

ENVIRONMENTAL JUSTICE COMMITTEE (EJ) MEETING AGENDA

Date: Thursday, Nov. 29
Time: 6 – 7:30 p.m.
Meeting: EJ Meeting #2
Location: Louisville Central Community Center, located at 1300 W. Muhammad Ali Blvd.

I. Welcome and Introductions

II. Presentation and Discussion

Review EJ Role/Benefits
Group Guidelines
What's Been Happening
Themes From Open Houses
Purpose and Need
2011-2012 Emergency Closure
Open Discussion

Preliminary Traffic Alternatives
Open Discussion

Project Constraints
Evaluation Criteria
Open Discussion

Project Schedule
Sharing Information

III. Q & A

IV. Closing/Next steps

Louisville Environmental Justice Committee (EJ) Meeting #2**Meeting Summary****Thursday, Nov. 29, 6:00 – 7:30 p.m.****Louisville Central Community Center, 1300 W. Muhammad Ali Blvd.****EJ attendees**

Kevin Fields, Louisville Central Community Center
Arnita Gadson, West Jefferson County Community Task Force and NAACP of Louisville
John Cullen, Metropolitan Housing Coalition
Pam Osborne, Parkland Neighborhood Association
Ken Jobst, Simmons College
Latondra Yates, Louisville Metro, property and leasing
Darnell Farris, First Gethsemane Baptist Church
Stephanie Benson, Seven Counties Services
Eddie Squires, Dixie Area Business Association
Sam Jones, community representative
OJ Oleka, community representative (KY Treasurer's office)
Shaun Spencer, West Louisville Dream Team

General public attendees

Terrell Holden

Presenters

Andrea Brady, C2 Communications
Wendy Vachet, Michael Baker
Craig Moore, Parsons
Alex Lee, Parsons
Toby Randolph, Parsons

Project attendees

Ron Heustis, INDOT
Mary Jo Hamman, Michael Baker
Lindsay Ashby, KYTC
Mindy Peterson, C2 Communications
Kaitlin Keane, C2 Communications

Meeting Minutes**I. Welcome**

Andrea Brady welcomed EJ members, introduced the Project Team and EJ members introduced themselves. Kevin Fields welcomed the group and talked about the role that that Louisville Central Community Center plays in hosting public involvement events.

II. Project Presentation and Discussion

- a) EJ Role and Benefits – Alex Lee
- b) Group Guidelines – Alex Lee
- c) What's Been Happening – Wendy Vachet
- d) Themes from Open Houses – Wendy Vachet
- e) Purpose and Need – Wendy Vachet
- f) 2011-2012 Emergency Closure – Craig Moore
- g) Open Discussion – All
- h) Preliminary Traffic Alternatives – Toby Randolph
- i) Open Discussion – All
- j) Project Constraints – Wendy Vachet
- k) Evaluation Criteria – Wendy Vachet
- l) Open Discussion – All
- m) Project Schedule Review – Wendy Vachet
- n) Sharing Information – Wendy Vachet

EJ Role and Benefits

The Environmental Justice Committee (EJ) is made up of two diverse groups of engaged voices. There is a Louisville EJ group and a Southern Indiana EJ group. Both groups include representatives of business, civic organizations, educational institutions, government, low-income advocates, minority organizations, faith-based organizations and neighborhood groups. The role of the committee is to provide input, share feedback and share project information with the community. The benefits include sharing project information, building understanding, the opportunity to hear differing views and the opportunity for collaborative problem solving.

Group Guidelines

Hold productive conversations, consider different perspectives, make constructive suggestions and respect all viewpoints.

What's Been Happening

Public announcement in mid-September, first CAC and EJ meetings were held in late September, environmental/permitting resource agency met in late September, open houses were held in New Albany and Louisville in early October, preliminary traffic modeling and Environmental Justice technical analysis are continuing.

Themes from Initial Open Houses

Toll-related concerns, questions about a bike/pedestrian facility, business concerns related to maintenance of traffic and concerns about closures (partial or full).

Purpose and Need

Project Need: Structural deterioration



Purpose: Rehabilitate deteriorating Sherman Minton Bridge, extend the service life of the bridge by 30 years and coordinate and complete adjacent projects scheduled for the same construction timeframe.

2011-2012 Emergency Closure

The Project Team is taking as many pieces as possible to learn from the closure and prepare for upcoming work.

Differences: It was an emergency closure without time to prepare. There is now more cross-river capacity.

Mitigation used: Added ramp capacity (added capacity on ramps from 64 to 265 and 265 south), Kennedy Bridge treatments to organize traffic (has since been addressed by Bridges Project), US 31 Clark bridge capacity (3 lanes in peak hours), ramp metering and closures, increased Hoosier Helper patrols, traffic signal optimization, signage and use of intelligent transportation systems (message boards to publicize alternate routes).

Team is considering what helped then and what will help now.

Current Travel Patterns – Big Data

GPS tracking, smart phone apps and vehicle tracking information is being used to tell where trips are coming from and headed to.

A better understanding of current use of Sherman Minton and other bridges will help predict where traffic will go during any restrictions or closures.

Trips from IN to KY: about 45% are coming from the West. 6% are coming from the North and nearly half of the trips (49%) are coming from the New Albany/Clarksville area.

The Project Team will use all available data to inform decisions on maintenance of traffic. That information includes lessons from 2011/2012 emergency closure, big data, community and business input, more cross-river capacity (completion of Ohio River Bridges Project) and traffic demand model. The traffic demand model will be a key tool to help predict traffic diversion, anticipate what to expect and make informed decisions in identifying possible mitigation.

Q: Could you be more specific on some of the ITS used?

A: KYTC and INDOT had traffic sensors in place to track traffic. They used variable message boards to alert motorists to detours.

Q: Did messaging include expected travel time?

A: That messaging was not available at the time, but it would be possible now.

A: Signage extended north to Indianapolis.

Q: Will GPS divert traffic based on congestion?

A: More people are using WAZE and other technology.

Q: Is this the first type of project in the area that has used this type of big data and data collection method?

A: It was not used for ORB. The team is not aware of other projects that have used this type of data. Both KY and IN have more technology to pull from now, with the ability to track the size and number of vehicles moving through the area.

Q: This looks at origin data, do you also look at destination?

A: Yes. We'll also be looking at destination. The information will be used for our travel demand models to help predict where traffic will be going.

Comment: It would be helpful to include the capacity numbers, as well as percentages. How many vehicles are traveling through the area at what times? Would prefer actual counts vs. percentages for traffic volumes.

Comment: There will be predictions, but we'll also be doing some nearly real-time monitoring of those predictions to make adjustments as necessary.

Comment: We often monitor and make adjustments, like traffic signal adjustments.

Q: Can you make those same predictions with truck traffic, especially thru traffic? That truck traffic can lead to real congestion issues.

A: The data breaks down trucking data separately from passenger car data.

The Project Team will use all available data to inform decisions on maintenance of traffic. Lessons from 2011/2012 emergency closure, big data, community and business input, more cross-river capacity (completion of Ohio River Bridges Project) and traffic demand model. Traffic demand model will be a key tool to help predict traffic diversion, anticipate what to expect and make informed decisions in identifying mitigation that may be helpful.

Q: What is the timeliness of the data you are collecting?

A: There are many sources. We can do inquiries based on certain times of the year and times of day. We draw comparisons between the model and data observed.

Comment: With the data we're collecting and the traffic demand model being created, we're looking at the 90,000 vehicles using the Sherman Minton. It's hard to estimate individual impact. We want a better understanding of local use, temporary impacts, etc.

Q: Is it possible to get some of the preliminary data to identify geographic areas of greatest impact? It may help with community engagement if we know the impacted areas.

A: There will be at least two more EJ meetings. As we get more information, we will share that information and adjust our outreach based on that information.

Group Discussion

Many of you were here during the 2011 closure. We run these models and have a lot of data. What are the impacts you want to discuss that may not be obvious from the data?

Q: Have you done any monitoring to determine air quality? Stalled traffic will impact air quality. Finding out more at the beginning will help to mitigate. Expressed desire for air quality monitoring.

A: We're still in the early stages of what we will study. Our impacts will be temporary.

Q: Do you have economic studies on how local businesses were impacted during the emergency closure?

A: Not that the team is aware of, but we are talking to businesses and business groups through our advisory committees and other outreach.

Q: Have you considered the East End bridge as a possible means of diversion?

A: We have created a study area, but it's important to look at the broader travel area. This is the study area for impacts. It's not the full area we're considering as far as possible diversion. It is a positive difference with the East End connection and signage could help alert drivers to more options. The models do consider the whole region. The model will help us determine distribution, diversion and delay times. We'll work to reduce delays as much as possible.

Q: Do we know that there isn't planned work on the other bridges at this time?

A: We have looked at all projects, including local projects that we have access to and will continue to monitor. We are coordinating and including some smaller projects that will be happening in the same construction timeline.

Q: Will the federal infrastructure bill change with possible additional funding/more projects possible?

A: There could possibly be an impact, but we would coordinate accordingly.

Preliminary Traffic Alternatives

Double-decker bridge with three lanes of traffic in each direction. Existing bridge is narrow, only 42 feet, project limits bound by one service and system interchange.

Option One: One/Two Lane Closure (Partial Width Repair)

Advantages:

Maintains one or two lanes of traffic in each direction, simultaneous construction on both decks and could include additional nighttime/weekend closures.

Disadvantages:

Traffic congestion during peak hours, longest construction duration and limited contractor access.

Options include the possibility of one or two lanes. When contractors have more room, they can finish the work faster.

Option Two: One Directional Closure AM Peak (One Directional Closure PM Peak/One Deck Under Repair at a time)

Maintains three lanes in the morning and switch in the afternoon.

Advantages:

Maintains three reversible lanes and maintains contractor access.

Disadvantages:

One direction is always closed, upgrade detour routes, safety provisions on upper deck while maintaining traffic on lower deck.

There would be a full closure (twice daily) for about 30 minutes to set up closures.

Movement of 64W to 264 would have to be restricted during the morning.

Option Three: Movable barrier operation (One deck under repair at a time)

Two lanes in and one out and switch.

Advantages:

Maintains two lanes in peak direction and always maintains at least one lane.

Disadvantages:

Could be a viable option dependent on what traffic modeling indicates.

Option Four: Full Closure (Repair Entire Bridge)

Contractor could get in, complete the work and get out.

Advantages: Offers the quickest timeframe.

We're not sure yet how long repairs would take/closure would last. We could do a combination of any of the preliminary options. These are preliminary options only. It will likely be a "menu of options." All options are on the table. We need to know what is acceptable to the public.

Open Discussion

Q: How long would Option 3 extend the duration of the work?

A: That's not been determined yet, but it's expected to be a faster option than the first option (as far as duration of work).

Comment: Some work may require some duration of full closures (like hanging cables).

Analysis is still underway. It's important to remember it's not an either/or for a long-duration. It could be a combination of alternatives, more limited in duration.

Comment: We could have a short time period to complete needed work and then switch to other option/closure.

Comment: I think we're going to need more information to know more about what the time frame is for each option. Duration could change acceptance of approaches. That information will help determine best fit.

Q: Are you considering diverting trucks and allowing only passenger vehicles and local traffic to use the bridge?

A: Yes, that will be looked at during traffic modeling. It will be an option on the table.

Q: What's the distance between the cables and traffic?

A: There are 3-foot shoulders and approximately 5 additional feet between cables and traffic.

Comment: The wait time may be as long to sit in traffic as it would be to totally close the bridge, divert and detour.

Comment: Agreed with earlier comment that more information is needed on how long construction is expected to take under each option. It's important to consider peak travel times for the year when coordinating closures and restrictions.

Comment: The further along we get, the more information we'll have.

Q: Have you discussed impact of people diverting to tolled bridges?

A: That will be part of the analysis.

Q: With 2-3 years of construction, where will construction staging areas be and where will waste areas be located?

A: We'll be looking at footprint impacts, but that analysis is continuing.

Comment: From an EJ point of view, it should be kept away from homes and businesses.

Q: If we're adding 30 years, why can't we add 50 years of service life?

A: We're not putting in all new steel. Main steel structures will remain. At the end of 30 years, it will be time to reevaluate. In transportation, 30 years is a significant horizon. Materials can require repair or replacement at this point.

Comment: We're limited with funding capabilities.

Q: Do you expect any greater capacity because of the work being done?

A: No, capacity is not being changed.

Project Constraints

Environmental Constraints

We determine our impacts and then identify possible mitigation. Data is not always humanized. That's why we're having these discussions. Constraints include environmental justice areas, historic districts, neighborhoods, businesses/business districts, floodplains, community resources (parks and trails) and wetlands and streams within the existing right-of-way (ROW).



If you have an issue/area of concern, now is the time to share it for consideration.

Q: Is there a total cost estimate for the project?

A: It's a \$90+ million project. We're refining estimates.

Q: How intentional will the team be regarding DBE goals for construction?

A: DBE goals will be required and evaluated during the review of proposals.

The subject will be added to the next meeting for additional discussion.

Evaluation Criteria

Traffic impacts, environmental impacts and economic impacts are all considered.

Traffic impacts include roadway network, level of service/delay, queue lengths, and diversion (time and cost).

Environmental impacts include environmental justice and historic districts.

Economic impacts include duration, tolls and construction cost.

Comment: The fact that there are no plans to toll the Sherman Minton may help build patience from the traveling public.

Comment: There are no plans to toll the Sherman Minton.

Q: Are you looking at suspending or reducing tolls?

A: There have been very early discussions; that information is still to come.

Comment: Regarding tolls, it's important to consider the impact on individuals paying tolls and impact with greater use on non-tolled options.

Comment: If more traffic is using tolled bridges, there should be more available revenue to assist with mitigation.

Project Schedule

Summer 2018: Project team started work.

2018/2019: Environmental work, public outreach, development of contract specifications.

Fall 2019: Public hearing will be held, environmental document submitted to FHWA with preferred approach to construction and traffic management.

Fall/Winter 2019: FHWA approval of environmental document; begin contract procurement.

Fall 2020: Complete contract procurement; select design-build/best value contractor.

Early 2021: Construction expected to begin.

Environmental Milestones

We're currently working to develop the range of alternatives and gather information and feedback. In spring (March), we expect to be able to share more detailed information about traffic modeling, temporary impacts and possible mitigation. We'll have another round of open houses in summer 2019 and a public hearing in fall 2019.

This group is expected to meet twice in 2019 (spring and summer).

It's a 2-way street. We want to share and receive information.

Open Discussion

Q: When will procurement happen?

A: Reviewed timeline slide. Contract procurement will begin in fall/winter 2019.

Q: Who approves or rejects what the contractors propose?

A: The states.

The work being done now and the information being collected informs the value of the various scenarios being considered for contractors.

Q: None of the alternatives include public transit. We can't look at this project in a vacuum. Are there possibilities to include a transit lane or HOV lane on bridges?

A: TARC is represented on the CAC. Public transit could be part of mitigation.

Q: Does part of the ORB Project prohibits additional transit?

A: On the federal level, federal dollars for transit are separate and distinct from transportation dollars. There is a full report available on how ORB money was used by TARC for various improvements.

Comment: We can make better use of limited lanes and room with transit.

Q: Is there any consideration to opening traffic lanes on the K&I Bridge?

A: No.

III. Closing/Next Steps

Meeting minutes are available on the website for the previous meetings and will be posted for this meeting. Meeting summaries and presentations will also be shared electronically with this group. Be sure to sign in and pick up meeting materials.

Next meeting expected in March 2019.

Follow-up Questions Received

Who selects the procurement committee?

Evaluation of proposals is conducted by a Technical Proposal Evaluation Committee (TPEC), and a Price Proposal Evaluation Committee (PPEC) with assistance from subcommittees, which may include an Administrative/Legal subcommittee, a Technical Proposal pass/fail and responsiveness subcommittee, and a Price Proposal pass/fail and responsiveness subcommittee. The TPEC and PPEC are comprised of representatives from INDOT, selected at the sole discretion of the Deputy Commissioner of Innovative Project Delivery. The subcommittees are comprised of

representatives from INDOT and, at the sole discretion of the Deputy Commissioner of Innovative Project Delivery, advisors (including outside consultants) and other qualified individuals. In addition, observers from federal, State or other agencies with specific interests and responsibilities associated with the Project may be invited to observe aspects of the evaluation process. All evaluators and outside consultants and observers are required to sign confidentiality statements and conflict of interest disclosures, or otherwise are subject to INDOT confidentiality restrictions and conflict of interest requirements.

There are a number of other documents related to a DBBV procurement (a public-private partnership or P3 procurement). Examples may be found on the INDOT I-65 SE project website at <https://www.in.gov/dot/div/contracts/65se/65SE.htm>.

What are Indiana state laws on the procurement process?

The Indiana statute for P3 procurements may be found on the INDOT website at <https://www.in.gov/indot/3186.htm> . The reference cited on the website is IC 8-15.7 for INDOT P3 projects. The IC citation may be found at <http://iga.in.gov/legislative/laws/2018/ic/titles/008#8-15.7> .



A bridge rehabilitation and painting project that will significantly extend the service life of the bridge.

SHERMAN MINTON BRIDGE

- First interstate bridge in Louisville
- Opened in 1962
- Unique double-decked design
- Carries six lanes of traffic (I-64 and US 150)
- Carries about 90,000 vehicles daily
- Long-term repairs needed to extend the life of the bridge
- Five bridge structures associated with the crossing

OVERVIEW

- \$90+ million bridge rehabilitation
- Will add up to 30-years of service life to the bridge
- Replacement or refurbishment of all bridge decks
- Rehabilitation or replacement of structural steel elements and hanger cables
- New lighting
- Drainage repairs
- Painting of steel components

ENVIRONMENTAL PROCESS

- Study is required by law for federally-funded projects
- Full analysis of social, economic and environmental impacts
- Consideration of ways to avoid, minimize or mitigate impacts
- Working with state, local and federal officials
- Public involvement is a key part of the study
- Project Team must identify best construction approach

CONSTRUCTION APPROACH

- INDOT and KYTC committed to safe and cost-effective project
- Working to minimize disruption to drivers
- No decisions have been made yet, multiple options will be explored
- Full closure = full access for construction and reduced timeline and costs, but would create more impacts to traffic
- Partial closure (lane restrictions) = maintain traffic, but would extend timeline and increase costs
- Seeking input from the public

FUNDING

- Fully funded through federal and state highway funds
- IN and KY will share the cost of the work
- There are no plans to toll the Sherman Minton Bridge

TIMELINE

- Construction approach recommended in fall 2019
- Complete contract procurement, select design-build/best value contractor in fall 2020
- Construction expected to begin in early 2021
- Construction completed in two to three years

**OPEN
HOUSES
5:30–7:30 PM**

Presentation at 6 pm

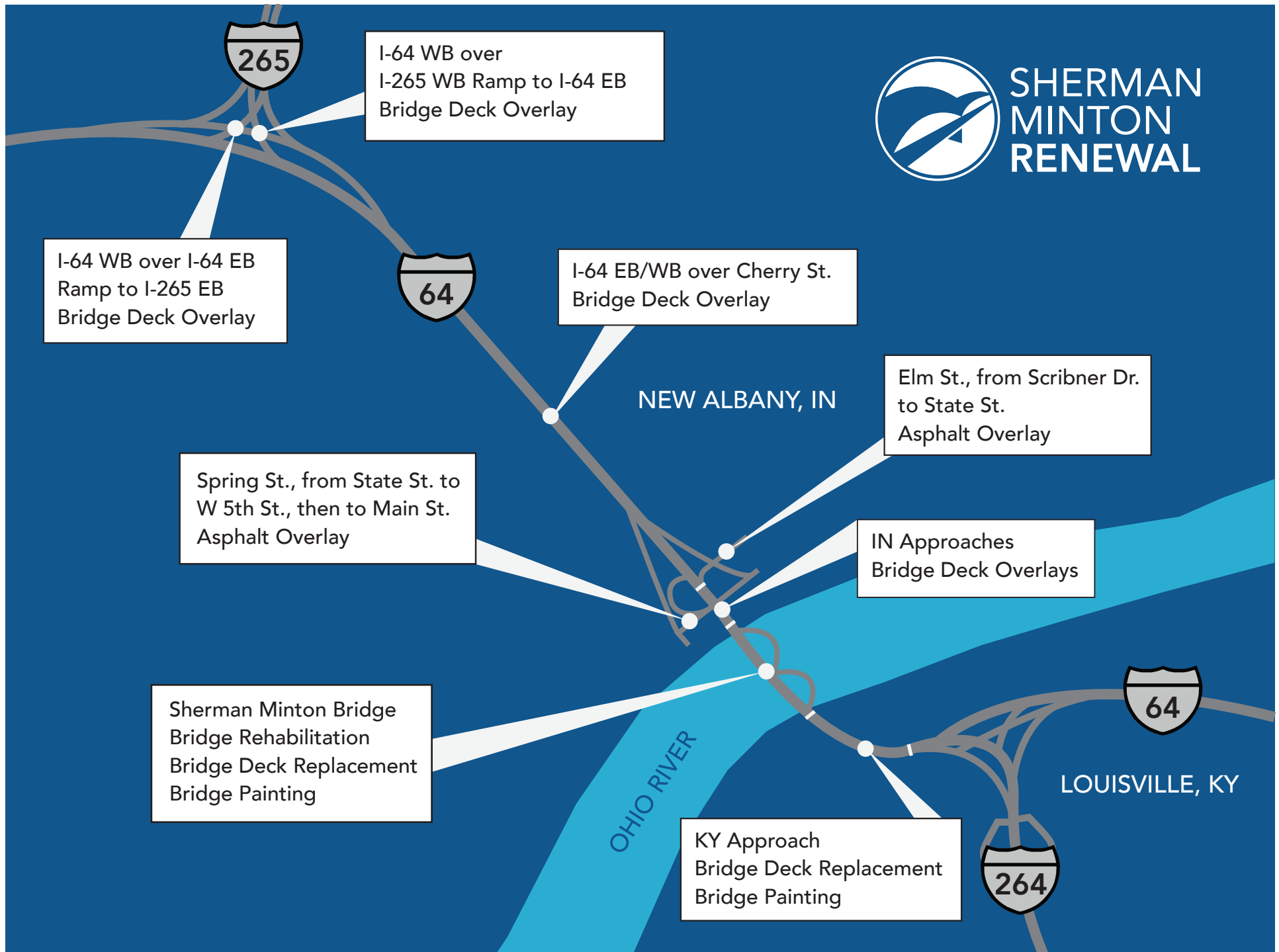
Tuesday, Oct. 2
Scribner Middle School
910 Old Vincennes Rd.
New Albany, IN

Thursday, Oct. 4
Chestnut Street Family YMCA
930 W. Chestnut St.
Louisville, KY





SHERMAN MINTON RENEWAL





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RENEWAL

ENVIRONMENTAL JUSTICE COMMITTEE MEETING NOVEMBER 29, 2018



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ENVIRONMENTAL JUSTICE COMMITTEE

- Diverse group of engaged voices
- Representatives from both sides of the river
- Members include:
 - Church leaders
 - Community service groups
 - Low-income advocates
 - Minority organizations
 - Neighborhood groups



ROLE OF EJ COMMITTEE

- Provide input throughout the NEPA process
- Meet two additional times within the next year
- Share feedback and identify concerns
- Share project information with the community

BENEFITS OF EJ COMMITTEE

- Share project information and build understanding
- Detailed discussion of key issues
- Opportunity to hear differing views
- Opportunity for collaborative problem solving



EJ GROUP GUIDELINES



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GROUP GUIDELINES

- Hold productive conversations
- Consider different perspectives
- Make constructive suggestions
- Respect all viewpoints



WHAT'S BEEN HAPPENING?

- Public announcement (mid-September)
- First CAC & EJ meetings (late September)
- Environmental/permitting resource agency meeting (late September)
- Open houses in New Albany & Louisville (early October)
- Preliminary traffic modeling (continuing)
- Environmental Justice technical analysis (continuing)



THEMES FROM INITIAL OPEN HOUSES

- Toll-related concerns
- Questions about a bike/pedestrian facility
- Business concerns related to maintenance of traffic
- Concerns about full vs. partial closure

PURPOSE AND NEED STATEMENT



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PROJECT NEED

- Structural deterioration

PROJECT PURPOSE

- Rehabilitate the deteriorating Sherman Minton Bridge
- Extend the service life by 30 years
- Coordinate and complete adjacent projects scheduled for the same construction timeframe

2011–2012 EMERGENCY CLOSURE



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LESSONS LEARNED

Emergency Closure Day 1

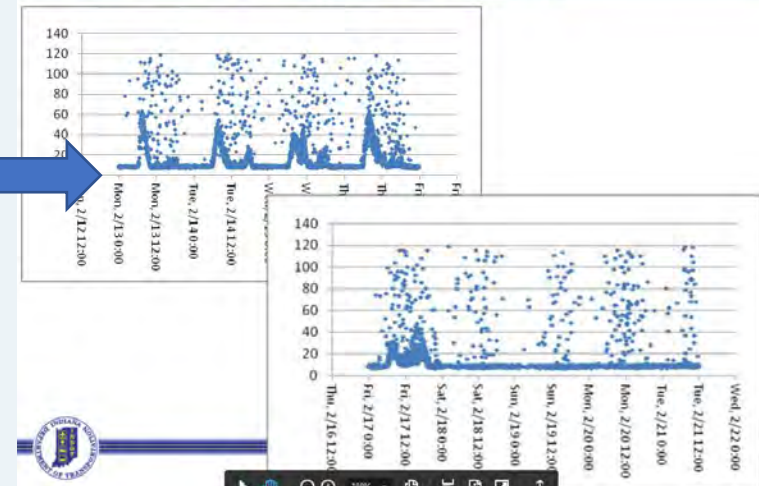


Mitigation

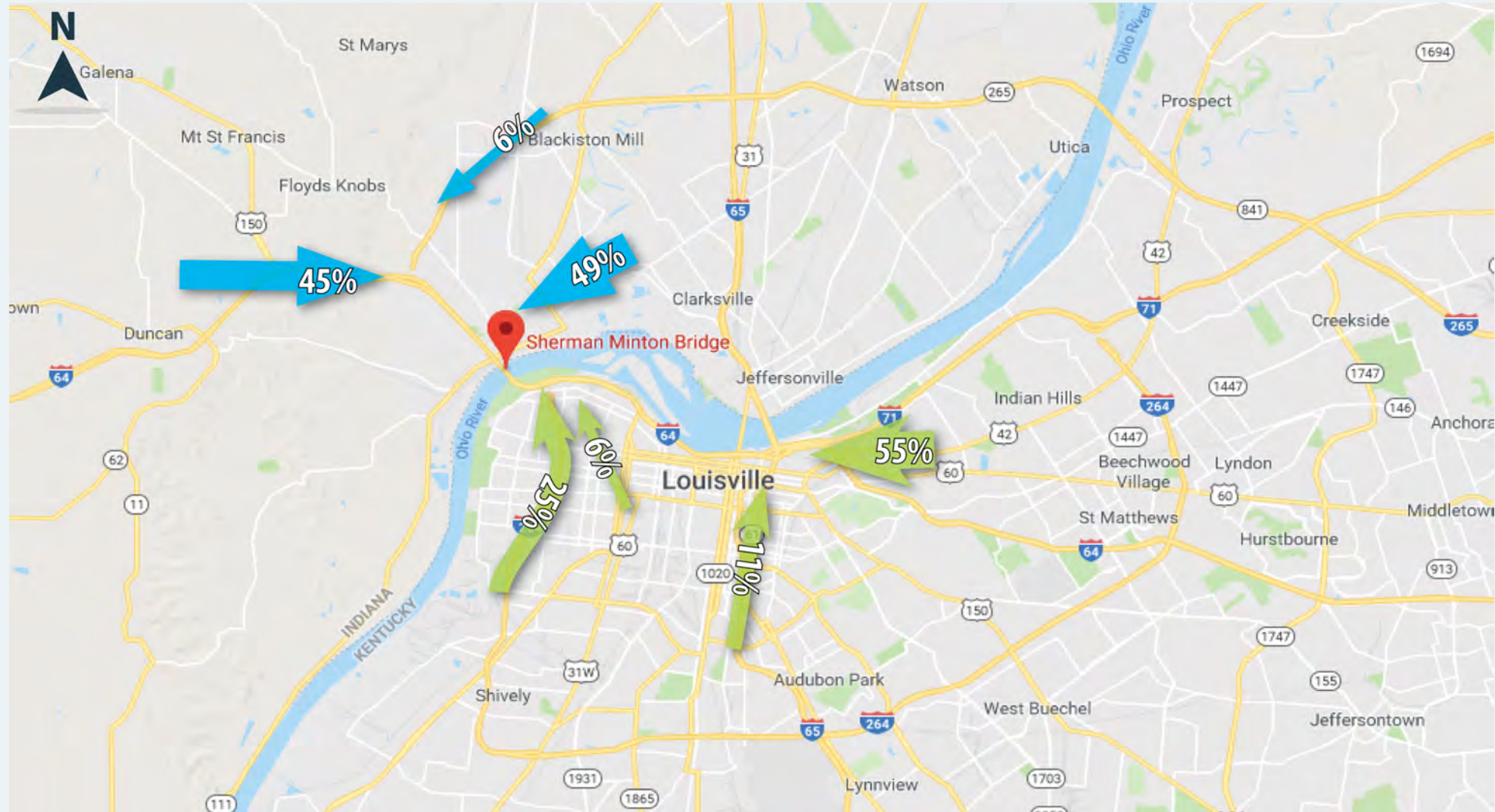
- Added ramp capacity
- Kennedy Bridge treatments
- US 31 Clark bridge capacity
- Ramp metering and closures
- Increase Hoosier Helper patrols
- Traffic signal optimization
- Signage
- Use of intelligent transportation systems

Improved Travel Times

I-65 SB 7.2MM to 0.2 MM



CURRENT TRAVEL PATTERNS – BIG DATA



APPLICATION TO SHERMAN MINTON RENEWAL

Big Data Travel Data



Community and Business Input



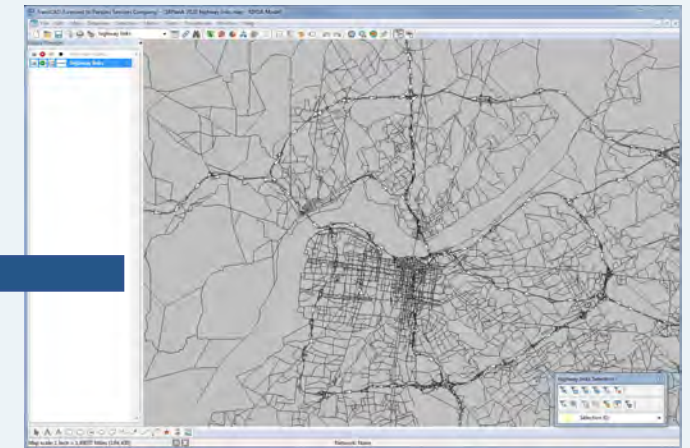
More Cross-River Capacity



Emergency Closure Lessons



Travel Demand Model





OPEN DISCUSSION

- What challenges did the community face during emergency closure?
- What challenges did local businesses face during emergency closure?
- What is different now?
- What are the knowns and unknowns?

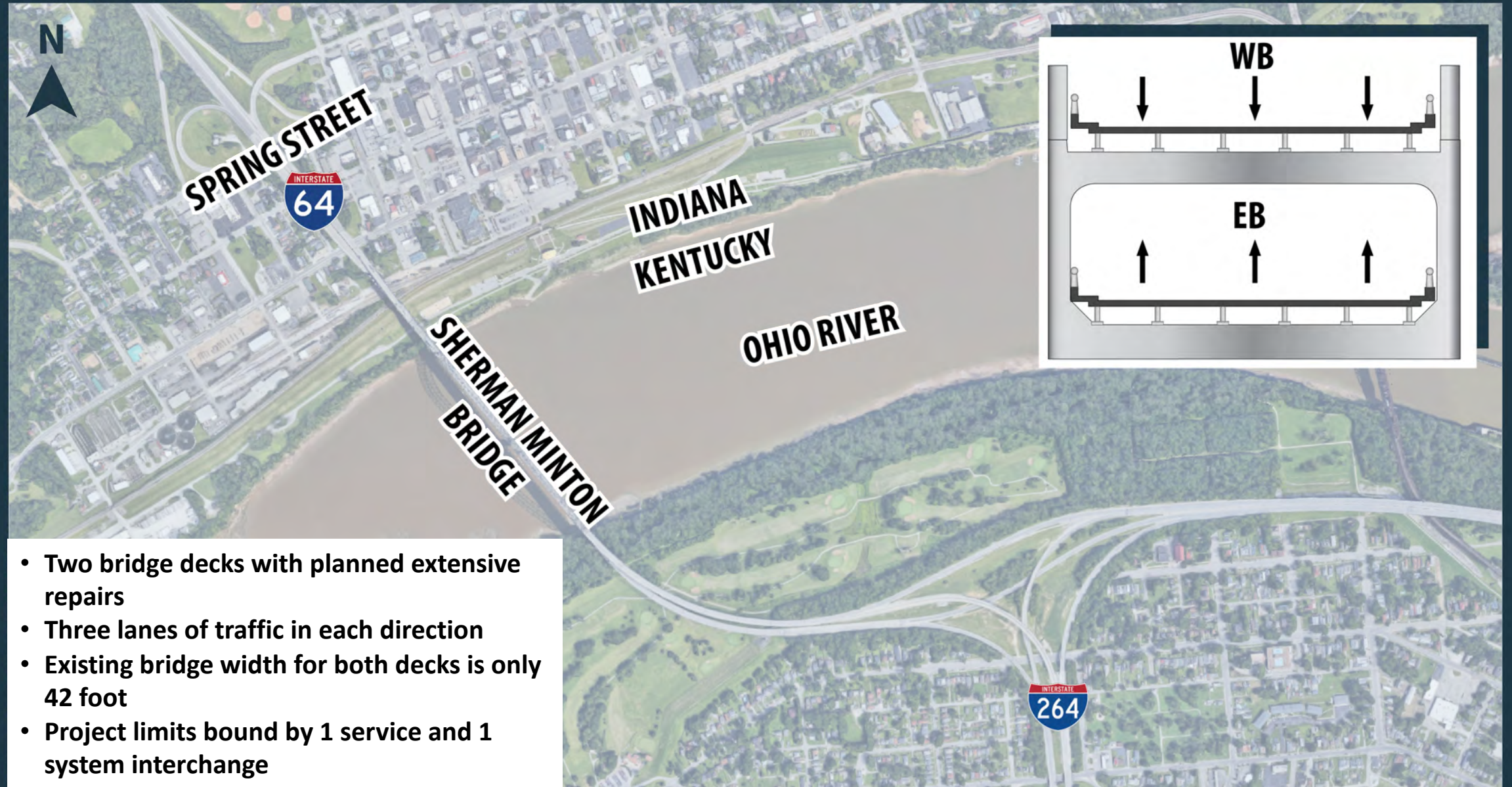
PRELIMINARY TRAFFIC ALTERNATIVES



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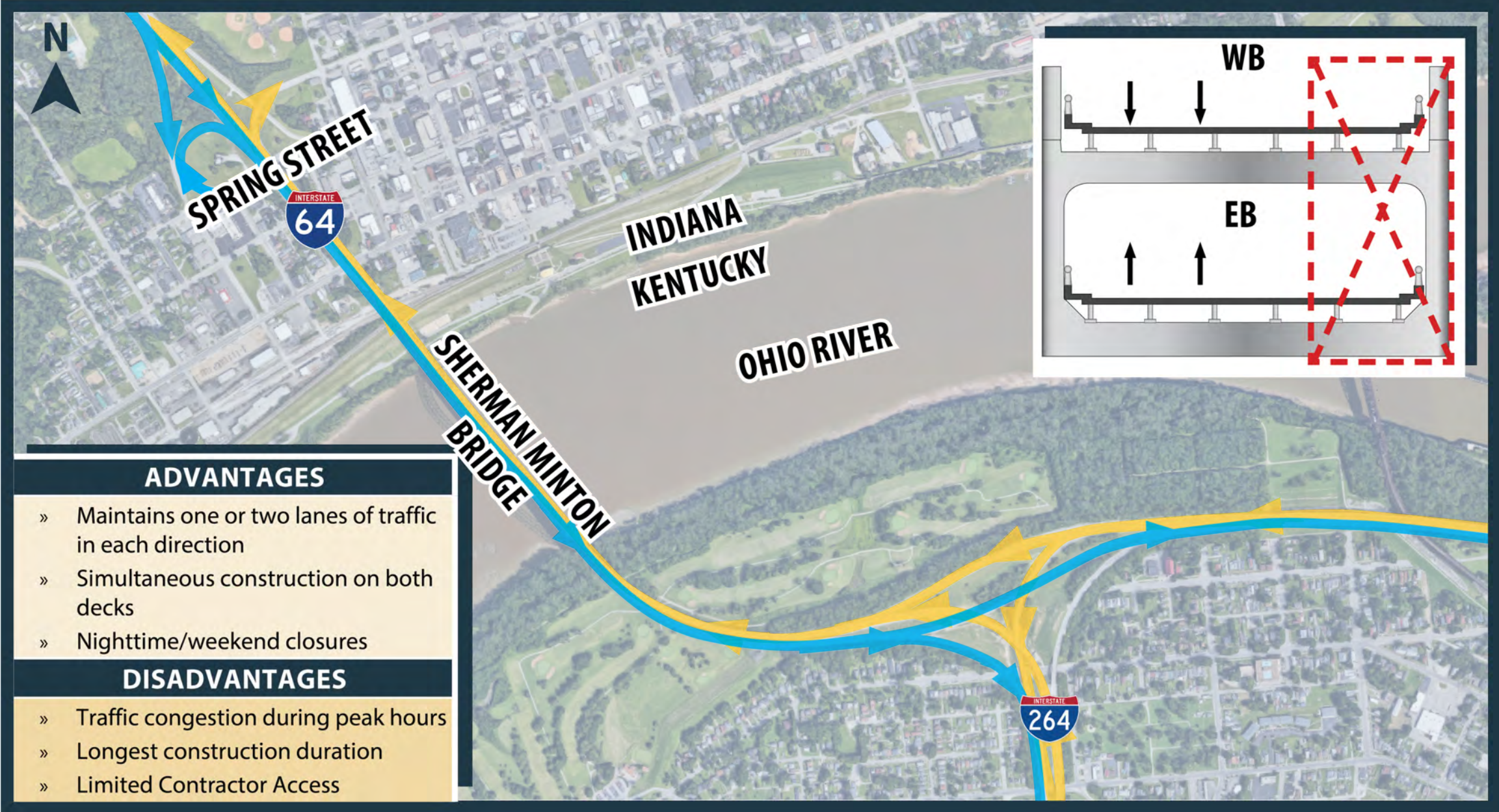
TRAFFIC / CONSTRUCTION CONSTRAINTS

CURRENT CONDITIONS

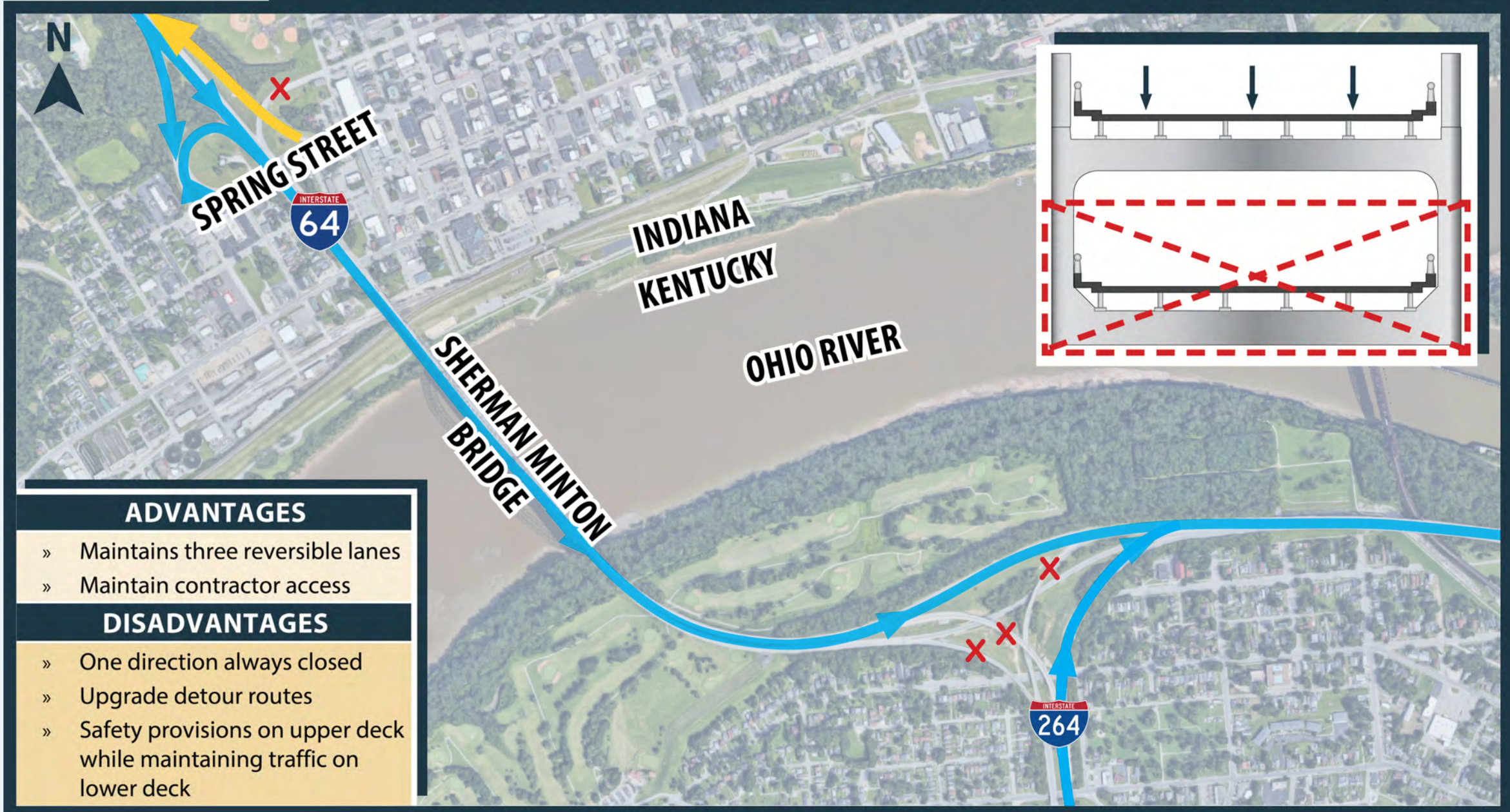


- Two bridge decks with planned extensive repairs
- Three lanes of traffic in each direction
- Existing bridge width for both decks is only 42 foot
- Project limits bound by 1 service and 1 system interchange

OPTION ONE: One/Two Lane Closure (Partial Width Repair)



OPTION TWO: One Directional Closure AM Peak (One Deck Under Repair at a Time)



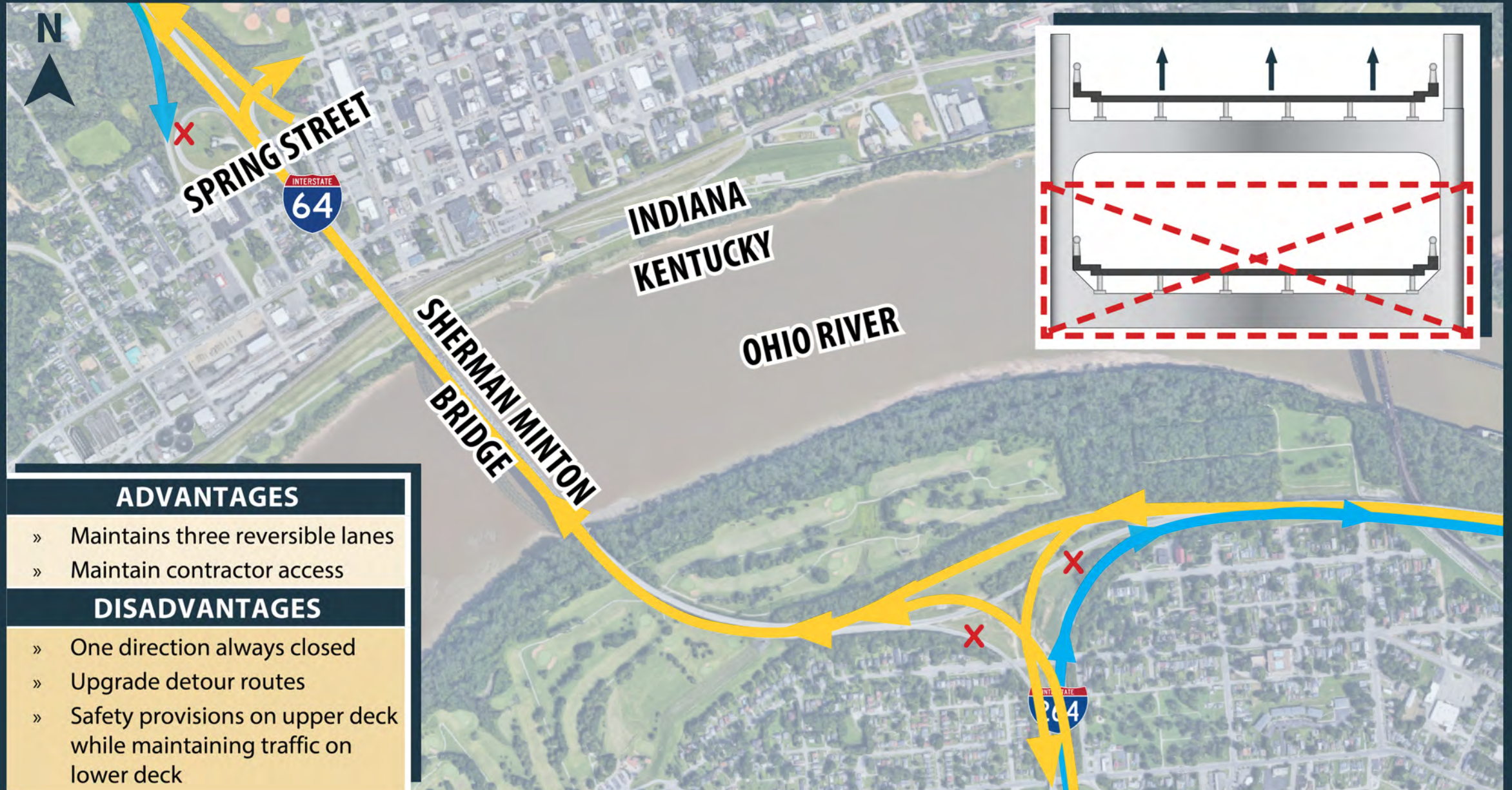
ADVANTAGES

- » Maintains three reversible lanes
- » Maintain contractor access

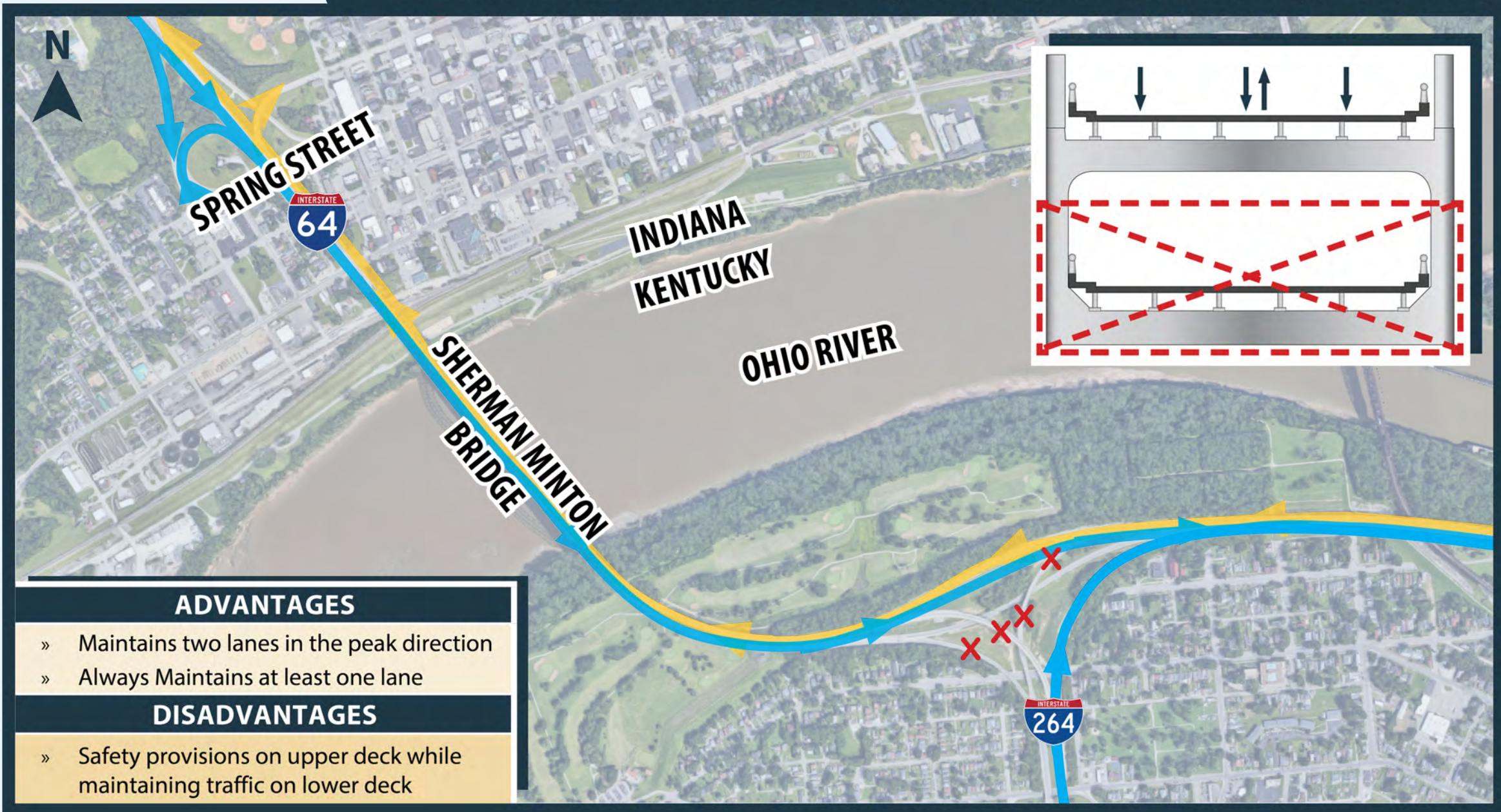
DISADVANTAGES

- » One direction always closed
- » Upgrade detour routes
- » Safety provisions on upper deck while maintaining traffic on lower deck

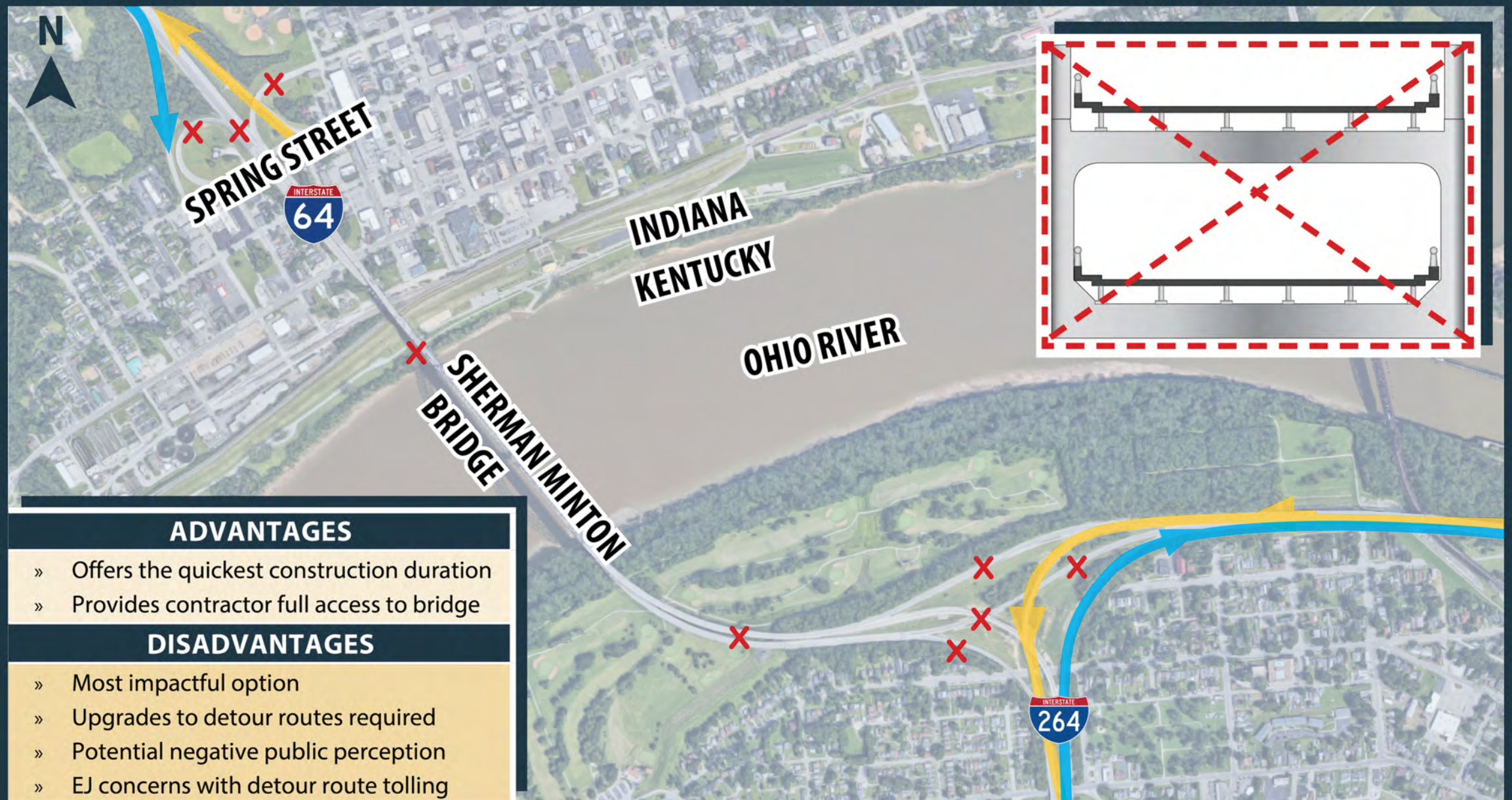
OPTION TWO: One Directional Closure PM Peak (One Deck Under Repair at a Time)



OPTION THREE: Movable Barrier Operation (One Deck Under Repair at a Time)



OPTION FOUR: Full Closure (Repair Entire Bridge)



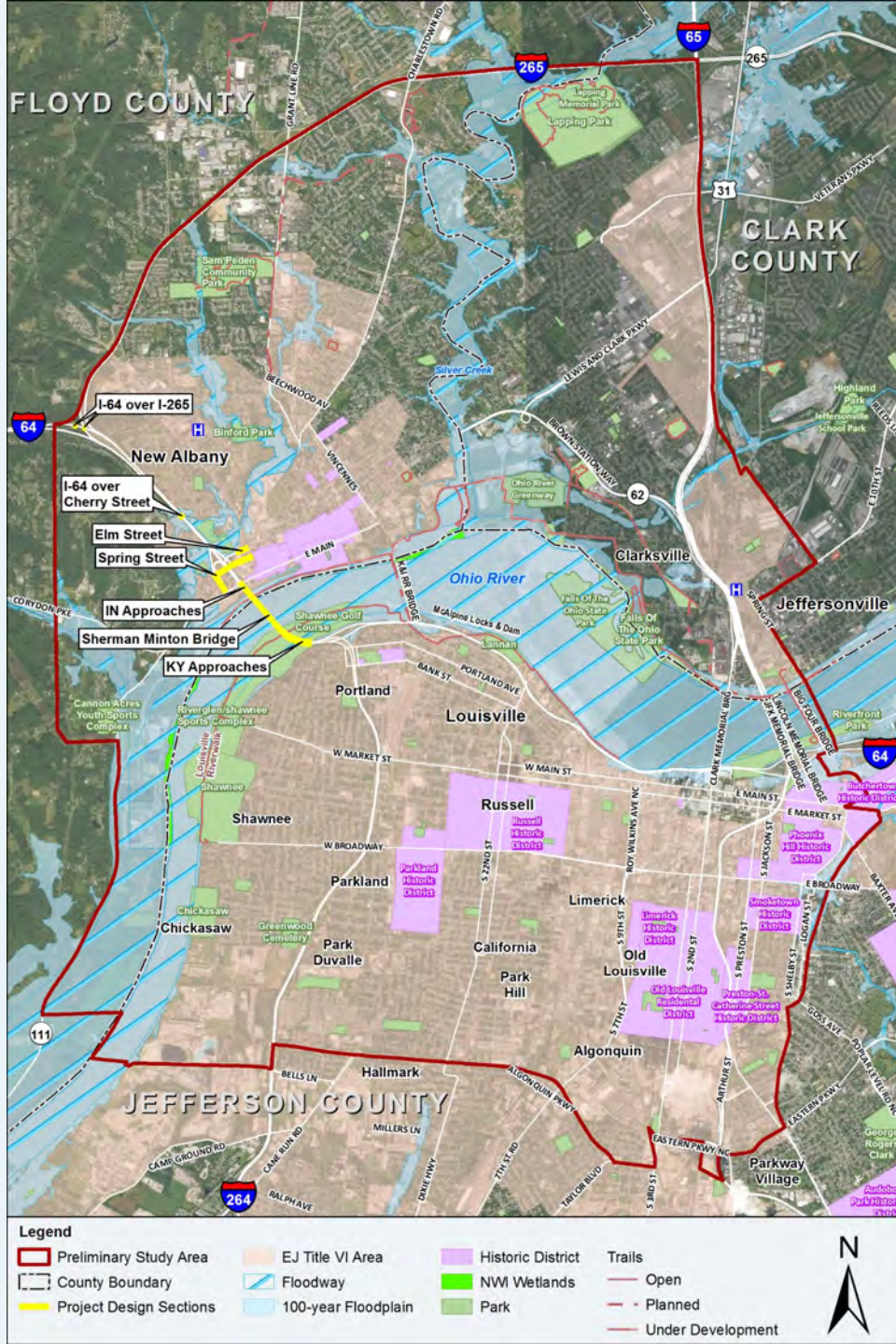
PROJECT CONSTRAINTS



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ENVIRONMENTAL CONSTRAINTS

- Environmental Justice areas
- Historic districts
- Neighborhoods
- Businesses/business districts
- Floodplains
- Community resources (i.e. Parks and Trails)
- Wetlands and streams within the existing right-of-way (ROW)





OPEN DISCUSSION

- Thoughts regarding preliminary traffic alternatives
- Ideas about possible approaches to help achieve rehabilitation goals
- Your opinion on environmental constraints
- Community issues and concerns to be considered during environmental study
- Other considerations

EVALUATION CRITERIA



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EVALUATION CRITERIA

Traffic Impacts

- Roadway network
- Level of service/delay
- Queue lengths
- Diversion – time and cost

Environmental Impacts

- Environmental Justice
- Historic Districts

Economic Impacts

- Duration
- Tolls
- Construction cost



PROJECT SCHEDULE



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KEY MILESTONES

- **Summer 2018**
Project Team begins work
- **2018/2019**
Environmental work, public outreach, development of contract specifications
- **Fall 2019**
Public Hearing held, environmental document submitted to FHWA with preferred approach to construction & traffic mgmt.



KEY MILESTONES CONT'D

- **Fall/Winter 2019**

FHWA approval of environmental document;
begin contract procurement

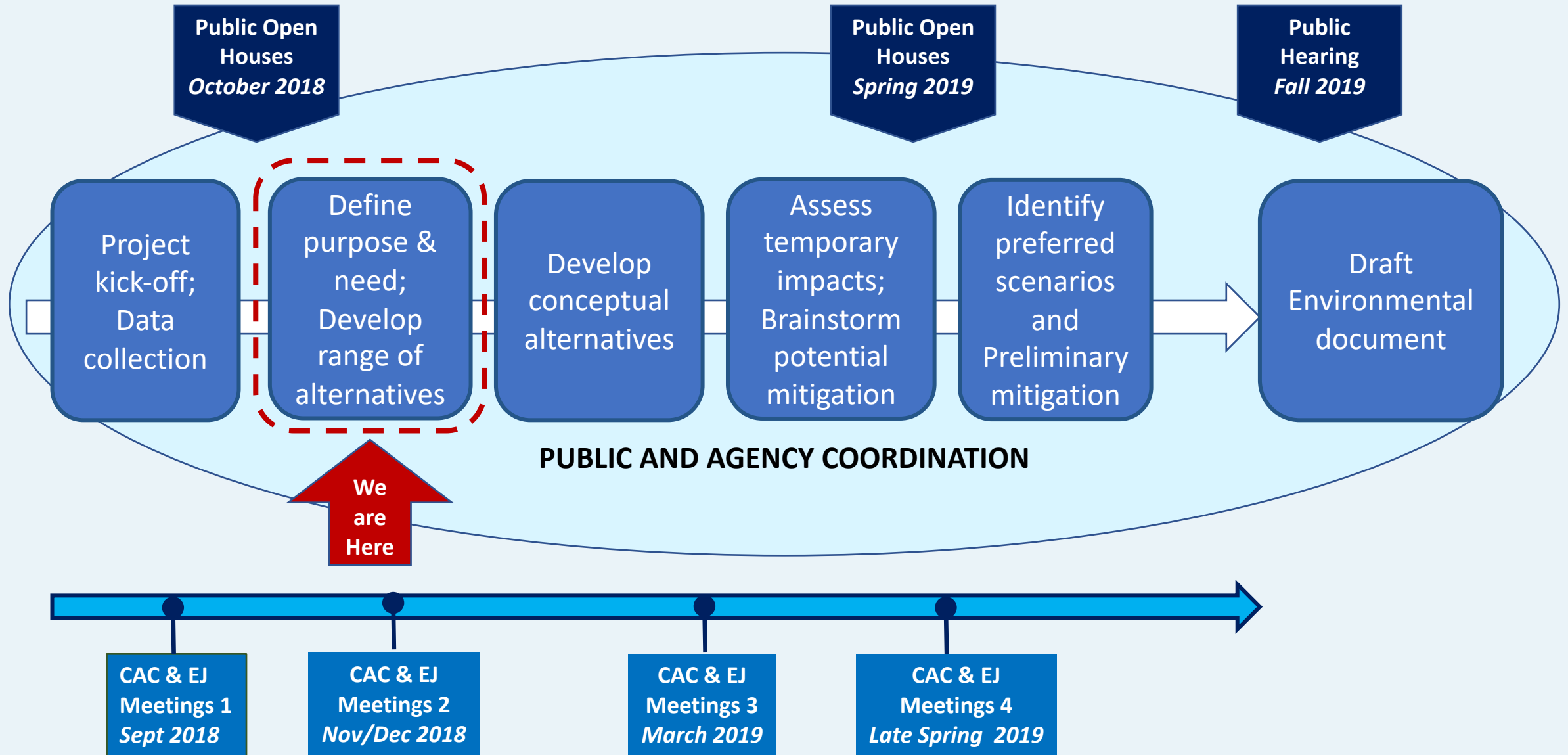
- **Fall 2020**

Complete contract procurement, select
design-build/best value contractor

- **Early 2021**

Construction expected to begin

ENVIRONMENTAL MILESTONES



SHARING INFORMATION



SHERMAN
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PROJECT WEBSITE

WWW.SHERMANMINTONRENEWAL.COM



- Central source for information
- Project updates
- Meeting schedule
- Opportunities to submit comments/questions

GIVE US YOUR FEEDBACK

- What is the best way to reach your community?
- How do you prefer to receive information?





SOCIAL MEDIA CHANNELS

- **Facebook**
Sherman Minton Renewal
- **Twitter**
@ShermanRenewal
- **Instagram**
@ShermanMintonRenewal
- **YouTube**
Sherman Minton Renewal

THANK YOU



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