

**The Transportation Commission Workshops were Wednesday, June 20, 2018 and the regular meeting was June 21, 2018. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.**

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Documents are posted at <http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Commission.

## **Transportation Commission Workshops Wednesday June 20, 2018, 1:45 pm – 5:30 pm**

*Note: This was the first time the Transportation Commission (TC) met in the new building at 2829 W. Howard Place, Denver.*

### **Right of Way (ROW) Workshop (Josh Laipply)**

**Purpose:** The purpose of the workshop was to discuss six right-of-way acquisition (negotiations) and two Condemnation Authorization requests.

**Action:** Prepare to act on agreed upon proposed acquisitions and condemnation authorizations at the regular Commission meeting.

### **Right of Way Workshop (Josh Laipply)**

The six projects with requests for authorization of property acquisitions for June 2018 included:

- Region 1
  - Arapahoe Road and I-25, Project Code: 19192.
- Region 2
  - US 50 Passing Lanes Fowler to Manzanola, Project Code: 20756.
- Region 3
  - US 40 – Grand County Signal Replacement, project Code: 21848.
- Region 4
  - US 385 at Cheyenne Wells, 90 Degree Curve, Project Code: 20855.
  - I-25 North: SH 402 to SH 14, Project Code: 21506.
- I-70 Central Project
  - I-70 Central, Project Code: 19631.

Two projects for condemnation authorization for June 2018 included:

- Region 4
  - I-25 North: SH 402 to SH 14, Project Code 21506.
- Region 5
  - US 160 McCabe Creek Culvert Replacement, Project Code 19263

### **Discussion:**

- Commissioners informally authorized CDOT to begin discussions with landowners on the Arapahoe Road and I-25 project.
- The two condemnation requests attracted the most comments. Cindy Wagner, one of the many landowners associated with the North I-25 express lane project from SH 402 to SH 14, told the Commission she was not willing to accept CDOT's offer of \$5,300 an acre.
- One commissioner said he would prefer to see condemnation documents from CDOT expressed in square feet.

- On the US 160 McCabe Creek Culvert Replacement project, a commissioner asked why CDOT's last offer rose nearly \$70,000 from the previous offer. Commissioners heard that the landowner hired a condemnation attorney, but that the landowner has not made a counter-offer or carried out a landowner appraisal.
- In both cases, CDOT hopes to settle through negotiation, not condemnation.

[State Freight and Passenger Rail Plan \(David Krutsinger and Sharon Terranova\)](#)

**Purpose:** TC overview and review of the 2018 State Freight and Passenger Rail Plan prior to request for approval in July 2018.

**Action:** Informational only, no action required.

The TC must approve the final Rail Plan before submission to the Federal Rail Administration (FRA) for acceptance. Staff will give the final Rail Plan to the TC along with a request for approval at the July meeting. At this time, comments and clarifications are welcome. For questions or comments, please contact Sharon Terranova at (303) 757-9753 or [sharon.terranova@state.co.us](mailto:sharon.terranova@state.co.us).

Commissioners made these comments after Sharon Terranova's presentation on the plan:

**Discussion:**

- The TC should receive a draft of a policy document such as the State Freight and Passenger Rail Plan so that the TC can read it, ask questions, and make comments on it. The TC should have another month to approve the final Rail Plan, or until August.
- One Commissioner said that while she agrees that the TC should have more time to review the Rail Plan, she is excited that it positions CDOT to take rail seriously.
- One of the major issues and concerns is that CDOT does not have money to build roads, let alone make rail investments. An important question is if rail is among mobility options, what is the best way to allocate scarce resources? It was noted that CDOT at this time does not have the structure to address mobility issues with rail.
- The TC should consider rail as one way to address mobility problems around the state, a statement with which Amy Ford, CDOT Office of Communications Director and Director of Advanced Mobility, concurred.
- Determining what is policy in transportation might be a subject for a future TC retreat.
- It would be helpful if the memo or presentation reminded TC that they received a draft of the Rail Plan a few months ago, and that members of the Transit and Intermodal Committee received it about six months ago.
- The TC will receive a draft of the Rail Plan so that the TC can discuss it for action in August.
- At every annual retreat, the TC discusses how it can advise CDOT effectively.

### Asset Management FY2021-22 Planning Budgets (Deb Perkins-Smith and Toby Manthey)

**Purpose:** This workshop summarizes the FY2021-22 Planning Budget for Transportation Asset Management (TAM) recommended by CDOT staff for consideration by the TC.

**Action:** Department staff seeks Commission approval of the FY2021-22 TAM Planning Budget, which includes budgets for individual assets that will be used to inform planning. The Commission options to consider are:

- Accept the staff recommendations
- Accept some recommendations and request refinement of other recommendations
- Take no action at this time and request additional information

The final TAM FY2021-22 budget will be adopted by the TC around September 2020, during CDOT's annual budget-setting process.

#### **Discussion:**

- A similar Asset Management process has been in place since 2013.
- One significant change is total cap for Asset Management dollars.
- Total Cap assumed was \$755 million, but found when additional Bridge Enterprise (BE) funds come in they must be spent on bridge, taking funds away from preventative maintenance on other assets.
- In response to this, staff has decided to separate BE funds that will result in a cap that is \$130 million less.
- A total of \$769 million is in the budget with BE included.
- Funds are divided as follows: 29% for surface treatment, 34% for Maintenance Level of Service (MLOS), 22% for BE and 15% for other smaller programs/expenditures.
- Executive Director, Mike Lewis noted that these figures represent a \$200 million annual shortfall for maintenance; CDOT will not keep pace with maintenance with this shortfall. We need \$969 million to meet performance targets.
- The Chief Engineer, Josh Laipply, explained that this new approach would hold budgets for other assets harmless when additional BE dollars come in.
- Commissioner Thiebaut noted that rural areas of the state are in desperate need of surface treatment and we need to expend maintenance dollars for this as much as possible, as it is essential.
- The idea of having a Commissioner member on an Asset Management committee was raised.
- Division of Transportation Development Director, Debra Perkins-Smith, explained now that we have a process in place for Asset Management a TC subcommittee may not be necessary, but could be a consideration.
- Josh Laipply recommended that this topic be discussion at the TC retreat –the subcommittees the TC wants to form.
- Commissioner Scott noted this is an important issue and to take the situation seriously.
- Commissioner Thiebaut raised his general support for the Asset Management Program, but that TransBonds were paid with Asset Management funds in the past, and that he is sensitive to this reoccurring.

### BUILD Discretionary Grants (Deb Perkins-Smith)

**Purpose:** To discuss approach and potential projects for submittal by CDOT under the Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program.

**Action:** TC approval of projects and commitment of matching funds for proposed BUILD project applications.

Potential projects and proposed commitment

- SH 13 Reconstruction - \$60 million
- I-25 North: SH 56 to SH 402 - \$200 million
- US 85: Centennial Highway Improvements - \$80 million – this project is not on SB1 or SB267 List.
- Connected Vehicle Ecosystem - \$8.1 million

- US 160 and SH 151 Wildlife Mitigation Partnership Project - \$10 million – this is in partnership with Colorado Parks and Wildlife

**Discussion:**

- BUILD replaces the TIGER grant program.
- Grant applications are due July 19.
- Projects have a \$25 million cap, which is lower than previously.
- Staff is recommending CDOT submit only one application for the Connected Vehicle Ecosystem project.
- Most of these projects have been previously submitted for grants; grant awards may be smaller than the application request.
- TC is being asked to be ready to fund \$80 million as a backstop.
- Commissioners agreed to support the resolution at tomorrow’s regular meeting.

[SB1 and Other Funding Updates \(Herman Stockinger\)](#)

**Purpose:** The purpose of this workshop is to summarize Senate Bill (SB) 18-001 via a presentation and to offer recommendations for use of the July 1, 2018 General Fund (GF) transfer to the State Highway Fund (SHF).

**Action:** Staff requests the TC to review and offer comment on the draft list of projects to use with the \$346.5 million General Fund transfer expected on July 1, 2018. Staff seeks partial approval on the list this month, and approval for the remainder of the list in July 2018. Additionally, staff seeks TC comment on Year 1 recommendations for SB 17-267 funds.

**Discussion:**

- TC is being asked to approve SB 1 project \$94 million on I-25 Gap project to avoid a construction delay.
- Project list is available for review in the June 2018 TC packet.
- Anticipate getting \$346.5 million on July 1, 2018 and we need to determine the best project investments.
- It is now known that the tax increase associated with a ballot is 0.62 sales tax that equates to forecasted revenues to CDOT in year 1 of \$345 million.
- Ballot list is \$ 6.2 billion, may have ability to add up to \$800 million to the list, and identify pavement improvement program improvement program for additional growth in sales tax over time.
- With 3% growth in sales and use tax, proceeds for SB 1, SB 267, and the ballot initiative could total \$9.2 billion.
- In addition, SB 267 is now the subject of a lawsuit from TABOR pending an October 2018 court date.
- Josh Laipply noted an assumed 3% annual inflation rate is built into project costs.
- Need an approach to mitigate costs associated with inflation.
- Commissioner Connell noted we learned a lot from the Responsible Acceleration and Maintenance of Partnerships (RAMP) program.
- Commissioner Gilliland noted that the decision this month is to move forward on one project.
- The list will be approved in July when the TC will take action.
- Commissioner Peterson noted that a robust discussion is needed regarding supply chain to construction contractors.
- Commissioner Scott also noted material costs are an issue.
- Josh noted that international trade costs also influence prices.

[Transit Ballot Projects \(David Krutsinger\)](#)

**Purpose:** The purpose of this workshop is to prepare the TC for a July resolution selecting multimodal projects likely to be funded with the bonded portion of the sales tax ballot question, should it pass, and provide an update on the ongoing effort to identify a “Transit Development Program” that includes the top transit construction priorities associated with potential new revenues.

**Action:** Informational only this month, with action requested in July.

**Discussion:**

- David Krutsinger, Division of Transit and Rail (DTR) Director, noted that the ballot initiative would provide \$100 million annually for multimodal projects. \$30 million will be for capital projects. \$70 million for other multimodal improvements.
- Tier 1 projects for transit represent a \$1.5 billion list
- We are reviewing the bonded project list today, which requires a 50% local match.
- Herman Stockinger, Deputy Executive Director, noted that CDOT is still looking for more projects to add to the list, and if the ability to provide a local match exists, the project should be added.
- DTR is requesting TC feedback/input on the list before requesting a July approval of the list.
- Mike Lewis explained that this work to create the list was done in a short timeframe with a lot of hard work from staff – this is a unique opportunity to fund multimodal projects that may not happen again.
- Commissioner Connell requested the list be sorted by Region for easier review.
- This discussion is for the bonding of the ballot list projects; SB 1 will be a later conversation with DTR.
- Mike McVaugh, Region 5 Transportation Director, noted more flexibility is needed to use funds for smaller projects – a minimum of \$10 million is too high.
- Herman Stockinger noted that various other funding sources may be used to cover the matches.

**MODA and NHFP**

**Purpose:** Provide the TC an overview of the Multi Objective Decision Analysis (MODA) structured decision tool proposed for use at CDOT to aid in project selection.

**Action:** Information only.

Key benefits of the use of the MODA method in project selection process includes:

- Data-driven decision making
- Collaborative stakeholder engagement
- Comparison of differing projects
- Evaluation of trade-offs

Simple algebra formulas, not complex algorithms, form the basis of MODA. This makes the methodology easily understandable when communicating and engaging with planning partners. MODA results also can be reviewed in a variety of ways, including the MODA value of a project, or the cost-to-benefit ratio of a project. MODA results inform decision makers in project selection.

**Discussion:**

- Tim Kirby, Multimodal Branch Manager started the conversation noted that today's discussion is about the MODA process used to rank projects.
- Debra Perkins-Smith noted that MODA is one tool to use in making investment decisions and not the final decision.
- Other influences are stakeholder input, including advisory committees and the TC.
- This is the first time this tool has been used at CDOT and the process and analysis will evolve and be refined over time.
- The National Highway Freight Program (NHFP) is the first program to use MODA to inform investment decisions.
- Next month we will come back to the TC to review proposed projects and the MODA analysis results.
- MODA process involves these five key steps:
  - Set Goal Areas
  - Establish criteria
  - Identify measures for criteria
  - Add weighting value
  - Normalize data

- Two elements of analysis include identifying scale/value of project along with usage factors that evaluate the impact of the project.
- Regional Transportation Directors were thanked for allowing Region Planners to fully engage in this initial MODA analysis process, helping conduct the steps of the process for NHFP projects.
- Commissioner Gilliland asked about how the projects evaluated were initially submitted.
- Tim Kirby noted that next month the projects will be presented to the Commission and will be discussed in detail- including how they were initially submitted.
- Commissioner Scott noted that MODA will be eventually be extremely valuable to CDOT.

#### Tech Committee (Amy Ford)

**Purpose:** To inform the TC and the Technology Committee on Advanced Mobility efforts including: Smart Mobility Plan, Rapid Speed Travel update, other technology updates.

**Action:** Information only.

The Smart Mobility Plan is a first of its kind, a 5 to 10 year summary plan for statewide technology deployment and a technology toolbox. It includes broad-spanning partnerships with regions, TPRs and MPOs and will also align with the larger statewide transportation plan. This planning effort will conclude this fall and will incorporate the Statewide Fiber Plan as well as the statewide plan for the Internet of Roads (IoR) - the build out plan for Colorado's connected, digital infrastructure.

CDOT's Rapid Speed Travel Study is in progress as well as the technology feasibility analysis for Hyperloop 1 and Arrivo. The Rapid Speed Travel Study will address the following questions:

- Which agency will oversee and regulate this new technology?
- What governance structure will apply?
- Which environmental approval processes will be applied?
- What will CDOT's and the private partner's roles be in ownership, construction, operations, maintenance, and funding?
- While individual technologists may define specific beginning routes, how will this impact larger network and land use?

CDOT also announced in partnership between Panasonic, Ford and Qualcomm and the effort to begin testing Connected Vehicle-to-everything (V2X) technologies in Colorado. Over the next several months, CDOT will be the test bed for delivering connected technologies over the LTE or eventually 5G network.

#### **Discussion:**

- Wes Maurer of Transportation Systems Management and Operations (TSM&O) provided an overview of Connected Vehicle technology and CDOT's IoR concept. This program is based on a partnership with Panasonic to provide an ecosystem along CDOT on-system facilities that allow connected vehicles to communicate with transportation infrastructure.
- Wes stressed the importance of technology planning for the future. The Smart Mobility Plan is such a plan that has several phases that is anticipated to finish Phase 2 Regional Planning in September 2018 to be ready for integration into the next Statewide Transportation Plan in Phase 3 September through December.
- Key topics covered included:
  - Intelligent Transportation Systems at CDOT (overview)
  - Smart Mobility Planning
  - Fiber Planning
  - Building Colorado's Internet of Roads (Connected Vehicle (V2X) Network)
- Planning is intended to help with developing a pipeline for accelerating innovations.
- Start with a concept, then pilot, and then figure out how to make it mainstream.
- Amy Ford noted that the Fiber Master Plan is anticipated to be completed by the end of June.

- Commissioner Scott asked if HPTE has been involved; requested to have a slide added to explain HPTE's role.
- Amy Ford noted that a service agreement with HPTE was recently signed.
- Commissioner Gilliland noted that including Fiber in all projects is a TC priority. Would like to see it part of CDOT's Policy.
- Ryan Rice, Director of TSM&O noted that the Utah DOT is a good example of how to incorporate adding fiber into project development.
- Josh Laipply suggested the best approach would be to incorporate fiber into the planning process.
- Amy provided a presentation on other technology and included a couple of videos of Hyperloop 1 and the RoadX Arrivo Model technology. See TC Packet for more details.
- Amy also noted that Hyperloop 1 tests have been conducted and it works.

## **Transportation Commission Regular Meeting Thursday, June 21 2018, 9:30 am – 11:30 am**

**Call to Order, Roll Call** – Ten Commissioners were in attendance, with Commissioner Hofmeister participating via conference call.

### **Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes**

Several audience members participated to highlight and stress the importance of the I-25 North Project. Making the request to make all phases of I-25 North a tier 1 project on the ballot list and Development Program.

- George Gerstle, Transportation Director, Boulder County
- Audrey De Barros, Commuting Solutions
- Andrea Mengenhel, Director of Public Affairs, Boulder Chamber
- David May, Fix I-25 North Business Alliance
- Barbara Kirkmeyer, Weld County Commissioner
- Gerry Horack, Fort Collins Mayor Pro Tem
- Tom Donnelly, Larimer County Commissioner

### **Comments of Individual Commissioners**

- Commissioners thanked the audience participants for their comments regarding I-25 North.
- Commissioners commented on the new building and noted it will improve efficiencies, employee morale and better attract talent.
- Commissioner Zink was recognized for her work as Chair on the TC for the past year; her focus on details and sense of humor were special contributions.
- Commissioner Connell was sorry to have missed the road trip in May; noted road to Great Sand Dune National Park is in serious need of shoulders.
- Commissioner Hall thanked all road trip organizers and attendees for taking the time to visit her area of the state; good article in Sentinel covering Mike Lewis; Governor is coming to visit to cut the ribbon on the Grand Avenue Bridge.
- Commissioner Peterson recognized Commissioners Zink and Gifford for leadership and is also looking forward to working with new Chair and Vice-chair being elected today.
- Commissioner D'Angelo noted that CDOT obtained an INFRA grant for I-25 Gap project and mountain corridor. Thanked the staff who make these wins happen. Road trip was a learning experience and highlighted how staff often risk their lives to keep Colorado safe.
- Commissioner Scott was impressed when he noticed a CDOT employee stopping to help someone fix a flat tire; stressed the importance of not just emphasizing the positives of the ballot if it passes, but also understanding and explaining the consequences to CDOT if it does not pass.
- Commissioner Stuart mentioned her support of DRCOG's bike to work day; and for CDOT's new building for HQ/Region 1 being located in a multi-modal friendly area. Disturbed by graffiti occurring on sound walls along the highways, and is interested in knowing the CDOT expenditures for graffiti removal.

- Commissioner Gilliland is pleased to see movement on I-25 North occurring soon; thanked Mike Lewis for attending North Front Range and Upper Front Range meetings this month.
- Commissioner Zink thanked everyone for their kind words of support, and is confident that she will leave the Commission Chair seat in capable hands. County Commission meetings have started in her area.

#### **Executive Director's Report (Michael P. Lewis)**

- Recognized Commissioner Zink for her work as TC Chair and traveling from afar to consistently attend TC meetings.
- Thanked Commissioners for hosting him to speak at outside entities; will be in Chaffee County next week and is looking for more opportunities to discuss the importance of transportation. Welcomed the TC to the new HQ/Region 1 building.

#### **Chief Engineer's Report (Josh Laipply)**

- Thanked audience participants for coming today and for their comments.
- Described how the Development Program was initially developed and how it continues to evolve, starting from the bottom up to identify needed projects.
- Recent grant awards are a huge accomplishment; partnerships were and are key to grant awards.
- CDOT recently received an award from the Colorado Energy Office for the new building for being an Electric Vehicle (EV)-wired work place.

#### **High Performance Transportation Enterprise (HPTE) Report (Nick Farber)**

- Board Member update – Travis Easton, Public Works Director of Colorado Springs is a new board member; Thad Noll is leaving the board and retiring to Mexico.
- Tolls are increasing as of July 1<sup>st</sup>.
- The Board has approved Plenary, the concessionaire for tolling, to install dynamic tolling using sensors to monitor traffic and adjust tolling based on traffic.; Denver Post article covers this well. See: <https://www.denverpost.com/2018/06/21/colorado-transportation-dynamic-tolling-traffic/>

#### **FHWA Division Administrator's Report (John Cater)**

- Colorado received lots of recognition at the Western Association of State Highway and Transportation Officials (WASHTO) Conference recently:
  - A FHWA session with Randy Hendrickson, FHWA administrator – for INFRA Grants CDOT was awarded two grants – one for West Bound Pike Period Shoulder Lane and the other for the I-25 Gap.
  - The Colorado American with Disabilities Act (ADA) transition plan was recognized as a great document.
  - CDOT also received a best project awards for Cimarron/I-25, and Golden US 6 /19<sup>th</sup> Street interchanges.
- Welcomed the new FHWA Assistant Division Administrator, Vershun Tolliver, who is from Alabama FHWA and possesses financial expertise.

#### **STAC Report (STAC Chair, Vincent Rogalski)**

- STAC met last the day after the May TC meeting.
- Legislative report that explained the status of various funding legislation raised concerns regarding the complexities and how to convey this information to others.
- A concern was raised that investment in multimodal (bicycle) infrastructure where it is not needed along highways takes dollars away from more needed highway infrastructure improvements.



- STAC elections occurred last month with Vince Rogalski being re-elected as Chair, and Sean Conway elected to serve as Vice-Chair.
- Regarding discretionary grant applicants, it is noted that aside from CDOT, cities and counties may also apply, and in some instances, this may be advantageous.
- The Planning dollars for Transit Development Plan were presented and discussed with STAC last month; these are not real dollars; multiple criteria feed into how dollars were distributed; there was disagreement regarding the apportionment and concerns were raised regarding situations when areas receive smaller percentages of planning dollars – as more staff may be needed to compete on a level playing field. STAC did approve by vote the planning targets proposed for the Transit Development Program.
- STAC will be presented today, the list presented to the TC yesterday, which focuses on bonding programs for transit.
- STAC sees providing fiber for every community important to support transit and economic development, and wants to see fiber as a consideration for every project.
- STAC expressed concerns with liability for using connected vehicle technology if a crash occurs. Who is responsible?

#### New HQ Update (David Fox)

- The purpose of this presentation is to provide the TC with summary of CDOT's HQ Building consolidation projects.
- CDOT initiated a facilities assessment for HQ, R1, R2 and R4 in June 2011. The completion of the HQR1 building in Denver is the culmination of seven years of analysis, planning, budgeting, construction and execution. This project started with Don Hunt in 2011. Region 4 building was completed on time and within budget; Region 2 was also on time and within budget in April 2018.
- HQ/Region 1 Building was delayed by three weeks, but fell within the budget.
- Next Steps include finishing remaining punch list items and installing solar panels at HQ/Region 1.
- Anticipates obtaining a LEED Gold certification for HQ/Region 1 building, if not a gold, silver would be a given.
- David recognized the team members listed on a presentation slide, and received an applause at the end of his report.

#### **Act on Consent Agenda – Approved unanimously on June 21, 2018.**

- [Resolution to Approve the Regular Meeting Minutes of May 17, 2018 \(Herman Stockinger\)](#)
- [Resolution to Adopt the 2018 Legislative Memorial Designations \(Andy Karsian\)](#)

#### **Discuss and Act on I-25 "the Gap" Project Initial Funding (Josh Laipply) – Approved unanimously on June 21, 2018**

#### **Discuss and Act on the Adoption of the FY 2019-2022 Statewide Transportation Improvement Program (STIP) (Jeff Sudmeier) – Approved unanimously on June 21, 2018.**

#### **Discuss and Act on the SIB Loan Rate Increase (Jeff Sudmeier) – Approved unanimously on June 21, 2018.**

- Request to raise rate from 2.5% to 3% for the first two quarters of FY 2019.

#### **Discuss and Act on ROW Acquisition Authorization Requests (Josh Laipply) – Approved with Commissioner Thiebaut abstaining from voting on Region 2 project 20756 on June 21, 2018.**

#### **Discuss and Act on ROW Condemnation Authorization Requests (Josh Laipply) – Approved unanimously on June 21, 2018.**

Discuss and Act on BUILD Discretionary Grants Proposal (Deb Perkins-Smith) – Approved unanimously on June 21, 2018.

### Recognition - Environmental Awards

#### **Project Category**

##### **Name of Project: I-70 West Vail Pass Basin**

- Martha Miller, CDOT Program Engineer
- Karen Berdoulay, CDOT Resident Engineer
- Jacob Rivera, CDOT Design Project Manager
- Mike Goosby, CDOT Region 3 Maintenance
- Marc Quintana, CDOT Region 3 Maintenance
- Randy McIntosh, CDOT Region 3 Maintenance
- Sara Richardson, Parsons Designer
- Devin Ray, HDR Construction Project Engineer
- Richard Darley, HDR Construction Inspector
- Bart Ewing, Ewing Construction

#### **Maintenance Category**

##### **Hydraulic Pressure Valve Release**

- Mark Slayton, Heavy Equipment Op III, Region 1

#### **Process Improvement Category**

##### **Dolores River Bridge Replacement**

- Tony Cady, Regional Planning and Environmental Manager, Region 5
- Lisa Schoch, Senior Historian, Environmental Programs Branch

#### **Special Contributor Category**

##### **Various Water Quality and Erosion Control Activities**

- Andy Stecklein, Region 2

### Other Recognitions

Commissioner Connell recognized Dave Eller, Region 3 Transportation Director, and noted he is leaving CDOT.

Mile Lewis recognized Karen Rowe, Region 2 Transportation Director and Paul Jesaitis, Region 1 Transportation Director for their awards from WASHTO.

### Other Matters - Nomination of Chair, Vice-Chair, and Secretary

- Commissioner Gifford was nominated to serve as Commission Chair
- Commissioner Thiebaut was nominated to serve as Commission Vice-Chair
- Herman Stockinger was nominated to serve as Commission Secretary
- Commissioners elected all three to serve in roles recommended by the nominating committee.