



# Public Involvement Memorandum

---

FM 1960 Access Management Study  
Houston, Texas

CSJ: 1685-03-104; 1685-02-052

Date: December 24, 2020

Version: 1.0

## Table of Contents

1	Introduction.....	2
2	Contract Steering Committee .....	3
3	Stakeholders.....	4
4	Public Involvement Effort – Phase 1.....	5
4.1	Contract Steering Committee Meetings.....	5
4.1.1	Contract Steering Committee Meeting #1 .....	5
4.1.2	Contract Steering Committee Meeting #2 .....	5
4.2	Stakeholder Meetings.....	6
4.2.1	Stakeholder Meeting #1 – Deerbrook Mall .....	6
4.3	Public Outreach and Meetings .....	6
4.3.1	Public Outreach .....	6
4.3.2	Public Meetings .....	7
5	Public Involvement Effort – Phase 2.....	10
5.1	Contract Steering Committee Meetings.....	10
5.1.1	Contract Steering Committee Meeting #3 .....	10
5.1.2	Contract Steering Committee Meeting #4 .....	10
5.2	Stakeholder Meetings.....	10
5.2.1	Stakeholder Meeting #2 – Deerbrook Mall .....	10
5.2.2	Stakeholder Meeting #3 –Independent School Districts.....	11
5.2.3	Stakeholder Meeting #4 – Northwest Cycling Club.....	11
5.2.4	Stakeholder Meeting #5 – First Responders.....	12
5.3	Public Outreach and Meeting.....	12
5.3.1	Public Outreach .....	12
5.3.2	Public Meetings .....	13

## List of Appendices

Appendix A	List of Project Stakeholders and Stakeholder Contact Information
Appendix B	Stakeholder Meeting Minutes
Appendix C	Public Meeting Phase 1 - Public Outreach Documentation
Appendix D	Public Meeting Phase 1 - Meeting Materials
Appendix E	Public Meeting Phase 1 - Public Comments
Appendix F	Public Meeting Phase 2 - Public Outreach Documentation
Appendix G	Public Meeting Phase 2 - Virtual Meeting Content and Materials
Appendix H	Public Meeting Phase 2 - Public Comments

# 1 INTRODUCTION

The Texas Department of Transportation (TxDOT) is conducting an Access Management Study for the 11-mile segment of FM 1960 from East Gatewick (just east of I-45) to BF 1960A (east of I-69) in Harris County. The study aims to identify short-, medium-, and long-range improvements to reduce crashes, improve multimodal mobility, and support existing and future development. This memorandum summarizes the public involvement process conducted for the study.

The public involvement process for the FM 1960 Access Management Study consisted of a range of goals and strategies centered on proactively engaging and informing the public, agencies with jurisdiction, and community stakeholders throughout the development of the study, as well as obtaining their input to inform decision making. The public involvement process for the study engaged stakeholders and the public to help TxDOT define the traffic mobility and safety issues, establish goals that will define success in addressing those issues, communicate solutions proposed by the project team, and solicit feedback to inform the final set of proposed solutions. Overall, the public involvement activities included four steering committee meetings, five stakeholder meetings, and two rounds of public meetings. Public involvement activities were conducted in two phases with the first phase focusing on establishing the existing conditions and needs of the corridor, and the second phase focusing on the development of proposed access management improvements.

To support the public involvement process, a Public Involvement Plan (PIP) was developed at the project onset to define the process that will be used to effectively engage the community in the decision-making process for this study. The plan was updated as necessary to adapt to the ever-evolving public involvement needs along the corridor. The plan listed the public involvement goals for the study that were developed in conjunction with TxDOT. The goals focused on engaging the public by providing them an early, continuous, transparent, and effective access to information about the study and the decision-making process used to determine final recommendations. The public involvement goals are listed below:

- Goal 1
  - Provide the stakeholders and the public with an opportunity to provide input into the decision-making process for the study.
- Goal 2
  - Provide outreach to key agency representatives, elected officials, first responders, educational institutions, community groups, and transit providers. Maintain communications with these entities throughout the study.
- Goal 3
  - Ensure that underserved, limited English proficient and Title VI populations are provided with an effective opportunity to participate in the study.
- Goal 4
  - Employ a communication process that encourages the public to stay informed on the progress of the study.

## 2 CONTRACT STEERING COMMITTEE

A contract steering committee (CSC) composed of key government entities and community representatives relevant to the study area was established to guide the development of the study. The CSC's role was to:

- Identify project stakeholders
- Provide input on known issues to establish existing conditions
- Collaborate with the project team to develop study goals
- Provide input on proposed improvements
- Provide input on evaluation and screen criteria
- Provide input to refine and prioritize the proposed improvements
- Ideate funding opportunities to support medium and long-range improvements

The CSC was composed of representatives from TxDOT, City of Houston, City of Humble, Harris County, H-GAC, METRO, Partnership Lake Houston (formerly Lake Houston Area Chamber of Commerce and Lake Houston Area Economic Development Partnership), North Houston Association, Lake Houston Redevelopment Authority, and Brookfield Properties.

- Catherine McCreight (TxDOT)
- Qing Li (TxDOT)
- Ana Ramirez Huerta (TxDOT)
- Danny Perez (TxDOT)
- Jeffrey English (TxDOT)
- John Elam (TxDOT)
- Phillip Garlin (TxDOT)
- Amy Redmond (TxDOT)
- Seung Yoo (TxDOT)
- Yue Zhang (TXDOT)
- Austin Appleton (Harris County)
- Brannan Hicks (Harris County)
- Michael Turner (Harris County)
- Suzanna Set (Harris County)
- Khang Nguyen (City of Houston)
- Sharon Moses Burnside (City of Houston)
- Mark Arnold (City of Humble)
- Kenneth Brown (METRO)
- Ella Collins (METRO)
- Stephen Gage (H-GAC)
- Jenna Armstrong (Partnership Lake Houston)
- Mark Mitchel (Partnership Lake Houston)
- Marlisa Briggs (North Houston Association)
- Stan Sarman (Lake Houston Redevelopment Authority)
- Carlos Limontes (Brookfield Properties)

The project team met with the CSC four times during the course of the study with the specific objectives as described below:

- CSC Meeting #1 (June 17, 2019) – Input on corridor issues and challenges, selection of stakeholders, and establishment of study goals and objectives.
- CSC Meeting #2 (August 22, 2019) – Discussion of existing corridor conditions and analyses results; presentation of exhibits and roll plots for the first round of public meetings.
- CSC Meeting #3 (March 26, 2020) – Discussion of results from the first round of public meetings; presentation of improvement concepts, exhibits and roll plots for the second set of public meetings.
- CSC Meeting #4 (December 10, 2020) – Discussion of results from the second set of public meetings; presentation of final recommendations, and agency responsibilities and costs.

Detailed descriptions of the CSC meetings and inputs are provided in Sections 4 and 5 of this report.

For each meeting, Doodle polls were sent to the CSC members at least four weeks in advance of the anticipated meeting week to seek their availability. Based on the optimum availability, meeting invites and an agenda were emailed to all CSC members at least two weeks prior to the meeting. Follow-up meeting reminders through emails and phone calls were provided as necessary to improve meeting attendance. Copies of meeting materials and sign-in sheets are included in Appendix A.

### **3 STAKEHOLDERS**

The stakeholders were identified with input from TxDOT and the CSC. As listed below, the stakeholders included representatives from the Deerbrook Mall, First Responder agencies, Emergency Medical Services (EMS), Independent School Districts (ISDs) and a bicycle advocacy group. The detailed list of representatives and their contact information is provided in Appendix A.

- Humble Fire Department
- Aldine Fire Department
- Spring Fire Department
- Eastex Fire Department
- Houston Fire Department
- Humble Police Department
- Harris County Precinct 4 Constable's Office
- Houston Police Department
- Cypress Creek EMS
- Westfield Urgent Care
- Emergency Hospital Systems – Deerbrook
- Deerbrook Mall
- Humble Independent School District
- Aldine Independent School District
- Spring Independent School District
- Northwest Cycling Club

The goal of stakeholder engagement was to provide opportunities for key organizations and businesses within the community to stay informed on the progress of the study, and to offer opportunities for input into the study decision-making process. The stakeholders were engaged periodically to explain to them the study analysis results, seek their input on corridor issues and challenges, obtain their input during alternatives development and refinement, and build community support for the final proposed solutions of the study.

The project team met with the stakeholders five times during the course of the study with the specific objectives as described below:

- Stakeholder Meeting #1 (July 2, 2019) – Meeting with Deerbrook Mall representatives to understand existing corridor issues and challenges, especially around the Deerbrook Mall.
- Stakeholder Meeting #2 (March 2, 2020) – Meeting with Deerbrook Mall to discuss preliminary recommendations and seek input.
- Stakeholder Meeting #3 (March 2, 2020) – Meeting with Humble, Aldine and Spring Independent School Districts to discuss preliminary recommendations and seek input.
- Stakeholder Meeting #4 (March 3, 2020) – Meeting with Northwest Cycling Club to discuss preliminary recommendations and seek input.
- Stakeholder Meeting #5 (March 25, 2020) – Meeting with First Responders to discuss preliminary recommendations and seek input.

Detailed descriptions of stakeholder meetings and results are provided in Sections 4 and 5 of this report. Meeting minutes for stakeholder meetings are provided in Appendix B.

## **4 PUBLIC INVOLVEMENT EFFORT – PHASE 1**

Public involvement efforts were conducted in two phases. Phase 1 included two steering committee meetings, one stakeholder meeting, and two public meetings. Phase 1 of the public involvement effort focused on defining project stakeholders, establishing study goals, establishing existing conditions, and identifying safety and mobility needs of the FM 1960 corridor.

### **4.1 Contract Steering Committee Meetings**

#### **4.1.1 Contract Steering Committee Meeting #1**

The first CSC meeting was conducted at the Lake Houston Area Chamber of Commerce in Humble, TX from 2:00 PM to 3:30 PM on June 17, 2019. During this meeting the project team introduced the project to the CSC and discussed results of the data collection and preliminary analyses. During the meeting, CSC members selected the stakeholders, provided input on known issues along the corridor, and collaborated to develop the study goals. The study goals were:

- Improve safety
- Improve mobility
- Improve multi-modal access
- Improve access management
- Provide an open public process
- Preserve and enhance economic development and activities

#### **4.1.2 Contract Steering Committee Meeting #2**

The second CSC meeting was conducted at the Lake Houston Area Chamber of Commerce in Humble, TX from 2:00 PM to 3:30 PM on August 22<sup>nd</sup>, 2019. During this meeting, the project team provided a project status update to the CSC. The project team and CSC members also discussed deliverables for the first round of public meetings. This included discussing meeting materials such as exhibit boards, rolls plots, and Frequently Asked



Questions (FAQs). The exhibits provided information such as study goals, collected data and existing corridor conditions. The roll plots illustrated corridor land use, parcel boundaries, key businesses, traffic counts and signal locations, and were utilized to seek input on corridor issues. The FAQs were used to ensure that the project team members are equipped to respond to public inquiries in a concise and uniform manner.

## 4.2 Stakeholder Meetings

### 4.2.1 Stakeholder Meeting #1 – Deerbrook Mall

The first stakeholder meeting was conducted at Deerbrook Mall management office from 2:30 PM to 4:00 PM on July 2, 2019. The project team met with the Deerbrook Mall general manager to introduce the project and obtain feedback on concerns related to the mall access and the corridor. The general manager offered support for the study and agreed to display study materials within the mall for patrons to view. Key takeaways from the meeting included:

- Many complaints about the mall congestion and traffic issues come from nearby neighbors, so public outreach to them will be key.
- Mall Entrance 1 often has traffic backing up onto FM 1960, impeding traffic.
- Mall egress along Birchridge Dr at IH 69 backs up due to drivers having difficulty in identifying gaps in southbound traffic along the frontage road.



Detailed meeting minutes for stakeholder meeting #1 are provided in Appendix B.

## 4.3 Public Outreach and Meetings

Public meetings conducted under phase 1 were held near the FM 1960 corridor to communicate the purpose and process of the FM 1960 Access Management Study, present the results of data collection efforts, and to solicit feedback on the potential access management and corridor improvement strategies. A description of public outreach efforts and meetings is presented below.

### 4.3.1 Public Outreach

The project team conducted extensive outreach efforts to notify and invite the public and local businesses to attend public meetings. The project team collected the voter registration and parcel ownership data for the region surrounding the project area. The addresses were mapped using GIS and clipped within a quarter mile buffer of the study area. This data was processed and filtered and then used as the preliminary public mailing list. Additionally, meeting invitations were also shared with the CSC, stakeholders and local elected officials. Public outreach efforts for Phase 1 public meetings included the following:

- Postcards (in English and Spanish) to the public and local businesses two weeks before the meetings.
- E-blasts (in English) to the following Homeowner Associations (HOAs) along the corridor two weeks before, two days before and two days after the public meetings. The e-blasts before the meetings are to invite and remind the public to attend the meetings, and the e-blasts after the meetings are to remind the public to take the online survey.
  - Westfield Glen HOA

- Foxwood HOA New Sections
  - Foxwood HOA (Sections 1-4)
  - Kensington HOA
  - Inverness Forest HOA
  - Northshire HOA
- E-blasts (in English) to project stakeholders and CSC members to share the meeting invite with them and their audience.
  - Letters of invitation (in English) to local elected officials to encourage their attendance.
  - Newspaper and digital ads published in the Houston Chronicle and Humble Observer (in English), and La Voz (in Spanish).
  - Meeting notices (in English and Spanish) posted to TxDOT project webpage.
  - Project information and deliverables (in English) for TxDOT project and meeting web pages.
  - Public meeting information displayed on TxDOT DMS signs and on signs placed along the roadways leading to public meeting locations.

Additional details and documentation of outreach efforts for the first phase of public meetings are provided in Appendix C.

#### **4.3.2 Public Meetings**

Two public meetings were conducted under phase 1. The first public meeting was conducted at Humble High School on October 1, 2019 at the east end of the corridor. There was a total of sixteen participants, one elected official, and fifteen members of the project team. The second public meeting was held on the west end of the corridor at Nimitz High School on Thursday October 3, 2019. There was a total of twenty-four participants and twelve members of the project team.



Both public meetings were conducted in an open house format, with attendees allowed to view study exhibits freely and interact with the project team. A description of the meeting format and materials is provided below:

- The first stop at the open house was for the public to sign-in to the meeting. The project staff stationed at the station explained to the public how to navigate through the open house.
- The second stop was for the public to view an introductory video for the study that provided the project overview and explained to public the purpose of access management and corridor issues.

- The third stop included viewing exhibits that illustrated existing corridor data, analyses, challenges, and potential solutions. Staff was available near each exhibit to answer questions and document concerns.
- The fourth stop included roll plots of the corridor showing existing conditions such as peak hour turning movement counts, land use, and corridor features such as typical sections and posted speed limits. Participants were encouraged to leave written comments on the roll plots.
- At the fifth stop the participants were encouraged to complete an online MetroQuest survey. Through the survey, participants were asked to prioritize corridor needs, potential access management solutions, and provide specific feedback on a digital map of the corridor.
- On the way out, the participants were provided the meeting handouts with project information, team contact information, and MetroQuest link for their use and to share with others. Participants were also offered a project business card and a comment card to contact the study team and provide comments at a later time.



Materials presented during the first round of public meetings are provided in Appendix D.

Comments collected from the first round of public meetings focused on improvements to FM 1960 corridor or adjacent roadways. The comments were grouped into 14 different categories of common themes with an additional “Other” category for comments that did not share a common theme. The 15 comment categories included: Access Management, Adding Capacity, Bike/Pedestrian, Cleanliness, Congestion, Intersection Design, Lighting, Safety, Signage, Traffic Signal Timing, Average Speeds, Stormwater Improvements, Transit, Turn Lanes and Other. A summary of public input received during the first round of public meetings is presented in Figure 1. A detailed description of comments received during the first round of public meetings is provided in Appendix E.

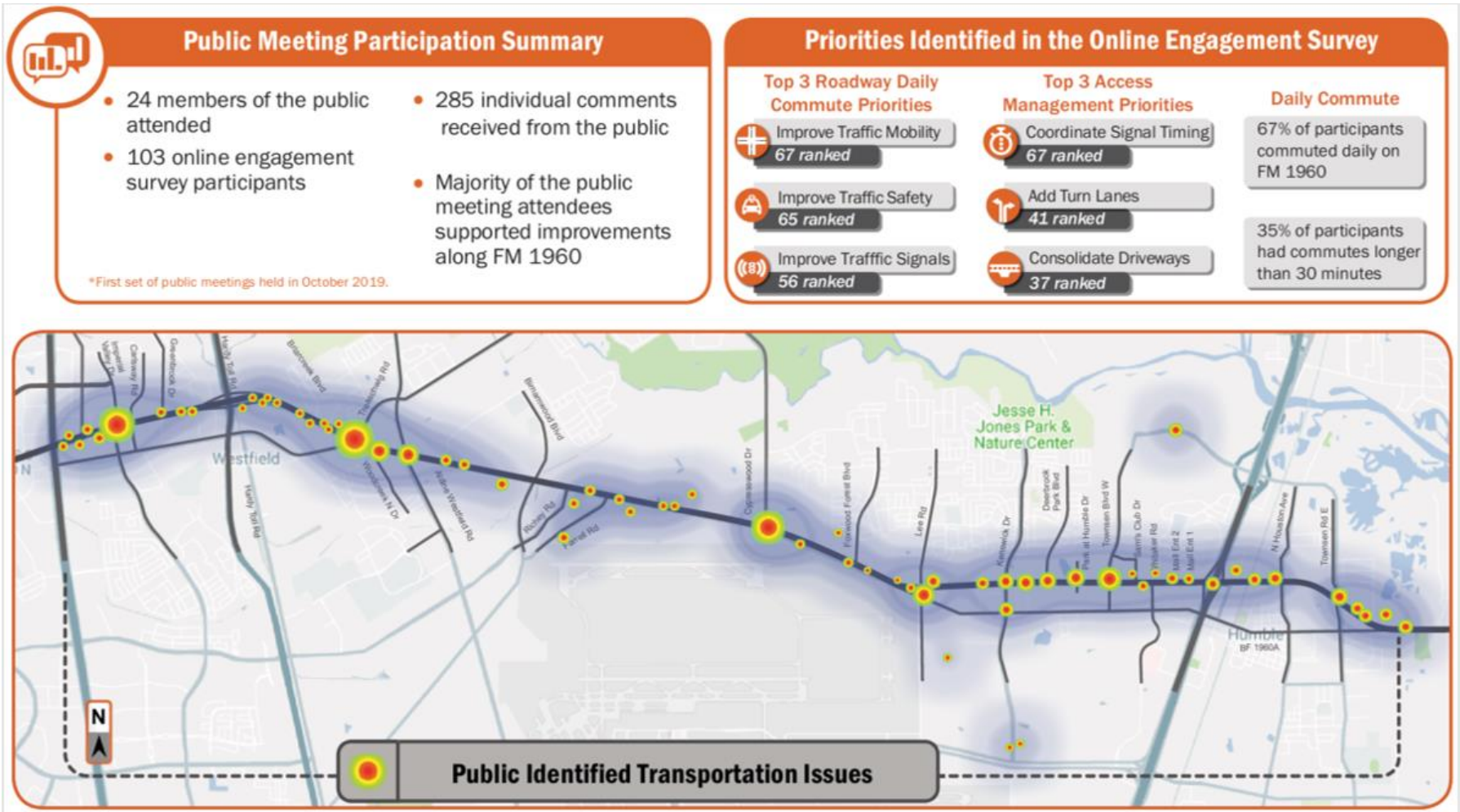


Figure 1. Phase 1 Public Meetings – Summary of Public Input

## **5 PUBLIC INVOLVEMENT EFFORT – PHASE 2**

Public involvement efforts for phase 2 included hosting two CSC meetings, four stakeholder meetings, and one virtual public meeting. A description of public involvement efforts and outcomes for phase 2 is presented below.

### **5.1 Contract Steering Committee Meetings**

#### **5.1.1 Contract Steering Committee Meeting #3**

The third CSC meeting was conducted virtually on March 26, 2020 from 2:00 PM to 3:30 PM due to COVID-19 restrictions. During this meeting, the project team provided a project status update to the CSC. The project team discussed the results of the first round of public meetings, the results of the detailed operational and safety analyses, the process of development of short-range alternatives based on public input and analyses results, and the details of the potential improvement concepts for the corridor. This information was discussed with the CSC by utilizing the exhibit boards and roll plots that were developed for the phase 2 public meetings.

#### **5.1.2 Contract Steering Committee Meeting #4**

The fourth and final CSC meeting was conducted virtually on December 10, 2020 due to COVID-19 restrictions. The final CSC meeting focused on the following:

- Discussion of the results of the phase 2 public meetings.
- Presentation of the final set of proposed short-, medium-, and long-range improvements.
- Discussion of the estimated project benefits and costs, including a breakdown of costs by responsible agency.
- Discuss remaining tasks to be completed for the study.

CSC members also provided valuable input to guide the development of the H-GAC TIP application for the proposed short-range improvements, which will aid in initiating subsequent phases of the project.

### **5.2 Stakeholder Meetings**

#### **5.2.1 Stakeholder Meeting #2 – Deerbrook Mall**

The second stakeholder meeting was held with representatives from Deerbrook Mall on March 2, 2020 from 2:00 PM to 4:00 PM at the Deerbrook Mall offices. The project team provided a status update to the Mall general manager, sharing the results of the phase 1 public meetings and discussing the potential short-range improvements. Roll plots with potential short-range improvements were shared with the representatives and

their input was noted. During the meeting, the Mall representatives showed support for the following key improvements.

- Deceleration lanes along IH 69 southbound frontage road for the Mall driveways.
- Installation of medians, extending turn lanes and improvements to bike/pedestrian infrastructure along FM 1960, including near the Mall.
- Reconfiguration of Mall Entrances 1 and 2 intersections to eliminate eastbound left turn at the Mall Entrance 2 and westbound right turn at the Mall entrance 1, creating more storage for those turns at downstream locations.

### **5.2.2 Stakeholder Meeting #3 –Independent School Districts**

The third stakeholder meeting was held with the representatives from the Humble, Aldine and Spring ISDs on March 2, 2020 from 5:00 PM to 7:00 PM at the Aldine ISD offices. The project team discussed with the attendees the project background, corridor challenges and the potential short-range improvements. A roll plot exercise was conducted to seek the attendees' input on potential improvements, and the following key takeaways were noted.

- Traffic accessing Jones Middle School backs up near the intersection of FM 1960 at Townsen Blvd. during school peaks. Addition of right turn lanes at Townsen Blvd. may address this issue.
- Representatives support the potential corridor improvements, including the addition of a continuous raised median and bike/pedestrian improvements.

### **5.2.3 Stakeholder Meeting #4 – Northwest Cycling Club**

The fourth stakeholder meeting was held with the members of the Northwest Cycling Club on March 3, 2020 from 7:00 PM to 9:00 PM at NW Cycles in Jersey Village, Texas. The project team discussed with the attendees the project background, corridor challenges and the potential short-range improvements. A roll plot exercise was conducted to seek the attendees' input on potential improvements, and the following key takeaways were noted.

- Attendees were interested in having a shared-use path to accommodate bike/pedestrian traffic.
- Attendees expressed the desire for a connection between FM 1960 bike lanes and an existing off-corridor bike network.
- Some attendees expressed the desire to have a physical separation between the bike and vehicle travel lanes.



#### **5.2.4 Stakeholder Meeting #5 – First Responders**

The fifth stakeholder meeting was held with the study area first responders on March 25, 2020 from 10:00 AM to 12:00 PM. The meeting was held virtually due to COVID-19 restrictions. The project team discussed with the attendees the project background, corridor challenges and the potential short-range improvements. A virtual roll plot exercise was conducted to seek the attendees' input on potential improvements, and the following key takeaways were noted.

- The attendees expressed concerns with the duration of construction, which may negatively affect response times.
- The attendees expressed the need to reduce vehicle speeds long the corridor for enhanced safety.
- The attendees expressed the need to have lower medians at turn locations, so the emergency vehicles can traverse the curb easily and access the other side of the road.

Detailed meeting minutes for stakeholder meetings #2, #3, #4, and #5 are provided in Appendix B.

### **5.3 Public Outreach and Meeting**

The purpose of the public meeting conducted under phase 2 was to present and solicit feedback on the final set of proposed access management improvements that address issues previously identified by the public, stakeholders, and the project team. The public outreach and public meeting for the second phase were unique in that the COVID-19 pandemic restricted the project team's ability to conduct an in person public meeting. As a result, the public meeting was conducted virtually, and outreach materials were adjusted to appropriately inform the public of the virtual nature of the meeting. A description of the public outreach and public meeting conducted under phase 2 of the public involvement effort is presented below.

#### **5.3.1 Public Outreach**

The project team conducted outreach efforts to notify and invite the public and local businesses to attend the phase 2 public meeting. The project team utilized the previously developed public mailing list to identify and contact members of the public and businesses in the vicinity of the study area. Public outreach efforts for Phase 2 public meeting included the following:

- Postcards (in English and Spanish) to the public and local businesses two weeks before the meetings.
- E-blasts (in English) to the HOAs along the corridor two weeks before, two days before and two days after the public meetings.
- E-blasts (in English) to project stakeholders and CSC members to share the meeting invite with them and their audience.
- Letters of invitation (in English) to local elected officials to encourage their attendance.
- Newspaper and digital ads published in the Houston Chronicle and Humble Observer (in English), and La Voz (in Spanish).
- Meeting notices (in English and Spanish) posted to TxDOT project webpage.

- Project information and deliverables (in English) for TxDOT project and meeting web pages.
- Meeting announcements through TxDOT social media (Twitter and Facebook), and through local publications/websites such as community impact and atascocita.com.

Additional details and documentation of the outreach efforts for the second phase of public meeting are provided in Appendix F.

### 5.3.2 Public Meetings

The public meeting under phase 2 was conducted virtually due to COVID-19 restrictions. A virtual public meeting platform was developed by the project team to provide the public with the ability to view meeting materials and provide feedback through multiple means. The online platform was open to the public from August 24, 2020 to September 8, 2020. The study team was available online to answer the public's questions through a chat function built within the platform on following dates:

- Option #1 – August 25, 2020; 6:00 PM – 8:00 PM
- Option #2 – August 26, 2020; 6:00 PM – 8:00 PM
- Option #3 – August 27, 2020; 6:00 PM – 8:00 PM

The virtual platform was developed to provide an environment similar to that of an open house public meeting. Participants were able to receive step-by-step instructions to sign-in, view an introductory video, view study exhibits and roll plots, and provide feedback through a MetroQuest survey. The platform also provided attendees with contact information (phone number, email) for the project team to provide feedback later. The virtual

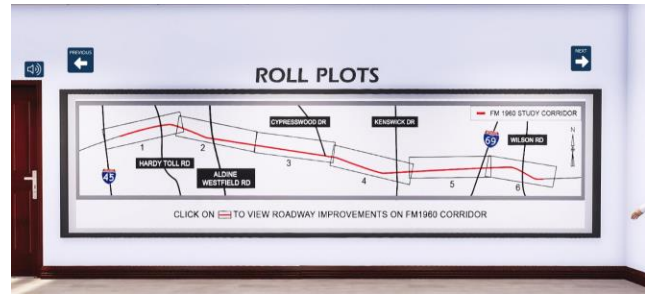


open house attracted 235 total visitors, of which 190 were unique, meaning that they did not attend multiple times. A description of the virtual open house format is provided below:

- Upon entering the virtual meeting, attendees were greeted with a welcome page and asked to sign-in.
- Next, a video presentation was shown, providing a narrated overview of the study purpose, goals, existing roadway features, challenges, and potential solutions.
- Following the video presentation, several narrated exhibit boards were presented, which included information on study goals and schedule, existing roadway features, existing safety and operation needs, range of proposed improvement strategies, estimated project benefits, and construction costs.



- Attendees were also able to review the roll plots showing conceptual drawings of proposed short-range improvements through the entire study corridor. This allowed attendees to gain a more in depth understanding of how access management strategies may be applied along the corridor.



- A link was provided to a MetroQuest survey, requesting attendees to rank and provide input on the proposed short-range improvements.
- Finally, the meeting attendees were provided the contact information of the project team, if the attendees wished to reach the team to provide feedback at a later time.

Additional details on the virtual public meeting content and materials can be found in Appendix G. A summary of input received through the chat function of the virtual platform and through the MetroQuest survey is provided in Figure 2. Detailed documentation of public inputs for phase 2 public meeting is provided in Appendix F.



**Summary of comments related to proposed improvements:**

- Process was done thoughtfully with public input utilized well within the study.
- Please consider not adding grass in medians. It rarely gets mowed.
- Provide a timeframe for implementation of the short-range implementation.
- Install a raised concrete median to reduce conflict points.

Figure 2. Public Meetings Phase 2 – Summary of Public Input

# **APPENDIX A**

List of Project Stakeholders and Stakeholder Contact Information

# **APPENDIX B**

## Stakeholder Meeting Minutes

# **APPENDIX C**

Public Meeting Phase 1 – Public Outreach Documentation

# **APPENDIX D**

Public Meeting Phase 1 – Meeting Materials

# **APPENDIX E**

Public Meeting Phase 1 – Public Comments

# **APPENDIX F**

Public Meeting Phase 2 – Public Outreach Documentation

# **APPENDIX G**

Public Meeting Phase 2 – Virtual Meeting Content and Materials

# **APPENDIX H**

Public Meeting Phase 2 – Public Comments