lot of cut because it is better from a constructability standpoint. But that means we have a lot of earthwork in this package so we're trying to find ways to use the waste material. We showed cross sections or straight slopes that tie into existing ground and there will be some slope rounding within the design. It is hard to show at this phase of the design but when the path is constructed there are ways to tie in and blend with the natural topography.
- e. There was acknowledgement that the existing flat panel walls have some historical element. We are still working through what the aesthetics of the recreation path will look like based on cost and constructability. The wall options on the table are the cruciform panels as well as a shotcrete wall for the cut walls that are visible to the path



users. The two large fill walls will not be as visible as the other retaining walls on the project. There are some places where we'd like the wall to be under 4' but we are still working through the aesthetics. The shotcrete wall at the truck ramp has been well received so if we can do something that is cost effective and still aesthetically pleasing for the users, that is what we are going for.

Mary Jo said it's important to remember that the Aesthetic Guidelines treat wall designs differently if they are walls that are associated with I-70 versus walls that are associated strictly with the recreation trail. That gives the recreation trail wall designs some different options than if they were associated with I-70. The Aesthetic Guidelines cover the walls in two different sections.

- f. Candice said there will two detours on the west end. The two ends of the project, our proposed path interacts with the existing path and so we have been looking at maintenance of traffic to determine what to do with that temporary path alignment during construction season.

We have about 40' of pavement on eastbound I-70. What we are proposing is on this north end to narrow up the inside shoulder and the lanes, and then the outside shoulder will be variable but roughly 6'-7' which allows for the temporary path users to have an 8' path with a barrier. This will allow users to be on the pavement. We can have an outside barrier where needed depending on what the slopes look like or we can leave it open if that is more comfortable for the users. This would keep I-70 traffic open and allow construction on the existing path while keeping the path open.

1. Jon said he would vote for keeping the outside open without a barrier.

Matt said in some areas we are really tight up against existing construction so for safety we will kind of do the cattle chute effect, but I agree with you that we want to keep it off as much as possible.

- g. Candice said at the east end of the recreation path realignment, the path is going to be adjacent to the I-70 wall and there are some benefits to that. It improves earthwork, limits our disturbance area and it allows Kiewit to do some of the construction from above which saves a lot of construction dollars. We'll still try to keep 8' for the temporary recreation path and we'll give them 20' for the construction zone. This is what Matt was referring to, there are some places where we absolutely need the barrier and then there are areas where construction is a little further off where we could eliminate them.
2. Jon said if it's a matter of construction safety to separate equipment from trail users and psychologically I think it is very much worth it. In the last condition, I think the hazard of falling over a barrier is equal to the hazard of getting your wheel on natural surface.

Matt added the barrier that separates I-70 traffic from the bike path will be pinned so that way if a vehicle does hit it, it is anchored down versus being able to slide around. We are also discussing some sort of screening on top of the barrier because of the psychological effect of having a vehicle with side mirrors closer to that

barrier. These are two things to add as part of our commitment to keeping the trail open as we discussed during the EA process and into design.

3. Greg asked how long this configuration will be in place.

Matt said it would be next year's entire construction season.

4. Dick said the work that was done on the truck ramp for that shotcrete wall is incredible. I don't know how it looks close up, but it looks so natural from a distance. If you do a shotcrete wall on the path, remember that people are seeing it from 10' away not 100' feet so I question the ability of a sculptor to make it look really natural when you are that close. I think maybe a more natural wall with stone is more appropriate for those close-up walls that people actually look at.

Karen said she has walked the truck ramp where the shotcrete wall is, and it actually look as good up close as it does from the car, but I think it is a really good point that it is different to be right next to it. Originally for the recreation path we were considering more of a vertical cruciform wall. You can make that stamp into a shotcrete wall and make it look like it's a paneled wall. We're looking into that right now so it would just look like that cruciform cross type wall that is there now. It is something for us to consider aesthetically as we are trying to find that right balance.

5. Dick said at the two bridges, the animation shows pretty extensive wing walls that extend beyond the bridges. I would really push that we minimize the wing walls to minimize the impact to the natural environment. These are cyclists not cars, so I question the extent those wing walls continue on is necessary.

Candice said part of the wing walls in the visualization are to protect the wetlands near the creek so if we trim or eliminate the wing walls, we will have further fill limits. It's a little bit of a balance of what environmental impacts we are helping and hurting.

6. Greg asked what the treatment for the wing walls will be. Is it going to match the fill walls or the flat panels or something different?

Randal said they haven't finalized the aesthetics of the wing walls yet, but he envisions they would look similar to the other walls along the corridor.

7. Jon said he's ridden the Glenwood path a lot, and it is very rough, you would never want to lean a shoulder into it at 10 mph because it would scrape your skin off. But if there is a separation, sort of a mini shoulder before the wall, I'm not sure my comment matters. But where there is not a shoulder, wall material is right up against the path. Where you have 8', I would vote for something that is relatively smooth because I think the psychology and abrasiveness of it matters.

Karen said the one that is shorter is going to be close up so smoother might be better.

- h. Brian said we're still doing final design through Construction Package #3 portion of the recreation path that goes underneath the bridge reconstructions. As we are working

through the details, the really tight pinch point by that existing wall is driving some wall heights and quantities. The potential limits of dismount area would just be at the existing wall area where there is the sharp curve. Everywhere else we are a little further off alignment so we should be able to build the new trail fully offline of the existing but again as we are working through those final details.

8. Shannon said we need to have good signage while the construction is going on because there are some big events that will be going on and also for the everyday rider, just to really give good warning of what's coming and where to slow down. The signage needs to be out there during the summer too to let people know where to slow down. There are a lot of people who get up there and haven't ridden the trail that much. It's really important that the outfitters get the information to pass on to their clients.

Matt said public information that goes out and we will use a multi-faceted outreach. The truck ramp didn't have any interaction with the recreation trail events this fall, but our public information firm coordinated with those events to make sure they knew what we were doing and there would be no impacts to the trail. We will continue to do this for every event during construction. The Forest Service has been great giving us contact information so we can get in touch with the right organizers and give a lot of good information on things like detour trails or this is where it changes or existing conditions in the field. We will also sign it in the field. We have a list of all the outfitter guides, and we will do specific outreach to them as well.

9. Greg said it's been unbelievable the commitment the design team put into this project and going through the detail they did on the recreation trail, the shotcrete wall and even the scallop wall. They investigated it, continued to investigate it, and continued to be pushed. I think the design staff, CDOT and everyone involved really shows that the process has worked very well. Anyone who thought this team wasn't committed to getting the best product for the community and all the involved parties I think they would be mistaken. Thanks to everyone, it has really come along well.

Karen thanked Greg for the comment and also thanked the team members who were on the call and those who weren't able to be here. The team listened to the stakeholders and spending the time to get it as good as we can.

10. INFRA Schedule

- a. Mary Jo said we have added a year to the construction schedule based on the fact that a second bridge has been added at MP 185.
- b. Some landscaping will be done at the end of each project but there will most likely be a large landscaping project towards the end to do landscaping work all along the corridor.

Matt said we will landscape to stabilize as we close out sections of work. At the truck ramp we have done all the seeding and mulching or erosion blankets to make sure that we get established vegetation on those slopes. It's the trees and shrubs that could be planted in 2024-2025..



- c. Mary Jo said last time we met, we talked to you the TT meetings continuing through design which completed towards the end of next year and then your work would be done. The PLT would continue through construction. You requested to combine the TT & PLT. We talked to the PLT at their last meeting about your suggestion and they agree with that approach. The combined team will continue to meet about quarterly with meetings prior to construction starting, and at the end of the construction season so that you're informed what is happening, if anything is changing. We will align the meetings the best we can with things that are happening in the field.
- d. We are showing we have a couple of ITF meetings left with SWEEP and Emergency Services. Emergency services actually continues constantly through construction. Kiewit and all the responders are involved in those activities. We're just showing the EMS meeting as part of the CSS because it was a commitment in the EA

11. Next Steps

- a. We are planning a SWEEP meeting, right now for December 13th. Karen noted this meeting has not been sent out yet but will be sent out. When we are sure that date will work for us to have time to get the responses to comments done and have one-on-one meetings, we will send the SWEEP ITF invitation.
- b. Mary Jo said we have a TT meeting scheduled for December 20th and January 24th. How do you feel about having the December 20th meeting?

Karen said we might have some updates for you for a December meeting, but it won't be anything critical. We know December is a busy time of year for everyone. We're going to FOR submittal for the recreation path in January so we will have an update on that for the January TT meeting. I prefer to skip the December meeting, but we wanted to offer the option to have it.

The group agreed to skip the December meeting and reconvene in January. We will send out the January 24th meeting invite in the next few days.

- c. The next PLT meeting is February 11th.