



June 6, 2007

Dear TSP Advisory Committee Member,

Our next two meetings are on June 13 and 27, 2007. Both of these meetings will take place from 4:30 to 6:30 p.m. at the Milwaukie Masonic Lodge (10636 SE Main Street, Milwaukie).

The agendas for these meetings will focus on reviewing the draft recommendations that are emerging out of the TSP Working Groups. As you know, these groups are continuing to work, so in the interest of presenting you with timely material I am not including the recommendations in this meeting packet. For a preview of what you will see at the meeting on the 13th, however, see Enclosure 3.

Enclosed are the following documents for your review and information:

1. Agendas for both June meetings
2. Revised Proposed Project Evaluation Approach Memo
Attachment A: Project Evaluation questions
3. Working Group Recommendations Memo
4. Meeting Notes from the Advisory Committee Meeting on May 16

Copies of this packet material are also available at our office, at 6101 SE Johnson Creek Blvd., and on our web site at:

<http://www.cityofmilwaukie.org/milwaukie/projects/tspupdate/advisorycommittee.html>

I look forward to seeing you next week and continuing our work together. Please call me if you have any questions.

Sincerely,

Katie Mangle
Planning Director
(503) 786-7652

AGENDA – Meetings #4 and #5

Advisory Committee for Milwaukie TSP Update

June 13, 2007, and June 27, 2007

4:30 p.m. to 6:30 p.m.

Milwaukie Masonic Lodge: 10636 SE Main Street, Milwaukie OR

PURPOSE

During the course of the June 13 meeting, AC members will:

- Discuss and advise staff on project evaluation and prioritization processes.
- Learn about working group and workshop proposed policies, action items, and projects.
- Learn about how this meeting and the next meeting are linked.

During the course of the June 27 meeting, AC members will:

- Learn about working group proposed policies, action items, and projects.
- Discuss and resolve conflicts between working group and workshop proposals.

JUNE 13 SCHEDULE

4:30	Welcome; Staff Introductions; Meeting Purpose	Kristin Hull
4:35	Project Evaluation and Prioritization Discussion	Katie Mangle/Committee
5:30	Working Group and Workshop Presentations ¹ <ul style="list-style-type: none">- Street Design Working Group- Pedestrian and Bicycle Access Workshop- Downtown Parking Workshop	Kristin Hull/Committee
6:25	Next Steps and Announcements	Katie Mangle
6:30	Close	

JUNE 27 SCHEDULE

4:30	Welcome; Staff Introductions; Meeting Purpose	Katie Mangle
4:40	Working Group Presentations ¹ <ul style="list-style-type: none">- Transit Solutions Working Group- Traffic and Street Network Solutions Working Group- Freight Access Working Group	Jamie Damon /Committee
5:20	Discuss and Resolve Modal Conflicts	Jamie Damon/Committee
6:25	Next Steps and Announcements	Katie Mangle
6:30	Close	

¹ Presentations given at individual stations in a round robin format.



To: TSP Advisory Committee

From: Katie Mangle, Planning Director

Date: June 6, 2007

Subject: TSP Project Evaluation Approach

At its May meeting, the TSP Advisory Committee (AC) reviewed and provided feedback on a project evaluation approach developed by staff to help determine how well proposed projects meet the City's draft goals. Working in small groups at the May 16th meeting, Advisory Committee members provided helpful guidance on how to develop the Project Evaluation Approach. Generally, the feedback was to ground this approach in a more technical evaluation, to consider how to weight the results, and to add some detail (such as policies) to help a reviewer understand the ideas behind the goals. With this in mind, the revised evaluation approach includes the more detailed draft policies that support each goal, more questions, and instead of using "Yes/No/Maybe," to score projects, uses "High/Med/Low/NA".

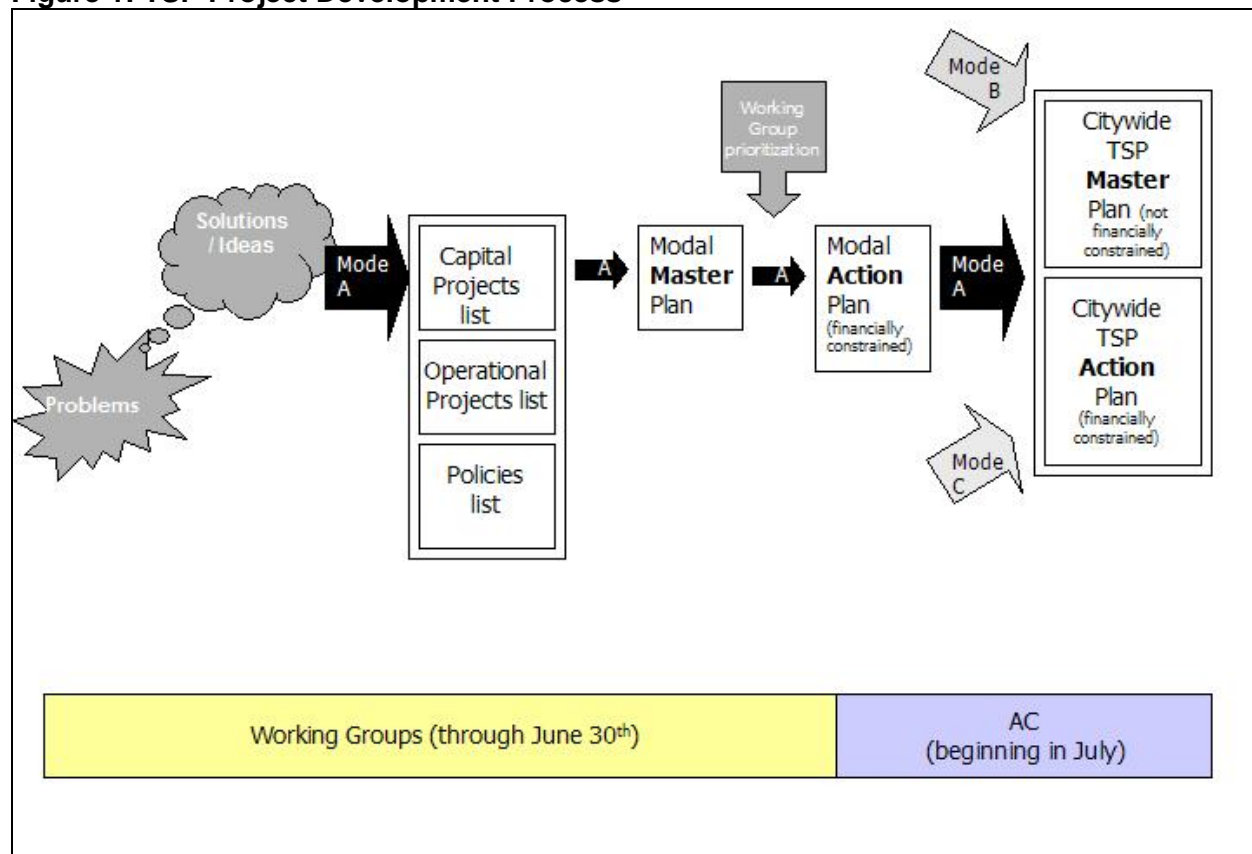
In response to the AC's suggestions, project staff has revised the Project Evaluation Approach for further AC discussion, with a more complete description of how it will be used. The idea behind the TSP Project Evaluation Approach is that, especially given the limited funds available, the City should prioritize funding of transportation projects that 1) effectively address identified problems, and 2) best meet the City's Goals. Therefore, the Project Evaluation Approach includes two levels of project screening.

TSP Project Development Process

Figure 1 illustrates the process for developing system alternatives, or sets of projects in the TSP. Ideas for solutions are generated and confirmed at the Working Group level, and each modal group will make recommendations for a Master Plan and an Action Plan for their mode. The Master Plan is a collection of all of the proposed projects and policies to improve the transportation system for a mode. The Action Plan, developed from the Master Plan, focuses on the highest priority projects that are most likely to be funded and/or enacted (in the case of a policy action) given limited funding availability.

The Advisory Committee will be responsible for knitting all of these modal Action Plans together, and confirming that the Citywide Action Plan includes priorities that meet citywide goals.

Figure 1: TSP Project Development Process



Screening Level 1: Does the project solve identified problems?

During the course of the current and previous TSP processes, community members identified system alternatives or projects to address current or future transportation deficiencies. The performance measures and criteria listed in Table 1 on the following page were used by project staff and Working Group members to evaluate whether or not proposed projects effectively addressed the identified problem(s). Proposed projects that that did not initially meet these performance measures and criteria were not included on the system alternatives list.

Prioritization of the projects in the Master Plan occurs after all system alternatives have been screened (using the performance measures) and forwarded by each modal working group. Prioritization is done by decision-makers using project evaluation criteria (in the form of questions related to the system-wide goals contained in Chapter 2). Project evaluation criteria, which are discussed in another memo, were developed to specifically help decision-makers compare and contrast how well each project furthered the community’s system-wide transportation goals.

Table 1: Measures of Effectiveness for Developing Projects

Element	Performance Measures	Criteria
Pedestrian	<ul style="list-style-type: none"> • Connectivity (gaps in the network, connections to parks, schools, downtown, etc.). • Accessibility (ability to access the pedestrian network). • Crossing barriers (ability to enhance crossing existing pedestrian barriers). • Safety (ability to improve unsafe location). 	<ul style="list-style-type: none"> • Fills existing gaps in the sidewalk network and connect pedestrian destinations. • Results in walk trips to access pedestrian destinations within 1/3 of a mile, with minimal out of direction travel. • Reduces conflict points.
Bicycle	<ul style="list-style-type: none"> • Connectivity (gaps in the network, connections to parks, schools, downtown, etc.). • Accessibility (ability to access the bicycle network). • Crossing barriers (ability to enhance crossing existing bicycle barriers). • Safety (ability to improve unsafe location). 	<ul style="list-style-type: none"> • Fills in existing gaps in the bicycle network and connect bicycle destinations. • Allows for crossing existing barriers that may be unsafe. • Reduces conflict points.
Transit Service	<ul style="list-style-type: none"> • Increases transit coverage throughout Milwaukie. • Adequate facilities based on existing and potential ridership. 	<ul style="list-style-type: none"> • Increases transit coverage by serving areas currently unserved within 1/3 mile of transit stops. • Improves accessibility for pedestrian network within 1/3 mile walking distance to transit. • Adds bus shelters with ridership of 30 daily boardings (or more).
Motor Vehicle	<ul style="list-style-type: none"> • Level-of-service (LOS based on motor vehicle delay). • Volume-to-capacity ratio (based on the critical intersection movement). • Queuing (based on the 95th percentile queue). • Safety (ability to improve unsafe location). 	<ul style="list-style-type: none"> • Meets level-of-service D for City of Milwaukie facilities (during the peak hour). • Meets V/C ratio for ODOT facilities of 1.1 in Town Center area, and 0.99 for all other ODOT facilities (during the peak hour). • Results in adequate storage space to accommodate 95th percentile queue. • Reduce conflict points.
Freight	<ul style="list-style-type: none"> • Ability to improve freight mobility. • Ability to improve accessibility for freight users. • Reduce delay at intersections (see Motor Vehicle criteria). 	<ul style="list-style-type: none"> • Reduces delay for freight routes. • Improve accessibility for freight by minimizing out of direction travel.

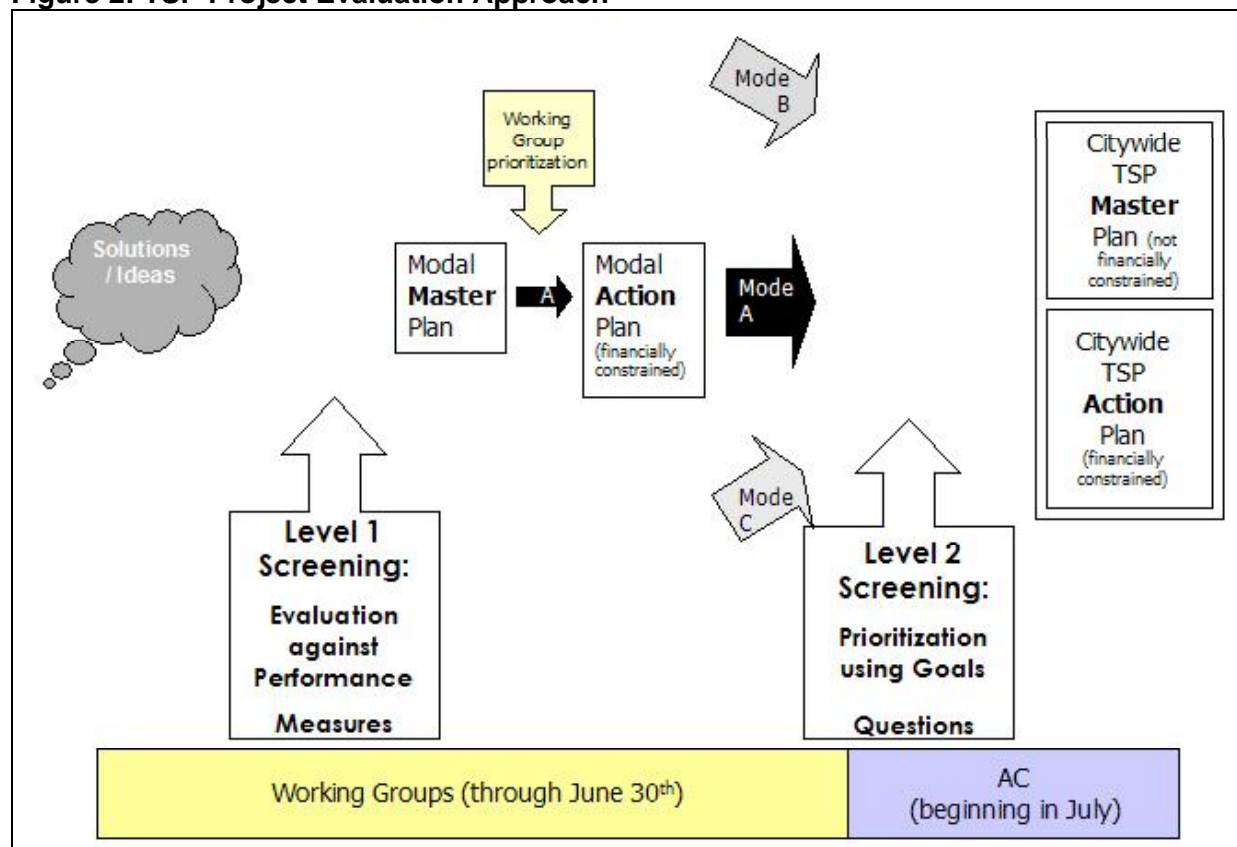
SOURCE: *DKS Associates*

Screening Level 2: Does the project meet the City's Goals?

Once the community has identified potential solutions, which projects should be prioritized because they will best lead to the outcomes the community wants? TSP staff have crafted a set of questions (see Attachment A) that the AC, or future decision makers, could ask to determine how well a given project would help the City meet its goals. We opted for simple qualitative questions, rather than quantitative performance measures, that prompt people to think about the nine different aspects of a project.

The answers to these questions for an individual project would then be used to develop a relative ranking of the projects. Figure 2 illustrates the places in the project development process when the two phases of project screening could be used. Staff proposes that projects that best implement many goals would better support the overall vision for Milwaukie. The relative ranking of projects would be one tool the City would use when prioritizing transportation investments.

Figure 2: TSP Project Evaluation Approach



Other factors

While adding technical performance measures and thoughtful criteria will help the community ensure that public funds are spent most effectively, it is realistic to acknowledge that other factors will influence transportation funding decisions. Other tools decision-makers will use when deciding which projects to fund may include:

- Need to address imminent hazards.
- Technical or feasibility analyses.

- The ability to bundle projects together in a timely manner.
- Desire for geographic equity.
- Taking advantage of funding opportunities. Some projects may be more eligible for niche funding sources more than others.
- Taking advantage of private investment (through development review or public/private partnerships).

Attachments:

A. Project Evaluation Questions

TSP Project Evaluation Questions

Attachment A

Project prioritization: Which projects best meet the City's Goals?

Goals and Policies		Project Evaluation Questions	H, M, L, or N/A
Goal 1:	Livability. Design and construct transportation facilities in a manner that enhances the livability of Milwaukie's neighborhoods and business community.	Will the investment improve the health and physical well being of Milwaukie citizens? Will the investment protect residential neighborhoods from transportation-related impacts? Will the investment reduce barriers to mobility?	
Policy a.	Provide convenient walking and bicycling facilities to promote the health and physical well being of Milwaukie citizens.		
Policy b.	Protect residential neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas.		
Policy c.	Protect residential neighborhoods from excessive noise and pollutants associated with higher functional class streets, industrial uses, and rail activities.		
Policy d.	Minimize the "barrier" effect of large transportation facilities for non-motorized modes of travel.		
Policy e.	Construct a transportation system that is accessible to all members of the community.		
Policy f.	Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of all people and businesses, including people with low income, people with disabilities, children, and seniors.		
Goal 2:	Safety. Develop and maintain a safe and secure transportation system.	Will the investment improve an unsafe location or situation?	
Policy a.	Design and maintain safe and secure pedestrian and bicycle ways between parks, schools, and other activity centers in Milwaukie.		
Policy b.	Design and construct transportation-related improvements to meet City standards as outlined in the City's Transportation Design Manual and the Americans with Disabilities Act (ADA).		
Policy c.	Adopt and implement access control and spacing standards for all streets under the City's jurisdiction to improve safety and promote efficient through-street movement. Access control measures should be generally consistent with Clackamas County access guidelines to ensure consistency on City and County roads.		
Goal 3:	Provide travel choices. Plan, develop and maintain a transportation system that provides travel choices and allows people to reduce the number of trips made by single-occupant vehicles.	Will the investment make it easier to move around without a car?	
Policy a.	Provide a citywide network of convenient walkways and bikeways that are integrated with other transportation modes and regional destinations.		
Policy b.	Collaborate with TriMet and other transit providers to provide convenient and accessible public transit service.		
Policy c.	Support travel options that allow individuals to reduce single-occupant vehicle trips.		
Policy d.	Establish local non-Single Occupancy Vehicle (SOV) modal targets, subject to new data and methodology made available to local governments, for all relevant design types identified in the Regional Transportation Plan. Targets must meet or exceed the regional modal targets for 2040 Growth Concept land use design types as illustrated in the following table:		
Policy e.	Encourage local employment and commercial opportunities to reduce the number of locally generated regional work and shopping trips.		
Goal 4:	Quality design. Establish and maintain a set of transportation design and development regulations that are sensitive to local conditions.	Will the investment reinforce the character of a neighborhood? Will it reinforce the functional qualities of a street's classification?	
Policy a.	Design streets to support their intended users.		
Policy b.	Integrate bicycle and pedestrian facilities into all street planning, design, construction, and maintenance activities.		
Policy c.	Require developers to include pedestrian, bicycle, and transit-supportive improvements within proposed developments and to adjacent rights-of-way in accordance with adopted policies and standards.		

TSP Project Evaluation Questions

Project prioritization: Which projects best meet the City's Goals?

Goals and Policies		Project Evaluation Questions	H, M, L, or N/A
Policy d.	Promote context-sensitive transportation facility design, which fits the physical context, responds to environmental resources, and maintains safety and mobility.		
Goal 5:	Reliability and mobility. Develop and maintain a well-connected transportation system that reduces travel distance, improves reliability and manages congestion.	Will the investment facilitate a better flow of traffic through or within Milwaukie?	
Policy a.	Enhance street system connectivity wherever practical and feasible.		
Policy b.	Maintain traffic flow and mobility on arterial and collector roadways.		
Goal 6:	Sustainability. Provide a sustainable transportation system that meets the needs of present and future generations.	Will the investment improve the health of natural systems? Does the investment use resources wisely?	
Policy a.	Encourage an energy efficient transportation system.		
Policy b.	Increase the use of walking and bicycling for all travel purposes.		
Policy c.	Improve and enhance the livability of Milwaukie by decreasing reliance on the automobile and increasing the use of other modes to minimize transportation system impacts on the environment.		
Policy d.	Practice stewardship of air, water, land, wildlife, and botanical resources. Take into account the natural environments in the planning, design, construction and maintenance of the transportation system.		
Goal 7:	Efficient and innovative funding. Efficiently allocate available funding for recommended transportation improvements, and pursue additional transportation funding that includes innovative funding methods and sources.	Will the investment use scarce City funds wisely?	
Policy a.	Plan for an economically viable and cost-effective transportation system.		
Policy b.	Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion.		
Policy c.	Make maintenance of the transportation system a priority.		
Policy d.	Identify local street improvement projects that can be funded by the State of Oregon to improve the state highway system.		
Policy e.	Provide funding for local match share of jointly funded capital projects with other public partners.		
Policy f.	Prioritize funding of projects that are most effective at meeting the goals and policies of the Transportation System Plan.		
Goal 8:	Compatibility. Develop a transportation system that is consistent with the City's Comprehensive Plan and that coordinates with county, state, and regional plans.	Will the investment support the city's vision while respecting those of other jurisdictions?	
Policy a.	Coordinate and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City of Milwaukie and the region as a whole.		
Policy b.	Work collaboratively with other jurisdictions and agencies so the transportation system can function as one system.		
Policy c.	Coordinate with other jurisdictions and community organizations to develop and distribute transportation-related information.		
Policy d.	Review City transportation standards periodically to ensure consistency with regional, State, and federal standards.		
Policy e.	Coordinate with TriMet, the Milwaukie Center, and adjacent jurisdictions to identify existing and future transit related needs.		
Policy f.	Coordinate with local railroad companies and the Oregon Public Utilities Commission to provide an efficient and accessible commercial railroad system in and through Milwaukie.		
Policy g.	Coordinate with ODOT to address improvements to State highways within Milwaukie to benefit all modes of transportation.		
Goal 9:	Economic vitality. Promote the development of Milwaukie's, the region's, and the State's economies through the efficient movement of people, goods, and services, and the distribution of information.	Will the investment support commercial interests in the city?	
Policy a.	Ensure a safe and efficient freight system that facilitates the movement of goods to, from, and through Milwaukie, the region, and the State while minimizing conflicts with other travel modes.		
Policy b.	Consider constructing grade separation or gate control for all railroad crossings.		
Policy c.	Provide transportation facilities that support land uses that are consistent with the Comprehensive Plan.		
Policy d.	Evaluate land development projects to determine possible adverse traffic impacts.		

TSP Project Evaluation Questions

Project prioritization: Which projects best meet the City's Goals?

Goals and Policies		Project Evaluation Questions	H, M, L, or N/A
Policy e.	Ensure that all new development contributes a fair share toward on-site and off-site transportation system improvements.		
Policy f.	Manage parking in downtown to support revitalization, according to the vision in the <i>Milwaukee Downtown and Riverfront Plan</i> . The purpose of, and priority for, on-street parking in the downtown is to support the vitality of the retail core.		



To: TSP Advisory Committee

From: Katie Mangle, Planning Director

Date: June 6, 2007

Subject: Update on TSP Working Group Activity

At the two Advisory Committee (AC) meetings in June, staff will unveil the recommendations that are emerging from the TSP Working Groups and Workshops for AC review and comment. As you know, these groups are continuing to meet throughout the month of June. In the interest of sharing the most up-to-date information with the AC, I am not sending maps or other recommendations with this meeting packet. At the June meetings, AC participants will be able to view the maps and recommendations in round-robin open house format. Staff (and hopefully some Working Group members) will be on hand to present the key recommendations and answer questions. The role of the AC members will be to understand the overall recommendations of each mode and how they all fit together, and identify any conflicts or issues that need resolution.

At the June 13th meeting, the AC will review the recommendations that came out of the Pedestrian and Bicycle Access Workshops, Downtown Parking Workshops, and Street Design Working Group. At the June 27th meeting, the AC will review the outcomes of the Traffic and Street Network, Transit Solutions, and Freight Access Working Groups.

To prepare you to review the recommendations at the June meetings, the following summarizes some of the key issues addressed by each group, and their key recommendations.

Pedestrian Access –

- **Issues Discussed:** The group discussed funding priorities with a primary focus on filling gaps in the sidewalk network throughout the city, but especially near schools.
- **Key Recommendations:** Participants developed a Pedestrian Master Plan of capital and operational investments the city should make to improve pedestrian access and safety. Prioritized sidewalk projects include

constructing sidewalks on both sides of major streets where they don't exist, such as Monroe, Stanley, Railroad, and Linwood.

Bicycle Access –

- Issues Discussed: The group discussed the desire to establish “bicycle boulevards,” a network of comfortable, connected bicycle routes on low traffic streets, improve connections to the Springwater Trail, and to improve signage and wayfinding on existing and new routes.
- Key Recommendations: Participants developed a Bicycle Master Plan list of capital and operational investments the city should make to improve bicycle access and safety. Prioritized projects include development of a Bicycle Boulevard on Monroe and Stanley, and bike lanes on SE 17th Ave.

Street Design Alternatives –

- Issues Discussed: Participants learned about Milwaukie's need for more street design options and the wide variety of options available to the City (e.g. green streets, skinny streets, and traffic calming). They considered the pros and cons of different street treatments and participated in a visual preference survey to identify what they liked and disliked.
- Key Recommendations: Recommendations will include where different treatments should be applied and under what circumstances. They will also review and refine policies and action items related to street design.

Downtown Parking –

- Issues Discussed: Participants agreed that the City should adopt the Guiding Principles from the 2003 Downtown Parking and Traffic Management Plan into the TSP. They concurred with the policy that the priority for on-street parking is to serve visitors and customers to downtown Milwaukie.
- Key Recommendations: Recommendations will include code amendments that change the city's parking requirements for development downtown, and policies about planning for a parking structure.

Transit Solutions –

- Issues Discussed: The Transit Solutions Working Group has focused on improvements that would significantly raise the quality of the downtown transit facilities and provide better east-west bus service, especially for the Hector Campbell neighborhood.
- Key Recommendations: New bus routes will be recommended for Railroad Avenue and Johnson Creek Boulevard, and frequent service is envisioned for Highway 224. The group is also discussing a recommendation about commuter rail or other transit options for crossing the Willamette in south Multnomah or north Clackamas county.

Freight Access –

- Issues Discussed: At the first meeting, participants reviewed the existing conditions map and commented on the relevant TSP goals. At a second meeting in May, participants provided comments on a problem and goal statement for possible improvements to freight access to the Milwaukie North Industrial area.
- Key Recommendations: Developing recommendations to improve freight access, particularly in the Hwy 99E/ Ochoco Street area.

Traffic & Street Network Solutions –

- Issues Discussed: Participants reviewed the goals and policies related to the street network existing street network conditions including traffic volumes and intersection performance. They discussed the results of the forecast modeling for the year 2030, and considered alternative strategies for system improvements.
- Key Recommendations: The group will make recommendations regarding any changes to street classifications and street connectivity, and alternative approaches to managing traffic growth on Highway 224.

**Meeting Summary
Milwaukie TSP Update
Advisory Committee Meeting #3**

Meeting Overview

The third meeting of the Advisory Committee (AC) for the Milwaukie Transportation System Plan Update was held on May 16, 2007 from 4:30pm – 6:30pm at the Milwaukie Masonic Lodge.

The purpose of the meeting was to prepare AC members for the next two meetings so that they will be informed decisions-makers during the Alternatives Analysis phase of the project. This involved providing information about the traffic modeling process and key future conditions and problem areas. AC members were also asked to review, discuss, and advise project staff on the proposed project evaluation approach.

The meeting was attended by 21 AC and 7 staff members (see attached attendance list).

Agenda

4:30	Welcome & Staff Introductions	Jamie Damon
4:35	Purpose of Meeting	Katie Mangle
4:45	Public Involvement Update	Katie Mangle
5:00	Future Conditions	Carl Springer
5:40	Proposed Project Evaluation Approach	Katie Mangle/Committee
6:20	Next Steps and Announcements	Jamie Damon/Katie Mangle
6:30	Close	

Introductions

Jamie welcomed everyone to the third meeting and went through the meeting agenda.

Purpose of Meeting and Project Update

Katie gave a project update to AC members. She explained that the next phase of TSP work is to develop plans (e.g. master bicycle plan) and alternatives. She briefly described the status of each working group and workshop's progress.

Future Conditions

Carl Springer presented the travel forecasting/modeling process and discussed anticipated growth data for Milwaukie. The Future Forecasting Process is Chapter 4 of the Transportation System Plan. The purpose of the chapter is to describe the forecasting process and how land use changes and growth in and outside of Milwaukie influence travel to, through, and within Milwaukie.

There were several questions and comments during Carl's presentation.

Q: Where did the data for the projected number of Milwaukie employees come? Is this census data?
A: This data came from regional population forecasts not the census.

Q: Do you assume all buildable land is built out by 2030?
A: No. It is how much we expect to be built out by 2030

Comment: It is worth noting that the Damascus area is not growing at the rate that was anticipated.

Q: What time of day is the system at capacity?
A: P.M. peak hour is a good indicator of the capacity of the system

Comment: The Harmony Road Project is not a done deal

Q: How is the model calibrated for errors?
A: The regional model does a good job on the regional system and not such a good job on local streets. We correct the output for the local system in the regional model. This helps the regional model make better forecasts

Comment: How do we factor in the trend of gas prices going up and auto use going down?

Comment: How do we calibrate the model to account for more people living and working locally as opposed to driving greater distances for work?

Comment: The State looked at the issue of increased gas prices to project trends. It showed that as gas prices rose, people moved closer to centers and used transit more.

Project Evaluation Discussion

Katie presented the AC with a list of project evaluation questions and asked them for their comments. Each table had a small group discussion (approximately 15 minutes) followed by a report by each small group to the larger group.

Group 1:

Looks like a good approach.

Is it too subjective?

Projects already meet criteria to be on the list.

How will evaluation "Yes, No, Maybe" be weighted?

Maybe "points" for each answer (Y,N,M) and average multiple comments.

Evaluation questions need to reflect goals.

How do you know when you meet the goal?

Maybe need more questions per goal, at least for Livability goal!

Livability likely contains all the other goals.

The word "livability" needs to be in an evaluation question. Maybe define it more . . . biggest challenge is to define "livability."

Group2:

Is using goals a good approach to screening/prioritizing?

More questions related to policies...perhaps: How many policies met under each goal?

Say: Preserving urban trees more so than sidewalks "more healthy and whole" for Goal 1.

Be more specific about projects and policies.
Livability question was too nebulous.
Quantify which policies met by each project, e.g. only hit one policy not as good at hitting all 5.
Evaluation process needs to have more validity, be more defensible.
Need legs to support the ball...otherwise it can roll anywhere.
Not scientific enough for “60% of Goal 1 met” but helps for prioritization.
When comparing projects; furthering policies with investments.
Weighting policies? Some will weigh higher than others.

Group 3

It's a start; one way to evaluate projects.
Need to consider: Do some projects have more value than others?
Table provides useful information to compare projects to the goals.
Maybe weight the goals to help identify project priorities.
Apply the functional classification to the system first to help guide decisions needed for the streets.
Perhaps link to other projects; how projects help implement other projects in the city/region.
Projects that meet multiple goals and are cost effective should rise to the top.
If the table approach is used how do we evaluate the results?
How will “Yes” “No” “Maybe” answers be used?
Potentially “prescreen” projects to see which ones meet multiple goals.

Next Steps

- **The next meeting is June 13, 4:30 – 6:30 p.m.**
- **Remember to attend upcoming Workshops and Working Group meetings.**
- **The next two meetings will focus on Alternatives Analysis.**

AC Members Present

David	Aschenbrenner
Kelly	Carlisle
Greg	Chaimov
Mace	Childs
Scott	Churchill
Gail	Curtis
Shari	Gilevich
Neil	Hankerson
Ben	Horner-Johnson
Gary	Hunt
Paul	Klein
Bill	Lake
Dolly	Macken-Hambright
John	Mermin
Todd	Mobley
Young	Park
Dion	Shepard
Charlie	Stephens
John	Trumbull
Mike	Wells
Julie	Wisner