

Appendix J.8: Steering, Technical, and Communication Advisory Committee Rosters and Meeting Summaries

Durham-Orange Light Rail Transit Project



August 2015

Steering Committee

Stakeholder	First Name	Last Name	Title	Committee
Carrboro	David	Andrews	Town Manager	Steering
Town of Chapel Hill	Roger	Stancil	Town Manager	Steering
City of Durham	Tom	Bonfield	City Manager	Steering
Durham County	Wendell	Davis	County Manager	Steering
Orange County	Bonnie	Hammersley	County Manager	Steering
NCDOT	Jeff	Mann	Deputy Secretary for Public Transit	Steering
DCHC MPO	Mark	Ahrendsen	Chair, Technical Advisory Committee	Steering
Duke University	Phail	Wynn, Jr., Ph.D.	Vice President for Durham & Regional Affairs	Steering
Durham VA Medical Center	Stephen	Black	Acting Associate Director	Steering
Durham Technical Community College	William	Ingram, Ph.D.	President	Steering
North Carolina Central University	Pamela	Thorpe-Young	Relations	Steering
UNC Chapel Hill	Than	Austin	Associate Director, Transportation Planning & Strategy, Department of	Steering
UNC Health Care System	Karen	McCall	HCS-Chief Communications & Marketing Officer	Steering
Greater Durham Chamber of Commerce	John	White	Vice President of Public Policy	Steering
Chapel Hill Carrboro Chamber of Commerce	Aaron	Nelson	President & CEO	Steering

Technical Advisory Committee

Stakeholder	Name	Branch/Title	Committee Appointment
FTA	Stan Mitchell	FTA	Technical Advisory
FTA	Jennifer Hibbert	FTA	Technical Advisory
FTA	Gail McFadden-Roberts	FTA	Technical Advisory
FTA	Amy Zaref	FTA	Technical Advisory
FTA	Keith Melton	FTA	Technical Advisory
FTA	Micah Miller	FTA Legal Counsel	Technical Advisory
FTA	Guanying (George) Lei, P.E.	Region IV General Engineer	Technical Advisory
FTA	Brian Jackson	Community Planner, Office of Planning & Environment	Technical Advisory
	Julia Walker		Technical Advisory
	Jeffrey Jordan		Technical Advisory
FTA	Carrie Walker	FTA Region IV Environmental Specialist	Technical Advisory
FHWA	Felix Davila	FHWA	Technical Advisory
FHWA	Clarence Coleman	FHWA	Technical Advisory
FHWA	John Sullivan	FHWA	Technical Advisory
FHWA	Mike Dawson	FHWA	Technical Advisory
USACE	Michael L Hosey	USACE	Technical Advisory
USACE	John T Thomas	USACE	Technical Advisory
USACE	James Lastinger	USACE	Technical Advisory
USACE	Francis Ferrell	USACE	Technical Advisory
EPA	Heinz Mueller	EPA	Technical Advisory
EPA	Ntale Kajumba	EPA	Technical Advisory
EPA	Christopher A. Militscher	EPA	Technical Advisory
EPA	Cynthia F. Van Der Wiele, Ph.D.	EPA	Technical Advisory
US F&WL	John Ellis	US F&WL	Technical Advisory
US F&WL	Pete Benjamin	US F&WL	Technical Advisory
US F&WL	Sarah McRae	US F&WL	Technical Advisory
US F&WL	Gary Jordan	US F&WL	Technical Advisory
FAA	Aaron Braswell	Environmental Protection Specialist	Technical Advisory
FAA	Tim Hester	Community Planner	Technical Advisory
NCDOT Aviation	Rick Barkes	NCDOT Aviation	Technical Advisory
NCDOT Aviation	Chastity Clark	NCDOT Aviation	Technical Advisory
NCDOT Aviation	Jennifer Fuller	NCDOT Aviation	Technical Advisory
NCDOT PTD	Philip Vereen	NCDOT Public Transportation Division	Technical Advisory
NCDOT PTD	Tamra Shaw	NCDOT Public Transportation Division	Technical Advisory
NCDOT Div 5	Jason Watson	Div V District 2 Assistant District Engineer	Technical Advisory

Technical Advisory Committee

Stakeholder	Name	Branch/Title	Committee Appointment
NCDOT Div 7	Mike Mills	NCDOT Highway Division 7 Engineer	Technical Advisory
NCDOT Div 5	Mike Kneis	NCDOT Highway Division 5 (Div Office)	Technical Advisory
NCDOT RAIL	Paul Worley	Director, NCDOT Rail Division	Technical Advisory
NCDOT PTD	Debra G. Collins	Director, NCDOT Public Transportation Division	Technical Advisory
NCDOT PTD	Cheryl Leonard	Asst Director, NCDOT Public Transportation Division	Technical Advisory
NCDOT B&PD	Lauren Blackburn	Director, NCDOT Div. of Bicycle & Pedestrian Transportation	Technical Advisory
NCDOT DIV 5	Mark Craig	NCDOT, Division 5, District 2	Technical Advisory
NCDOT DIV 5	Joey Hopkins	NCDOT Div 5 Engineer	Technical Advisory
NCDOT	Chris K. Haire	Project Engineer, Special Design Section, Roadway Design Unit	Technical Advisory
NCDOT	Doumit Ishak	Congestion Mgmt. Regional Engineer	Technical Advisory
NCDOT PD	Eric Midkiff	NCDOT Project Development - Central Region Section Head	Technical Advisory
NCDOT DIV 7	Chuck Edwards	NCDOT Highway Division 7 - District 1	Technical Advisory
NCDOT DIV 7	Dawn McPherson	NCDOT Highway Div 7	Technical Advisory
NCDOT DIV 7	Pat Wilson	NCDOT Highway Div 7	Technical Advisory
NCDOT	Battle Whitley	NCDOT Division 5	Technical Advisory
NCDOT	Alan Shapiro	NCDOT Division 5, Durham Resident's Office	Technical Advisory
NCDOT	Anthony Wyatt	NCDOT Mobility and Safety, Central Region	Technical Advisory
NCDOT	Kelly Becker	NCDOT Mobility and Safety, Central Region, Capital	Technical Advisory
NCDOT	Brian Thomas	NCDOT Mobility and Safety, Central Region, Triad	Technical Advisory
NCDOT	Mohammed Mahjoub	NCDOT Roadway Design	Technical Advisory
NCDOT	Brandon Jones		Technical Advisory
NCDOT	George Young	Engineering Coordination & Safety Branch	Technical Advisory
NCDA&CS	David Smith	NC Dept of Agriculture & Consumer Services	Technical Advisory
NCDA&CS	Hardee DeWitt	NC Dept of Agriculture & Consumer Services	Technical Advisory
NC DOA	Zeke Creech	NC Dept of Administration	Technical Advisory
NCDPS	Mike Sprayberry	NC Div. of Emergency Management	Technical Advisory
NC DENR	Jennifer Burdette	NC DENR	Technical Advisory
NC DENR	Linda Pearsall	NC DENR	Technical Advisory
NC DENR	Travis Wilson	NC DENR	Technical Advisory
NC DENR	Allison Schwarz-Weakley	NC DENR	Technical Advisory
NC DENR	Rob Ridings	NC DENR	Technical Advisory
NC DENR	Heather Hildebrandt	NC DENR	Technical Advisory
NC DENR	Brian Strong	NC DENR	Technical Advisory
NC DCR	Renee Gledhill-Earley	NCDCR	Technical Advisory
NC DCR	Dolores Hall	Deputy State Archeologist	Technical Advisory
USDA	J.B. Martin	US Dept of Agriculture	Technical Advisory

Technical Advisory Committee


Stakeholder	Name	Branch/Title	Committee Appointment
NCRR	Jim Kessler	Engineering	Technical Advisory
Carrboro	Trish McGuire	Planning Director, Town of Carrboro	Technical Advisory
Carrboro	Tina Moon	Town of Carrboro Planning Dept	Technical Advisory
Carrboro	Bergen Watterson	Transportation Planner	Technical Advisory
Chapel Hill	David Bonk	Planning	Technical Advisory
Chapel Hill	Brian Litchfield	Transit	Technical Advisory
Chapel Hill	Mary Jane Nirdlinger	Director of Policy and Strategic Initiatives	Technical Advisory
Chapel Hill	Kumar Neppalli	Public Works	Technical Advisory
Chapel Hill	John Richardson	Sustainability Officer	Technical Advisory
Chapel Hill	Ed Harrison	Council Member	Technical Advisory
City of Durham	Wesley Parham	Assistant Director, Durham Transportation & Chair, DCHC MPO TCC	Technical Advisory
City of Durham	Mark Ahrendsen	Transportation/DCHC MPO	Technical Advisory
City of Durham	Ellen Beckmann	Transportation	Technical Advisory
City of Durham	Bill Judge	Transportation	Technical Advisory
Durham City-County	Steve Medlin	Director, Durham City-County Planning	Technical Advisory
Durham City-County	Aaron Cain	Durham City-County Planning	Technical Advisory
Durham City-County	Patrick Young	Durham City-County Planning	Technical Advisory
Durham City-County	Hannah Jacobson	Durham City-County Planning	Technical Advisory
Durham City-County	Helen Youngblood	Durham City-County Planning	Technical Advisory
Durham City-County	Lisa Miller	Durham City-County Planning	Technical Advisory
Durham City-County	Sara Young	Durham City-County Planning	Technical Advisory
Durham County	Jane Korest	Durham County (Mgr, Open Space & Real Estate Division)	Technical Advisory
Durham County	Linda Thomas-Wallace	Transportation Program Manager, Durham County Cooperative Extension	Technical Advisory
Durham County	Brendan Moore	Open Space Land Manager	Technical Advisory
DCHC MPO	Felix Nwoko	Transportation Planning Manager-DCHC MPO Administrator	Technical Advisory
DCHC MPO	Andy Henry	DCHC MPO	Technical Advisory
Orange County	Craig Benedict	Planning Director	Technical Advisory
Duke	Melissa Harden	Interim Dir., Duke Parking and Transportation Services	Technical Advisory
Duke	Alison Carpenter	Transit Planner & TDM Program Manager, Duke Parking & Transportation Services	Technical Advisory
Duke	Mark Hough	Campus Landscape Architect	Technical Advisory
Durham VAMC	Samuel Bailey	Durham VAMC Engineering Service Chief	Technical Advisory
NCCU	Timothy F. McMullen	NCCU University Architect & Director of Design & Construction Services	Technical Advisory
	Kurt Stolka	Transportation Planner, UNC Transportation & Parking Department	Technical Advisory
UNC Hospitals	Jeff Watson	Manager, Photo ID, Parking, & Transportation, UNC Hospitals	Technical Advisory
TJCOG	John Hodges-Copple	Triangle J COG	Technical Advisory
		<i>Durham Tech Declined</i>	

Communications Advisory Committee

Stakeholder	Appointee Name	Title	Committee Appt
Carrboro	Catherine Wilson	Town Clerk	Communications
Chapel Hill Chamber of Commerce	N/A		Communications
City of Durham	Beverly Thompson	Public Affairs Manager, City of Durham	Communications
DCHC/MPO	Meg Scully	MPO Grant Administrator	Communications
Duke University	Leanora Minai	Director of Communications	Communications
Durham County	Deborah Craig-Ray	Assistant County Manager for Communications	Communications
Durham Technical Community College	Carver C. Weaver	Director, Marketing and Communications	Communications
Durham VA Medical Center	Megan Warren Moore	Public Affairs Officer	Communications
Durham VA Medical Center	Peter Tillman	Public Affairs Officer	Communications
Greater Durham Chamber of Commerce	N/A		Communications
NCDOT	Jennifer Garifo	Information and Communication Specialist II	Communications
NCDOT	Sarah McCue	Communications Officer	Communications
NCDOT	Marla Roth	Communications Officer	Communications
North Carolina Central University	Christy L Simmons	Director of Marketing and Communications	Communications
Orange County	Carla Banks	Director of Public Affairs	Communications
Town of Chapel Hill	Catharine Lazorko	Communications Manager	Communications
Triangle Transit	Brad Schulz	Communication Director	Communications
Triangle Transit	Natalie Murdock	Public Involvement Manager	Communications
University of North Carolina Chapel Hill	Randy Boyd Young	Public Information Officer	Communications
University of North Carolina Health Care	Zachary Read	Communication Specialist	Communications

MEETING MINUTES

Date Distributed: 31 August 2012

Prepared by: Adam Migliore Meyer / Jeff Weisner 

Meeting Date/Time: August 21, 2012 – 1:00 PM

Meeting Subject: Durham-Orange Light Rail Transit (LRT) Project
Regulatory Agency Scoping Follow-up Meeting

Place: The William & Ida Friday Center, Sunflower Room, Chapel Hill, NC

Attendees: *Agency attendees:*
 Michael Hosey, US Army Corps of Engineers*
 Francis Ferrell, US Army Corps of Engineers *
 John Thomas, US Army Corps of Engineers*
 Felix Davila, Federal Highway Administration*
 Sarah McRae, US Fish and Wildlife Service
 Rob Ridings, NC Division of Water Quality
 Travis Wilson, NC Wildlife Resources Commission
 Mark Ahrendsen, TCC Chair of Durham-Chapel Hill-Carrboro MPO,
 Director of Durham Department of Transportation
 Meg Scully, Durham County Manager's representative
 Jane Korest, Durham Open Space and Trails Commission
 Hannah Jacobson, Durham City-County Planning Department
 Helen Youngblood, Durham City-County Planning Department
 Brian Strong, NC Department of Environment and Natural Resources
 Stephen Hall, NC Department of Environment and Natural Resources
 Allison Weakley, NC Department of Environment and Natural Resources
 Chuck Edwards, NC Department of Transportation Division 7
 Phillip Vereen, NC Department of Transportation – Public Transportation
 * signifies cooperating agencies

Attendees participating electronically:
 Brian Smart, Federal Transit Administration Region 4 (Atlanta)
 Myra Immings, Federal Transit Administration Region 4 (Atlanta)
 Adam Denton, Federal Transit Administration (Washington, DC)

URS/Triangle Transit project team:
 Greg Northcutt, Triangle Transit
 Juanita Shearer-Swink, Triangle Transit
 Brad Schulz, Triangle Transit
 Eileen Philips, Triangle Transit
 Jeff Weisner, URS
 Cyndy Yu-Robinson, URS
 Paul Himberger, URS
 Adam Migliore Meyer, URS

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Members of the public:

Ed Harrison, Chapel Hill Mayor Pro Tem and Triangle Transit Board
Member
John Kent, Citizen

Discussion items:

Meeting Purpose
Introduction
Project Background
Project Coordination
Review of Scoping Comments
EIS Outline
Next Steps

Meeting Purpose

To review the project scoping input and comments to date, collectively process them and formally develop the final scope of the Environmental Impact Statement (EIS); discuss and provide input on the: Scoping Report, Draft Coordination Plan, and the annotated outline for the EIS.

Presentation Materials

A PowerPoint presentation was made with web conference access for those participating electronically. References were made to the following materials distributed prior to the meeting:

- Draft Coordination Plan
- Draft Scoping Report
- Draft Annotated EIS Outline

Introduction

Ms. Shearer-Swink opened the meeting with welcoming remarks, and introductions were made by all attendees, including the attendees participating electronically.

Project Background

Mr. Smart also provided opening remarks with a review of the Federal Register Notice of Intent published on April 3, 2012, which opened the scoping comment period. For the Durham-Orange LRT Project, the various alternatives that would be studied include alignments C1 and C2, the No-Build, and Transportation System Management (TSM) including existing and enhanced bus service.

Mr. Weisner summarized past and current transit efforts and put them into context with a timeline showing the transportation plans and studies completed since 2002. Focusing on the Durham-Orange Corridor, Mr. Weisner mentioned the key project milestones to date: Alternative Analysis with the Recommended Locally Preferred Alternative (LPA) (July 2011); the DCHC-

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MPO adoption of the LPA (February 2012); publication of the Notice of Intent; opening of the Scoping Comment Period (April 2012); Scoping Meetings and Public Workshops (May 2012); closing of the Scoping Comment Period (June 2012); Scoping Report (June 2012); and Draft Coordination Plan (August 2012).

He briefly discussed the proposed technology for the Durham-Orange Corridor: electric light-rail vehicles traveling on 17 miles of double-tracks in dedicated and shared rights-of-way. He also reminded attendees of the resources available on the project website:

www.ourtransitfuture.com.

Project Coordination

Mr. Weisner gave a synopsis of the Draft Coordination Plan, which is intended to “ensure that early and on-going coordination with interested agencies is achieved and to facilitate permitting and construction in the long-term” (Draft Coordination Plan, Page 1). The Plan identifies the Lead Agencies: Federal Transit Administration (FTA) and Triangle Transit; Cooperating Agencies: US Army Corps of Engineers (USACE), Federal Highway Administration (FHWA), and Environmental Protection Agency (EPA); as well as the federal, state, and local Participating Agencies. The list of Participating Agencies can be found on page 11 of the Draft Coordination Plan. The Plan proposes a coordination structure to facilitate interagency participation, which includes five interagency coordination meetings. There may also be individual meetings with specific agencies. In addition, the Plan outlines the responsibilities of the agencies, which Mr. Weisner noted during the meeting. He also explained how this structure fits into the overall project timeline.

There were no comments on the Draft Coordination Plan or project timeline.

Mr. Weisner asked that agencies respond with any comments related to the Draft Coordination Plan by Friday, September 7.

Review of Scoping Comments

Mr. Weisner summarized the comments received during the Scoping Comment Period with a bar chart of the comments organized by topic area. This chart is Figure 1 of the Scoping Report Appendix E, which is available on the project website. He noted that the topic areas receiving the most comments were Social Aspects and the Rail Operations Maintenance Facility (ROMF). Among the topic areas receiving the least comments were Service and Purpose and Need.

Comments were geocoded in addition to being catalogued. Mr. Himberger presented ESRI ArcGIS Online — a Geographic Information System (GIS) tool which the project team has used to display comments visually and facilitate the comment review process. He began by providing a context for this new tool by explaining how it overcomes the limitations of Google Earth used at previous meetings. It also expands the opportunities for agency coordination and public involvement.

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To illustrate the capability of ESRI ArcGIS Online, Mr. Himberger projected a map of the Durham-Orange LRT Project, displaying scoping comments received from all agencies. He noted that by visualizing comments by location, we see that comments were clustered around the C1 and C2 alternatives of the Durham-Orange LRT Project as well as wetland areas. These clusters identify portions of the proposed LRT alignment that are of particular concern with regard to environmental review.

Mr. Himberger explained that in addition to being geocoded, comments were also categorized according to Agency and NEPA categories. The map also shows the proposed LRT alignment, stations, environmental features, project study area, wetlands, national register boundaries and other data layers.

Mr. Himberger emphasized that the ESRI ArcGIS Online tool will continue to evolve with the project and requested that agencies provide feedback on any inaccuracies in the data or how the tool could be improved.

Ms. Jacobson asked how the map with the geocoded comments could be accessed; Mr. Himberger responded that the link to the online map will be provided to Participating Agencies. [Provided as attachment to these minutes].

After the overview of the ESRI ArcGIS Online tool, Mr. Himberger and Mr. Weisner reviewed several comments along the corridor to illustrate the variety and thoroughness of agency responses. For example, EPA had a comment on impacts to schools, and the proposed LRT alignment crossing New Hope Creek received comments from multiple agencies about the impacts of crossing the sensitive natural systems associated with the Creek.

While reviewing a comment regarding noise impacts, Mr. Hosey asked how areas will be determined for noise studies. Mr. Weisner responded that these areas will be decided during the project kickoff and data collection phases. Ms. Weakley then asked whether developed areas would be the only ones included in noise studies. Mr. Weisner responded that natural areas could be included as well.

EIS Outline

Mr. Weisner presented the annotated EIS outline consisting of 24 chapters and accompanying appendices. He then identified chapters of the EIS with issues of particular significance: Transportation (Chapter 3); Neighborhoods, Community Services, and Environmental Justice (6); Cultural Resources (8); Natural Resources (10); Water Resources (11); Secondary & Cumulative Impacts (19); and Climate Change Adaptation Planning (20).

Mr. Weisner then asked for comments, and specifically if there were other chapters that should be identified for issues of significance.

Mr. Smart responded that Section 4(f) Resources should be highlighted because of the effect on Little Creek, USACE lands, and the waterfowl refuge near the C1/C2 alternatives.

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Ms. Immings asked whether the second bullet point under the Water Resources chapter of the annotated outline intended to *exclude* water resources other than Jordan Lake, Little Creek, New Hope Creek and Sandy Creek, or if there was a typo. Mr. Weisner responded that it was a typo and that the second bullet point should read: "...Specific floodplain/flood storage areas include, but are *not* limited to, those associated with the Jordan Lake watershed in the vicinities of Little Creek and New Hope and Sandy Creeks."

Mr. Davila asked where logical termini would be included in the EIS, and Mr. Weisner responded in the Alternatives Considered chapter.

Ms. Weakley asked which lands are included in the chapter on Parklands. Mr. Weisner replied that all public lands will be included in this section. She also asked what was meant by "irreversible & irretrievable commitments of resources." Mr. Weisner gave the example of wetland and noise impacts being irreversible. Mr. Smart added that studying irreversible and irretrievable commitments of resources is required under the New Starts program, and would include commitments of resources such as finances and land. He also noted that the evaluation of commitments of land would include coordination with local planning departments to determine if there is a higher and better use of the land.

Ms. Immings recommended adding a problem statement ahead of the chapter on Purpose and Need to explain the impetus for the project. Mr. Weisner replied that this could be added to the outline and included in the EIS.

A representative from DENR asked if mitigation is included in the outline and Mr. Weisner replied that most chapters have a section concerning mitigation and referred to the annotated Draft Outline, which he displayed on the screen.

Ms. Immings pointed out that the Visual and Aesthetic Consideration chapter did not include a description of coordination or consultation and that it should be added. She also stated that social values need to be communicated. She requested that a fourth section regarding consultation with community leaders be added to the chapter on Neighborhoods, Community Services, and Environmental Justice. Ms. Immings asked when a Public Involvement Plan (PIP) would be available and that she would like to provide input. Mr. Weisner responded that the PIP will be an update of the existing PIP prepared for and documented in the Alternative Analysis and that it would be available in time for the as yet unscheduled EIS project kickoff meeting.

Mr. Harrison asked who would develop the PIP; Mr. Weisner responded that the URS/Triangle Transit project team would update the PIP currently in place and Mr. Smart added that all will have input in that process.

Mr. Smart and Ms. Immings emphasized FTA's commitment to streamlining the EIS process and producing a user-friendly EIS for public review. As part of the commitment to streamlining, the EIS should not exceed 150 pages. Appendices and technical memoranda would not count towards the page maximum. Additionally, FTA requests only electronic copies of the appendices and technical memoranda. Mr. Weisner stated that the EIS will be provided in electronic and

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hard copy format as described by FTA and added that electronic communication and commenting is also strongly encouraged between agencies as the EIS process moves forward. He suggested the use of SharePoint as a tool for electronic collaboration. Agency representatives will have access to SharePoint and will soon receive log-in information via email.

Mr. Ahrendsen asked about the status of the recently passed MAP-21 legislation and its resulting impact on the EIS process. Mr. Smart responded that MAP-21 will become effective October 1. FTA has a website with preliminary information regarding MAP-21, but specific guidance is not available at this time. Mr. Smart added that FTA Region 4 has been successful with streamlining the EIS process and that streamlining measures will continue to be followed. For example, the Record of Decision (ROD) for the Charlotte LYNX Blue Line extension was delivered 15 days ahead of schedule. The EIS/ROD for the Detroit light-rail project was completed in 16 months as opposed to the average of 4 years needed to complete an EIS and obtain a ROD.

Mr. Davila asked if there would be a document or technical memorandum concerning traffic volumes and travel demand management on Interstate 40. Mr. Weisner replied that this information would be included in the Transportation chapter, but that a separate document could also be produced.

Ms. Weakley asked when the project kickoff meeting for the EIS would be held. Mr. Weisner and Ms. Shearer-Swink replied that a date has not been set. Advancing the Durham-Orange LRT Project is predicated on the outcome of the November 2012 referendum on a ½ cent sales tax for transit in Orange County and authorization from the FTA to begin Preliminary Engineering (PE) and the preparation of an EIS. Spring 2013 is the earliest that the EIS Kickoff Meeting for this project could be held.

Next Steps

The Scoping Report will be updated to include the results of this Regulatory Stakeholders Follow-up Meeting. The Draft Coordination Plan and EIS Outline will be revised in response to comments received by agencies.

Mr. Weisner reminded agencies that comments on the Draft Coordination Plan are due on Friday, September 7.

Action Items:

- URS will develop an Agency SharePoint site for the project and provide log-in information for Participating Agencies.
- URS will update the Scoping Report to include documentation of the Regulatory Agency Scoping Follow-up Meeting.
- URS will provide the ESRI ArcGIS Online URL to Participating Agencies.
- Project Team will revise the Project Coordination Plan per input received by September 7.

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- Project Team will revise the draft Annotated EIS Outline per comments received during the meeting and input received by September 7.
- Revised Scoping Report, Coordination Plan and Annotated EIS Outline will be placed on SharePoint site.

Meeting was adjourned at 2:15 PM.

Meeting Adjourned

The above Meeting Minutes are the author's synopsis of what was stated. The program will rely on these minutes as the record of all matters discussed and conclusions reached during this meeting unless written changes are sent to the author within seven calendar days of receipt of these Minutes.

JW/amm

cc: Attendees

PMC@TriangleTransit.org

URS File

Attachments:

Agenda

Meeting sign-in sheet

Presentation slides

Durham-Orange LRT Project ESRI ArcGIS Online instructions

FTA / TTA Meeting

Tuesday, August 21, 2012 – 1:00 – 3:00 pm

Friday Center, Sunflower Room

Scoping Agency Follow-up Meeting

Agenda

- A. Introduction**
- B. Project Background**
- C. Project Coordination**
- D. Review of Scoping Comments**
- E. EIS Outline**
- F. Next Steps**

Sign-in Sheet

Meeting Date: _____

Our Transit Future
Triangle Regional Transit Program



Name	Email Address	Organization	Affiliation (please circle one)
John Thomas	John.T.Thomas.Jr@SAW02.USACE.army.mil	Wilmington District Corps of Engineers	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other
Trans Wilson	trans.wilson@ncwnc.org	NCWNC	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other
Michael Hosey	michael.l.hosey.ii@usace.army.mil	USACE	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other
Felix Davila	felix.davila@dot.gov	FHWA	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other
CHUCK EDWARDS	CEDWARDS@NCDOT.GOV	NCDOT	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other
Brian Strong	brian.strogon@ncdenr.gov	NCDENR	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other
Rob Ridings	rob.ridings@ncdenr.gov	NC Division of Water Quality	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other
Meg Scully	mscully@durhamcountync.gov	Durham County	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other
Helen Youngblood	Helen.Youngblood@DurhamNC.gov	Durham City/Co. Planning	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other
Allison Weakley	allison.weakley@ncdenr.gov	NC NHP	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other
Francis Ferrell	francis.e.ferrell@usace.army.mil	USACE	a. private citizen <input checked="" type="radio"/> b. official c. non-profit representative d. other

Sign-in Sheet

Meeting Date: _____

Name	Email Address	Organization	Affiliation (please circle one)
Jane Korest	jkorest@durhamcounty.nc.gov	Durham County	a. private citizen <input type="radio"/> b. official <input checked="" type="radio"/> c. non-profit representative <input type="radio"/> d. other <input type="radio"/>
Sarah McRae	sarah.mcrae@fws.gov	USFWS	a. private citizen <input type="radio"/> b. official <input checked="" type="radio"/> c. non-profit representative <input type="radio"/> d. other <input type="radio"/>
Hannah Jacobson	hannah.jacobson@durhamnc.gov	Durham Planning	a. private citizen <input type="radio"/> b. official <input checked="" type="radio"/> c. non-profit representative <input type="radio"/> d. other <input type="radio"/>
Mark Ahrendsen	mark.ahrendsen@durhamnc.gov	DOTC-MPO TTC chair	a. private citizen <input type="radio"/> b. official <input checked="" type="radio"/> c. non-profit representative <input type="radio"/> d. other <input type="radio"/>
Ed Harrison	ed.harrison@midspry.com	TTC TRANSFER conservation biologist	a. private citizen <input type="radio"/> b. official <input type="radio"/> c. non-profit representative <input type="radio"/> d. other <input type="radio"/>
Phillip Vereen	NC DOT-PTO p.vereen@ncdot.gov	NC DOT PTO	a. private citizen <input type="radio"/> b. official <input checked="" type="radio"/> c. non-profit representative <input type="radio"/> d. other <input type="radio"/>
			a. private citizen <input type="radio"/> b. official <input type="radio"/> c. non-profit representative <input type="radio"/> d. other <input type="radio"/>
			a. private citizen <input type="radio"/> b. official <input type="radio"/> c. non-profit representative <input type="radio"/> d. other <input type="radio"/>
			a. private citizen <input type="radio"/> b. official <input type="radio"/> c. non-profit representative <input type="radio"/> d. other <input type="radio"/>
			a. private citizen <input type="radio"/> b. official <input type="radio"/> c. non-profit representative <input type="radio"/> d. other <input type="radio"/>



Durham-Orange Light Rail Transit Scoping Follow-up Meeting

August 21, 2012


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Meeting Agenda

- Introduction
- Project Background
- Project Coordination
- Review of Scoping Comments
- EIS Outline
- Next Steps

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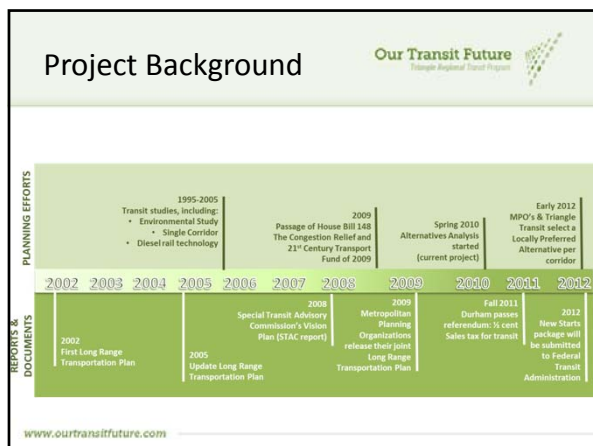
Introduction

Purpose of the Meeting

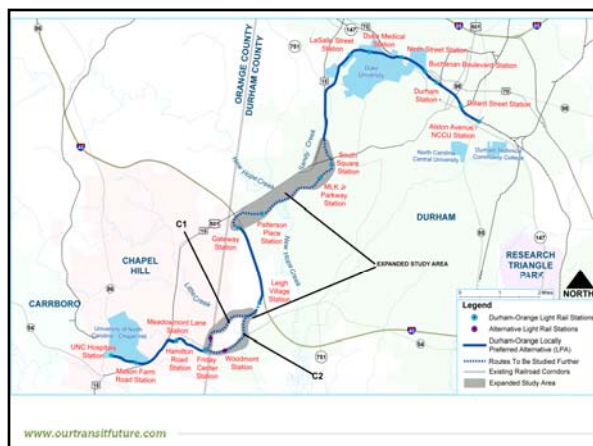
To review and receive input on the:

- Draft Coordination Plan
- Scoping Comments
- Outline for the EIS

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Durham-Orange Light Rail Transit (LRT) Project



- LRT service between UNC Hospitals and Alston Avenue in east Durham (17 miles)
- 10-minute frequencies during peak hour; 20-minute off-peak
- Estimated end-to-end travel time is 35 minutes
- Double-tracked (one track for each direction of travel)
- Primarily at-grade in a dedicated and shared right-of-way
- Elevated sections throughout to avoid or mitigate impacts to traffic and environmental features
- 17 stations are proposed for the LRT Alternative
- Station location refinements and station layouts and designs will occur during the Preliminary Engineering/EIS phase

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Project Coordination



Draft Coordination Plan



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Project Coordination



- **Lead Agencies**
 - Federal Lead Agency: Federal Transit Administration (FTA)
 - Brian Smart – Environmental Protection Specialist
 - Local Lead Agency: Triangle Transit
 - Damien Graham – Government Affairs
 - Greg Northcutt – Capital Program Manager

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Project Coordination



- **Cooperating Agencies**

- US Army Corps of Engineers
- Federal Highway Administration
- US Environmental Protection Agency

- **Participating Agencies**

- Federal
- State
- Local

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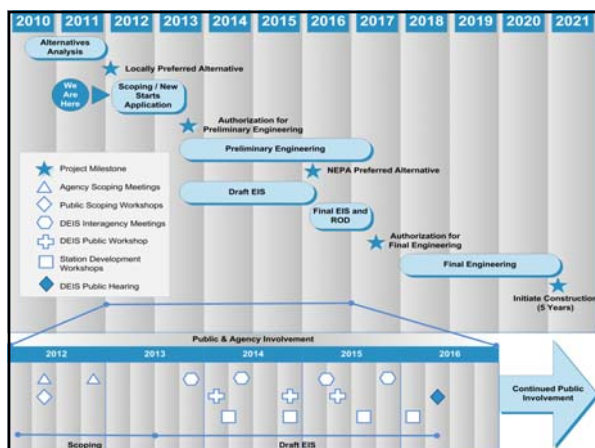
What is your role?




Responsibilities of Participating Agencies:

- Early identification of issues of concern; potential human or environmental impacts
- Participate in the scoping process
- Provide meaningful and early input on project purpose and need, alternatives, and the methodologies and level of detailed required
- Participate in coordination meetings and joint field reviews as possible
- Participate in meetings to resolve issues that could delay completion of environmental review process or result in denial of required approvals under applicable laws
- Participate in the issue resolution process

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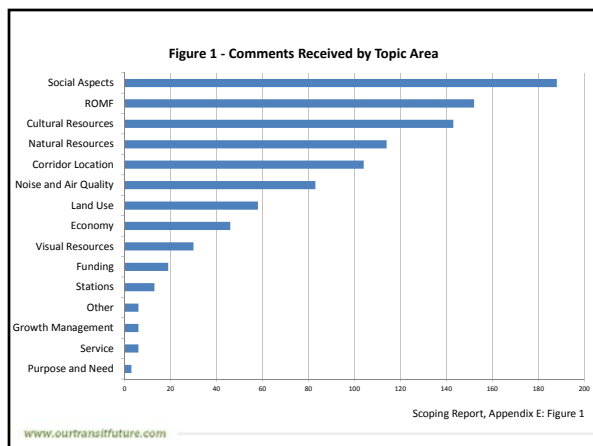
COORDINATION MEETINGS	
Preparation of Draft Environmental Impact Statement	Meeting 1: Project Kick-Off
	Meeting 2: Project progress update; Review of Technical Methodologies for Assessing Impacts
	Meeting 3: Project progress update; Review of Preliminary Design and Evaluation of Impacts
	Meeting 4: Project progress update; Review of Mitigation Measures
Reference Alternative	Meeting 5: Review comments on Draft EIS and Select Preferred Alternative
Final EIS and ROD	Further actions: <ul style="list-style-type: none"> • Circulation of Final EIS • Issue Record of Decision (ROD)
Post-ROD	Subsequent Meetings Review Record of Decision for how to proceed with project



Review of Scoping Comments

- Scoping Report –**
 - Documents scoping process and input received from project stakeholders
 - Comments received from the public and agencies are cataloged in comment database
- ESRI ArcGIS Online –** GIS tool used to visually represent comments intended to facilitate comment review process

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EIS Outline

Proposed EIS Chapters:

1. Purpose & Need	13. Noise & Vibration
2. Alternatives Considered	14. Energy Use
3. Transportation	15. Hazardous & Contaminated Materials
4. Land Use Plans, Public Policy, and Zoning	16. Safety & Security
5. Socio-economic Conditions	17. Acquisitions & Displacements
6. Neighborhoods, Community Services, and Environmental Justice	18. Construction Impacts
7. Visual & Aesthetic Considerations	19. Secondary & Cumulative Impacts
8. Cultural Resources	20. Climate Change Adaptation Planning
9. Parklands	21. Section 4(f) Resources
10. Natural Resources	22. Financial Analysis
11. Water Resources	23. Evaluation of Alternatives
12. Air Quality	24. Irreversible & Irretrievable Commitments of Resources

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EIS Outline

Proposed EIS Chapters with issues of significance:

1. Purpose & Need	13. Noise & Vibration
2. Alternatives Considered	14. Energy Use
3. Transportation	15. Hazardous & Contaminated Materials
4. Land Use Plans, Public Policy, and Zoning	16. Safety & Security
5. Socio-economic Conditions	17. Acquisitions & Displacements
6. Neighborhoods, Community Services, and Environmental Justice	18. Construction Impacts
7. Visual & Aesthetic Considerations	19. Secondary & Cumulative Impacts
8. Cultural Resources	20. Climate Change Adaptation Planning
9. Parklands	21. Section 4(f) Resources
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11. Water Resources	23. Evaluation of Alternatives
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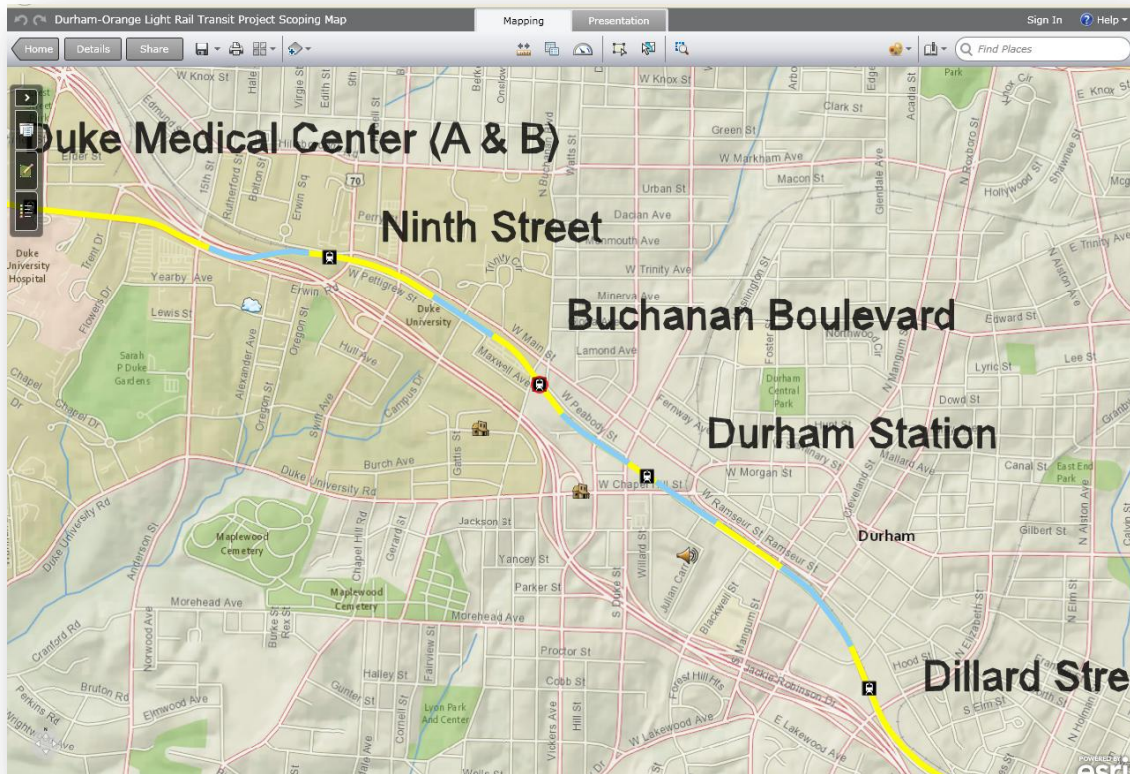
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Next Steps

- Revise Draft Coordination Plan
- Update Scoping Report to Include Results of Follow-up Meeting
- Revise EIS Outline
- EIS Kickoff Meeting

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Durham-Orange Light Rail Transit Project Map



How to access the map:

To view a description of the map, visit:

<http://www.arcgis.com/home/item.html?id=1f23ec93743a47868b73caf1a1a8f470>

To view the map in ArcGIS Explorer Online, visit:

<http://www.arcgis.com/explorer/?open=1f23ec93743a47868b73caf1a1a8f470>

Questions or Comments:

Paul Humberger, LEED Green Associate

Environmental Planner

URS Corporation

1600 Perimeter Park Drive

Morrisville, NC 27560

919.461.1422

paul.humberger@urs.com

M E M O R A N D U M

To: Project File

From: Jeff Weisner, AICP
Planning Department Manager, URS Corporation

Date: September 19, 2013

Subject: Durham-Orange (D-O) Light Rail Transit (LRT) Project
Interagency Meeting, August 27, 2013
RECORD OF MEETING

Attendees:

*indicates attendance by Phone

Myra Immings*	Federal Transit Administration (FTA)
Stan Mitchell*	FTA
Ntale Kajumba*	EPA
Dana Perkins*	FAA
Clarence Coleman	Federal Highway Administration (FHWA)
Michael Hosey	U.S. Army Corps of Engineers (USACE)
Francis Ferrell	USACE
John Thomas	USACE
Sarah McRae	U.S. Fish and Wildlife (USFW)
Ellen Reckhow	Triangle Transit (Board)
Bernadette Pelissier	Triangle Transit (Board)
Ed Harrison	Triangle Transit (Board)
Deloris Hall*	N.C. Office of State Archeology
Allison Weakley	N.C. Department of Environment and Natural Resources (DENR)
Rob Ridings	DENR
Travis Wilson*	N.C. Wildlife Commission
Phillip Vereen*	NCDOT Public Transportation
Tamara Shaw*	NCDOT Public Transportation
Eric Midkiff*	NCDOT – Project Development and Environmental Analysis (PDEA)
Michael Craig	NCDOT – Division 5
Mike Kneis	NCDOT – Division 5
John Hodges-Copple	Triangle J Council of Governments (TJCOG)
David Bonk	Town of Chapel Hill
Andy Henry	Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)
Helen Youngblood	Durham City County Planning Department (Durham Planning)
Hannah Jacobson	Durham Planning
Meg Scully	Durham Planning



Durham-Orange LRT Project Interagency Meeting
Meeting Record
August 28, 2013
Page 2

Charlie Welsh	New Hope Creek Corridor Advisory Committee (NHCCAC)
Bob Healy	NHCCAC
John Kent	NHCCAC
Pam Karriker	Citizen
Terry Rekeweg	Citizen

The Project Team

David King	Triangle Transit
Greg Northcutt	Triangle Transit
Patrick McDonough	Triangle Transit
Deborah Ross*	Triangle Transit
Juanita Shearer-Swink	Triangle Transit
Brad Schultz	Triangle Transit
Geoff Greene	Triangle Transit
Darcy Zorio	Triangle Transit
Tanner Adamson	Triangle Transit
Charlie Benton	URS Corporation
Paul Humberger	URS Corporation
Gavin Poindexter	URS Corporation
Jeff Weisner	URS Corporation
Cyndy Yu-Robinson	URS Corporation
Tom Hepler	CH Engineering

An interagency meeting for the Durham-Orange (D-O) Light Rail Transit (LRT) Project was held on Tuesday, August 27, 2013 at the UNC Friday Center in Chapel Hill, NC, from 1:00 to 3:00 PM. The purpose of the meeting was to discuss the current status of the D-O LRT Project, alternative alignments, proposed station locations and alternative locations for the rail operations and maintenance facility which have evolved since the LPA was adopted and the responses to current comments. The August 2013 Draft D-O LRT Project Environmental Methodologies Report was also presented and discussed.

Following is a list of project alignment segments and discussion topics which are covered in detail below:

- UNC-Hospitals Alternative Station Location
- UNC Finley Golf Course / NC 54 Options
- C1/C2 and Minimization Alternatives (Friday Center to Leigh Village Segment)
- I-40 Options Study
- New Hope Creek Area
- Duke Medical Center / Durham VA Medical Center Station Locations
- Track Separation
- Rail Operations and Maintenance Facility Sites
- Environmental Methodologies



UNC-Hospitals Alternative Station Location

The alternative alignments under consideration within the vicinity of UNC Chapel Hill include the Locally Preferred Alternative (LPA) as well as two new alternatives that place the UNC Hospitals station closer to the hospital complex and the rest of the university in order to penetrate further into campus. The new alternative alignment would also necessitate a slight change with the Mason Farm Road station.

No comments, questions or concerns were expressed with this segment.

UNC Finley Golf Course / NC 54 Options

An alternative alignment has been designed to avoid possible impacts to the tee boxes and the cart path, most specifically near the third hole. This alignment departs from the LPA in the vicinity of Finley Golf Course Road and would run adjacent to the south side of NC 54.

The Town of Chapel Hill representative asked about the inclusion of a previously identified alternative alignment that would extend southwards from the Friday Center, run south of the hotel and penetrate the proposed Woodmont development, thereby moving the Woodmont LRT station farther away from NC 54. It was indicated that this request would be considered.

C1, C2 and Minimization Alternatives:

It was explained that the Minimization Alternative is being reevaluated as part of addressing comments received during Scoping to include an alternative that completely avoids Federal lands. The three alternative alignments (Minimization, C1 and C2) will be studied in a white paper to document and determine the specific impacts of each alignment on environmental and community resources, as well as from a technical feasibility perspective. It was further explained that comments from residents opposed to the C1 Alternative were received during Scoping; the Minimization Alternative would include C1.

The DENR representative asked why the NC 54/Farrington Road alternative was not still included. The Project Team explained that this alignment was considered during the review of corridors and alignments for further study. It was eliminated from further consideration due to a number of issues including those identified in the NC 54 Interchange Study and further coordination with NCDOT which indicated that this alignment would not be feasible.

A USACE representative asked about the impacts to residents along the Minimization Alternative. It was explained that the effects, which had not yet been studied in depth, will be examined and analyzed as part of the DEIS.

The DENR representative asked a question regarding the mitigation necessary for USACE land acquired as part of a new location alternative. USACE indicated that mitigation would not be required within any existing transportation easements, but would be required for any new location acquisitions/easements.

Conversation ensued regarding the transit corridor [designated by the DCHC MPO] some of which



coincides with the Minimization and / or C1 alternatives. The Project Team explained that while this formed the starting point for analysis, the alignment has shifted slightly through the Alternatives Analysis process.

Triangle Transit Board Member Harrison (also Chapel Hill Mayor Pro Tem) asked about like/contiguous mitigation land and how it impacted the crossings of these natural resources. USACE explained that this would be determined in a later phase of the environmental process when more specific details regarding impacts have been analyzed and evaluated. A DENR representative reminded the audience that these lands are already mitigation property.

I-40 Options Study:

The alternative alignments that were considered as part of an I-40 Options Study were presented. These included alternatives to avoid locating the transit alignment within NCDOT right-of-way in order to accommodate any future lane widening. The presentation included a typical cross section of the currently proposed segment of the D-O LRT alignment which provides for programmed future widening, safety and shoulder lanes. The results of the Study included impacts created by the LPA and alternative alignments to property, grade crossings, wetlands and historic resources as well as general cost.

No questions, comments or concerns were expressed in this segment.

New Hope Creek Area:

A number of alignment options, primarily between the proposed Gateway Station and the proposed MLK Jr. Parkway Station, were explained in great detail including: the LPA, two northern alignments (along US 15-501) and two southern alignments (along Old Chapel Hill Road). Further opportunities and constraints related to each alternative were also explained. A White Paper (similar to the I-40 Options Study) analyzing the Old Chapel Hill Road alternatives is currently being prepared and will be available for review in the future. The two northern US 15-501 options will be carried forward through the DEIS.

A NHCCAC representative asked why, given NCDOT's planned expansion and general policy along US 15-501, the Project Team would not pursue design options which assume that no lane widening would occur across New Hope Creek. Another NHCCAC representative stated that an EA/FONSI "Greensheet" indicates that a wing-wall design was incorporated into the design of the now existing (newly constructed) New Hope Creek Bridge, specifically for transit purposes. The Project Team indicated that it would continue close coordination with NCDOT regarding the proposed actions along US 15-501 (including possible interchanges as part of the freeway conversion project) and that these comments and questions would be considered as part of the DEIS. The potential impacts to businesses along US 15-501 between Garrett Road and MLK Jr. Parkway as a result of the project were also explained.

A Durham Planning representative asked about the differences in station locations through this area, most notably the Patterson Place and MLK Jr. Parkway Stations. The Project Team explained



that while the initial locations of these stations were determined through the station area planning process, further refinement to these stations would be determined in collaboration with Durham Planning as the DEIS moves forward and as the alignments are refined.

One of the NCDENR representatives asked why the project did not include any station options closer to US 15-501 either in the vicinity of SW Durham Drive (towards New Hope Commons) or Garrett Road. The Project Team explained that LRT stations are primarily located in areas that have the potential for easy pedestrian access, preferably within a ¼ to ½ mile radius. The station near Patterson Place is intended to serve a larger walkable area that would include current and future phases of the overall Patterson Place development as well as portions of SW Durham Drive. The station area planning process also considers the potential for future higher-density development, not just existing conditions. The US-15 501 corridor presents a major barrier for pedestrian access (even at signalized intersections). The NCDOT proposed interchange at SW Durham Drive as part of the freeway conversion process would provide additional challenges for a station in that area.

The TJCOG representative asked why consideration was not being given to an alternative alignment that passed just south of the LPA alignment in the vicinity of New Hope Creek, crossing the Federal Lands at the narrowest section of wetlands. The Project Team indicated that this general area would be studied (including costs) in a White Paper, similar to the I-40 Options Study. In response to some initial analysis, the current LPA alignment has already been modified to avoid impacts to Durham County Parcels designated as "Open Space", which could otherwise be construed as a Section 4(f) Resource. Additional challenges including the location of Jurisdictional Wetlands were also discussed.

The need to maintain and provide for the wildlife connectivity that currently exists along the New Hope Creek Corridor was discussed. Concerns about the best way to preserve this connectivity as well as the forested areas remaining in the vicinity of Patterson Place and New Hope Creek were also identified. A comment was also made regarding the amount of [negative] impact that an interchange would have on the SW Durham Drive intersection.

The NHCCAC indicated that there was an existing transit easement which was made as part of the development plans for the New Hope Creek Apartments, or Colonial Grande at New Hope that brought the alignment from Patterson Place to US 15-501.

Duke Medical Center / Durham VA Medical Center Stations:

The three station locations along Erwin Road in the vicinity of Duke Medical Center and the Durham VA Medical Center (DVAMC), and the reasoning behind each of their respective locations were presented. Through coordination with the DVAMC, Option C, (the Eye Care Center Drive alternative), was identified as the DVAMC's preferred station. Relative to the other alternatives, Option C appears to have the least negative impact on Erwin Road and the intersection at Fulton Street, the adjacent medical complexes and overall pedestrian and vehicular circulation. Coordination with Duke University regarding the Eye Care Center Drive Alternative (Options C) has not yet occurred.



Triangle Transit Board Member Reckhow (also Durham County Commissioner) indicated that there was a general consensus and support for the Eye Care Center Drive Station location. The Project Team explained however, that all alternatives would be carried forward during the Station Planning Process as part of the DEIS.

NHCCAC asked about emergency vehicle access along Trent Road. The Project Team indicated that these issues would be analyzed and addressed through the Transportation/Traffic studies conducted as part of the DEIS.

Track Separation:

The D-O LRT Project includes a segment between the 9th Street and Alston Ave/NCCU LRT Station which will operate on separate exclusive tracks within the North Carolina Railroad (NCRR) corridor. Current discussions between the Project Team and representatives of the NCRR have indicated that the separation between freight and LRT tracks operating within the NCRR corridor may need to be 40-feet and/or 54-feet (rather than approx. 26 feet which occurs in other communities). A brief explanation of the impacts which the 40-foot and 54-foot separation requirements would have on adjacent structures and buildings within this segment of the alignment was given.

A FTA representative asked whether the Federal Railroad Administration (FRA) had weighed in on track separation. Triangle Transit General Manager David King responded that FRA doesn't have a standard regarding this type of track separation. (Once a rail vehicle is more than 25 feet away from operating railroad tracks, it is no longer considered to be adjacent; there are maintenance requirements associated with rail vehicles that would operate with less than 25 feet of separation.)

General discussion continued regarding the evaluation of the impacts of the expanded track separation distances of 40 feet and 54 feet; the basis of original 26-foot separation and the general path forward towards reaching an agreement.

Rail Operations and Maintenance Facility (ROMF) sites

The ongoing analysis of sites for the LRT Rail Operations and Maintenance Facility (ROMF) was discussed along with the types of comments received from various stakeholder groups. The Project Team indicated that two additional alternatives were being examined: one which evolved from the combination of two initially identified potential ROMF sites into a hybrid site and the other new alternative site located adjacent to the project terminus in east Durham.

No questions, comments, or concerns were expressed regarding this project element.



Environmental Methodologies Report:

After providing a general overview of the Environmental Methodologies report, the Project Team asked for a general discussion, comments, and any suggestions that would help provide concurrence moving forward. A general review of the corridor and boundaries was given through the use of Google Earth. Questions and discussion of specific topics are covered below:

Socio-Economic Boundary:

A Durham Planning representative suggested that we expand the boundary in several locations after coordination with the Town of Chapel Hill and the City of Durham to help capture contiguous neighborhoods, identified "EJ" communities, and any other populations that would be particularly important in analyzing effects. A question was asked regarding the status of alternative ROMF site near the Alston Avenue/NCCU station. It was explained that this has not yet been shown to the public.

Water / Natural Resources:

The Project Team indicated that while project consultants are currently in the field collecting data, modifications to the process based on input, suggestions and comments could still be made. The standards, manuals, regulations and industry practice that are being used were reviewed.

NCDENR asked whether staff from the Division of Water Quality (DWQ) would be involved in the field review and review of the DEIS. The Project Team clarified that both DWQ and the USACE would be involved.

USACE asked whether the 245 feet above Mean Sea Level (MSL) standard that exists for Jordan Lake would be addressed. The Project Team said that it would. USACE indicated they would need to be made aware should this standard not be met.

NCDENR wanted to know if both Federal and State-listed species would be analyzed in the DEIS, as this was not clearly defined in the Methodology Report. It was clarified that both Federal and State-listed species would be included.

Cultural/Historic/Archaeological Resources:

A brief explanation was given regarding the proposed Areas of Potential Effect, the general methodology and the initial field work already being conducted.

The representative from the Office of State Archeology expressed concurrence with the proposed methodology.

There were no further comments, questions, or concerns regarding the Environmental Methodologies Report.



Transportation:

The Project Team explained that due to the complexity of this section as well as the close coordination necessary with the Town of Chapel Hill, City/County of Durham and NCDOT, Transportation would be addressed in a standalone methodology report. A brief review of the types of data collected and the proposed collection and analysis methods were explained. It was further explained that a robust bicycle/pedestrian connectivity component would be included.

No questions, comments or concerns were expressed in this section.

Miscellaneous:

Potential 4(f) Resources: A USACE representative asked about the inclusion and analysis of potential 4(f) resources, as there was no mention in the Environmental Methodology report. The Project Team indicated that this will be addressed and analyzed in full throughout the DEIS and that a section in Methodology report would be added to address potential 4(f) resources. The Project Team added that the alignment was recently shifted slightly to avoid a parcel designated as a potential 4(f) resource and that additional shifts similar to this would occur through the design process to minimize or avoid potential impacts.

Recommended Separation Distances: The FAA representative commented that all airports within 5 miles of the project need to be identified. The FAA's concerns included the use Best Management Practices for stormwater management or other activities that would result in the creation of habitat that would attract wildlife, such as water fowl, which could endanger aircraft. A revised circular regarding recommended separation distances was referenced to help address these issues.

Indirect and Cumulative Effects related to development: A NHCCAC representative asked about future land use projections, buildable/unbuildable lands, and the resulting area available for development. The Project Team explained that through the Indirect and Cumulative Effects documentation in the DEIS, these issues, among others would be fully evaluated and documented. The Project Team further clarified the difference between using base year projections as well as 2040 projections.

US 15-501 Freeway Conversion: NCDENR asked if the location of the proposed interchanges as part of the freeway conversion project could be placed on a map for visualization purposes. It was indicated that the Project Team will continue to closely work with NCDOT regarding proposed designs and how they may influence the project.

Distribution of Sensitive Resource Information: Discussion occurred regarding the manner in which the Archaeological Report and other sensitive information would be distributed. It was explained that due to the sensitive nature of the sites and their need to be protected the technical report is typically only provided on a need-to-know or case-by-case basis. It was further indicated that the public will not see the report under any circumstances, only a summary. This position is the same as with Threatened and Endangered Species identifications.



Assessment of Natural Resources and Parklands: NCDENR asked whether Natural Resources and Parklands would be assessed from an indirect and direct perspective only. The Project Team stated that a cumulative effects study would be conducted to address potential impacts to all resources as a result of the project. This would be well documented in the DEIS.

Indirect and Cumulative Effects: FTA indicated that indirect and cumulative effects are of great importance to them as well and that they will be interested the forthcoming analysis and documentation.

ACTION ITEMS

- The Project Team will:
 - ☐ distribute maps showing the various alignment options and study area boundaries for comment
 - ☐ look at alignments refinements through the New Hope Creek area that could reduce wetland impacts
 - ☐ modify the Environmental Methodology Report to reflect both Federal and State-listed species
 - ☐ modify the Environmental Methodology Report to reflect the analysis of and potential impacts to 4(f) resources.
 - ☐ review the new FAA circular regarding recommended separation distances
 - ☐ coordinate with NCDOT to determine potential interchange locations along US 15-501, and
 - ☐ enhance the section regarding Cumulative Effects in the Environmental Methodology, further explaining and clarifying the analysis.
- Agencies will provide comments within 2 weeks from August 27, 2013 (September 10th) to the following contact: JShearerSwink@triangletransit.org. ***(The due date for agency comments has been extended; the new due date is: September 26, 2013.)***

Meeting Adjourned

The above Meeting Minutes are the Project Team's synopsis of what was stated. The program will rely on these minutes as the record of all matters discussed and conclusions reached during this meeting unless written changes are sent to Juanita Shearer-Swink, FASLA at jshearerswink@triangletransit.org by or before September 26, 2013.

JW/cyr/JSS

cc: Attendees
PMC@TriangleTransit.org
URS File



MEETING SUMMARY

Meeting Subject: First Durham-Orange Light Rail Transit Steering Committee Meeting

Meeting Date: November 22, 2013

Meeting Time: 10:00 a.m.

Meeting Place: UNC William & Ida Friday Center, Chapel Hill, NC

Attendees:

Mr. David Andrews, Carrboro Town Manager
Mr. Roger Stancil, Chapel Hill Town Manager
Mr. Mike Ruffin, Durham County Manager
Mr. Tom Bonfield, Durham City Manager
Mr. Mark Ahrendsen, Chair, Durham-Chapel Hill-Carrboro MPO, Technical Coordinating Committee
Mr. Richard Walls, Deputy Secretary for Transit, NCDOT
Ms. Sara Haigh, Associate Director, Durham VA Medical Center
Dr. William Ingram, President, Durham Technical Community College
Dr. Phail Wynn, Vice President for Durham & Regional Affairs, Duke University
Dr. Hazell Reed, Vice Chancellor for Research & Economic Development, NCCU
Mr. Jeff McCracken, Director & Chief of Police, UNC Public Safety Department
Ms. Mary Beck, Senior Vice President, UNC Health Care System
Mr. John White, Vice President of Public Policy, Greater Durham Chamber of Commerce
Mr. Aaron Nelson, President & CEO, Chapel Hill Chamber of Commerce
Mr. Michael Talbert, Interim County Manager, Orange County
Mr. Craig Benedict, Planning Director, Orange County
Ms. JB Culpepper, Planning Director, Town of Chapel Hill
Ms. Margaret Scully, Transportation Program Manager, Durham County Cooperative Extension
Mr. David King, General Manager, Triangle Transit
Ms. Deborah Ross, General Counsel, Triangle Transit
Mr. Greg Northcutt, Director of Capital Development, Triangle Transit
Ms. Juanita Shearer-Swink, Senior Project Manager, Triangle Transit
Mr. Patrick McDonough, Manager of Planning & Transit Oriented Development, Triangle Transit
Mr. Damien Graham, Director of Communications & Public Affairs, Triangle Transit
Mr. Brad Schulz, Communications & Public Affairs Officer, Triangle Transit
Ms. Tammy Bouchelle, Assistant General Counsel, Triangle Transit
Mr. Michael Clark, Intern, Triangle Transit
Mr. Jeff Weisner, Planning Department Manager, URS
Mr. Gavin Poindexter, Transportation Planner, URS
Ms. Sarah Bassett, Urban Planner, URS
Mr. Terry Rekeweg, Private Citizen
Mr. John Kent, Private Citizen
Mr. Michael Waldroup, Private Citizen

Prepared By: Triangle Transit/URS

Date Distributed: January 17, 2014

Durham-Orange Light Rail Transit Project | 1

Discussion Items

1. Welcome and Introductions

David King, Triangle Transit General Manager, welcomed the Durham-Orange Light Rail Transit (D-O LRT) Steering Committee Members, thanked them for attending the meeting, and explained the purpose of convening the Committee. Each member of the Steering Committee, D-O LRT project team members, and citizens introduced themselves. Mr. King reviewed the meeting agenda and briefly discussed the function of the Steering Committee: to provide Triangle Transit staff and its Board of Trustees with input and advice throughout the implementation of the D-O LRT project; to make recommendations and offer their insight to Triangle Transit about issues that have the potential to substantially impact the schedule, scope, and/or cost of the D-O LRT project; to assign staff members to technical and communications committees; and to participate in periodic meetings.

2. Presentation of the D-O LRT Project

Mr. King delivered a PowerPoint presentation summarizing the history, process, and current planning efforts of the D-O LRT project. (The PowerPoint slides and a summary of presentation notes are included as Attachment A.)

3. D-O LRT Project Fly-Through

Mr. King introduced the thirteen-minute fly-through video prepared by URS, Triangle Transit's consultant on the D-O LRT project. (The fly-through video may be found at the following link: http://www.youtube.com/watch?v=PqijCS_B2U8) Mr. Northcutt narrated the fly-through, describing the proposed alignment, station, and rail operations and maintenance facility locations.

4. General Discussion

Questions/comments and responses were as follows:

a. Rail Operations and Maintenance Facilities

Question: How many rail maintenance facilities will there be? They are shown as very large in the fly-through video.

Answer: There will be one rail operations and maintenance facility and it will be approximately 15-20 acres in size.

b. Project Phasing

Question: Can the project be built in sections or will it be built in full?

Answer: The line is 17.3 miles in length. It is difficult to identify a shorter section of the project that can function well on its own, otherwise known as a minimal operating segment. Phoenix and Charlotte are two examples of projects that were reduced in length, but each of these cities only has one central (downtown) hub, not multiple city centers.

c. North Carolina Central University/Durham Technical Community College

Question: It is inappropriate to say that there is a North Carolina Central University (NCCU) station (i.e. the currently named Alston Avenue/NCCU Station), because the station does not serve NCCU directly. This is the case for Durham Technical Community College (DTCC) as well. If

the station name remains as it is now, gaining public momentum could be an issue. Renaming it may be required to appropriately indicate the terminus of the alignment.

Answer: Station area planning will be essential in addressing the surrounding area (including NCCU and DTCC) and ensuring that the entire area will benefit from the D-O LRT system. While the NCCU campus is landlocked, the LRT station could support a joint development opportunity for potential campus expansion adjacent to the station. Perhaps the NCCU Law School or the Hospitality (and Tourism) program could benefit from having some future facilities next to the proposed station, thereby enhancing access to the broader region.

Question: There must be efforts to increase connectivity. Students and employees of NCCU and DTCC most likely will not use the park and ride facilities.

Answer: What occurs around the D-O LRT stations matters a great deal, as does how they are served by buses. Like others, the Alston Avenue/NCCU Station will have regular bus service that provides connections between the station and the institutions. Bus service expansion is already underway as a result of the ½ cent transit sales tax and shuttle/bus connections coordinated with the D-O LRT stations are already a part of the (Durham County Bus and Rail Investment) Plan.

d. Station Area Parking

Question: How will riders get to the Chapel Hill (UNC Hospitals) station? The parking decks are currently full.

Answer: The stations at the medical centers, in downtown Durham, and the universities are destinations. In Durham riders will get on and off (mostly) at Duke University Medical Center. Because there is an extensive bus network serving the Chapel Hill area, options such as park and ride, "kiss and ride," biking, and walking to stations will be utilized by riders. People who do not own cars can use the train rather than taking multiple buses. As an example, estimates show that about 500 riders traveling from Chapel Hill to Durham are transferring from bus to rail at the Gateway Station to get to Durham and about 800 riders are transferring from bus to rail at stations in Durham to get to Chapel Hill; maximizing opportunities (other than driving) for transit riders to get from home to the D-O LRT stations will continue to be an important component of the system.

e. Construction Phase

Question: How long will the construction phase take to complete? Will it be done in sections/incrementally? It will take an immense amount of planning to manage the congestion and disruptions.

Answer: The timing depends on how the construction phase is packaged, so Triangle Transit cannot give a concrete answer at this time, but construction is anticipated to take approximately 4 years. Minimizing congestion and disruptions are an integral part of planning for construction.

f. Affordable Housing

Question: Affordable housing remains an important part of the D-O LRT project. In what aspect of the project is this being addressed? There is also a need for proximate affordable housing for student populations.

Answer: This is both an issue and an opportunity. There has been a lot of interest in the subject of affordable housing with respect to this project, and “for the right reasons.” Affordable housing around the station is vitally important, and it will also provide a good source of ridership. This project may draw increased attention to the need for affordable housing and increase competitive opportunities. The Federal Transit Administration (FTA) prioritizes affordable housing as a key performance area which also makes this project more competitive for federal funds.

There have been recent efforts by various lenders such as credit unions, banks, and HUD (US Department of Housing and Urban Development) that look at opportunities related to housing and transportation and offer potential funding for affordable housing. Triangle Transit is developing affordable housing data and is very interested in working with anyone regarding affordable housing, particularly those working with municipal agencies.

Question: What does House Bill 148 say about affordable housing, what percentage does it allocate?

Answer: The legislation requires an affordable housing plan in order to be eligible to receive state funding for the D-O LRT project. Affordable housing is important, irrespective of the triggering of funding. There was an Urban Land Institute presentation that brought together stakeholders involved in affordable housing in the region – the D-O LRT project should capitalize on bringing this group together again to discuss affordable housing within the project corridor.

g. Station Planning

Question: What is its status of the planning activities for the D-O LRT stations?

Answer: There needs to be a focus on stations as a priority. This cannot just be a transportation exercise, planning must be a key element. Built-in demand exists due to the universities and the hospitals; it is the responsibility of city councils and their planners to address the need for station area planning. There exists a concern that too much growth around these areas will result in a “less attractive place to live.” This growth can and needs to be managed. Future generations are demanding more walkable, less vehicle-centric areas and this coincides with parking constraints around key D-O LRT station areas. What occurs between now and the opening of these stations will determine much of the success of this project.

h. Funding

Question: What will be the final/entire project cost?

Answer: Approximately \$1.5 billion to \$1.8 billion in Year of Expenditure Dollars.

Question: What are current projections of revenues from the ½ cent transit sales tax?

Answer: Part of the planning process is to determine what the ½ cent transit sales tax will do over time and offset those projections with additional funding. This depends primarily on how fast the ½ sales tax will grow and the financial model will tell us what we can afford. Right now, projections show that in Durham County the ½ cent transit sales tax will raise approximately \$21 million/year and in Orange County it will generate approximately \$6 million/year. However, we must be conservative in planning. There have been changes in the funding of transportation

projects since the state provided 25% of the funds for the Charlotte LRT. Our goal is for Durham and Orange Counties to remain conservative and create a funding reserve.

Question: How do we fill the funding gaps, if the ½ cent transit sales tax does not raise enough?

Answer: Triangle Transit's financial plan shows that we can meet the 25% local share, and we just submitted an application to the North Carolina Department of Transportation to cover the state's initial share.

Question: When will/did we apply and when will we know the exact amount of state and federal funding commitment?

Answer: Triangle Transit will apply by December 20, 2013, to the FTA and will ask for formal authorization to enter the project development phase. This authorization could make us eligible to be reimbursed with federal funds for planning costs. It also commits Triangle Transit to finish the environmental studies within two years. If Triangle Transit does not receive authorization from FTA, we will review our strategy and incorporate this Committee in that process. A full funding grant agreement with FTA will not be confirmed until the final engineering phase of the D-O LRT project.

i. **Schedule**

Question: What happens after the next two years?

Answer: After the project development phase is completed, the D-O LRT project will move into the engineering phase, which includes final design through which the alignment and maintenance facility and station locations will be refined and the final plans will be completed.

j. **Wake County**

Question: What is the impact of Wake County's position and is their lack of commitment negative?

Answer: No, their decision takes pressure off of Durham for funding the commuter rail project. The timing of Wake County's decision to move forward may complicate the funding for the D-O LRT project.

Question: What about the input from the panel Wake County brought in to analyze their transit needs?

Answer: The panel was brought in for a one-day analysis, and the (population) growth pressure in Wake County is greater than in Durham and Orange Counties. Both factors should be considered in this discussion. At an earlier economic forum, there was an expert brought in from the Twin Cities that presented the economic benefits of transit. This process is ultimately a "journey." It is in the end not an "if," it is a "when." The outcome will be updating the (Wake County Transit) Plan as a short-term goal.

5. **Final remarks**

Mr. King closed by indicating that it is the responsibility of the Steering Committee to offer input and contact Triangle Transit with questions or for more information.

Ms. Shearer-Swink asked that each Steering Committee member submit an updated letter of support (similar to previously submitted documents received from most represented organizations) to be included in submission to the FTA. These documents are needed the first week of December. Details will be sent to Committee Members for customization of letters.

Action Items:

- Triangle Transit will send detailed information to be included in customized letters of support
- Steering Committee members were asked to submit updated letters of support by the first week of December, 2013
- Triangle Transit will send out follow-up information regarding the D-O LRT project and future meetings

Meeting Adjourned: 11:35 a.m.

Attachment: Attachment A, the Nov. 22nd PowerPoint presentation and summary of presentation notes

ATTACHMENT A
PowerPoint Presentation and Summary of Presentation Notes

D-O LRT Project
Summary of Notes from the PowerPoint Presentation

Slides 1 - 2: (Introductory Page and Agenda) See Discussion Items - 1. Welcome and Introductions

Slide 3: Mr. King stated that the Special Transit Advisory Commission (STAC), which was established in 2007, determined that the broader community required improved transit. From the STAC's recommendations, the region's Metropolitan Planning Organizations jointly developed and adopted a Long Range Transportation Plan. Durham and Orange Counties each approved a ½ cent sales tax for transit to fund transit improvements. Plans in both counties provide significant upgrades in bus service including enhanced bus service on MLK Jr Blvd., a new passenger train station in Hillsborough and rail options for the region. The D-O LRT project which is 17 miles long will operate in Durham and Orange Counties; Wake County has yet to commit to their plans.

Slide 4: Mr. King explained the public involvement that has occurred. He advised the Committee members that one of their key roles along with other local leaders is to inform their constituents.

Slide 5: Mr. King discussed the proposed D-O LRT alignment; and identified the proposed Durham-Wake Corridor Commuter Rail Transit project and the proposed Wake LRT project.

Slide 6: Mr. King reviewed the new and expanded bus service routes and those that will complement the D-O LRT project. He also indicated that collection began for the ½ cent transit sales tax in Durham and Orange Counties in April 2013.

Slide 7: Mr. King outlined the proposed D-O LRT project alignment and sections that require further analysis and study of alignment options. Mr. Northcutt indicated that the use of NCDOT rights-of-way (in which some segments of the alignment are located) is critical to the D-O LRT project alignment as proposed.

Slide 8: Mr. Northcutt stated that the train will consist of between one and three cars, operating on a double-track system; it will take approximately 39 minutes to ride from one end of the line to the other. The average speed will be about 26 mph (including stops). This will not be a commuter rail service (which is focused on weekday rush hour trips) but will operate throughout the entire day, 7 days per week. During peak hours it will operate at 10 minute intervals and off-peak at 20 minute intervals. The capital and operating costs were calculated in 2012 dollars and will be re-calculated after further study.

Slides 9-12: Mr. Northcutt explained that the Locally Preferred Alternative (LPA) alignment serves as a baseline for any analysis of alternative alignment options. The emphasis now is to enhance the LPA to develop an optimum final alignment. Areas of focus have included wetlands, federally owned land, and the New Hope Creek area. In response to input received during the environmental scoping process new alternative alignments have been developed for evaluation in the Draft Environmental Impact Statement (DEIS). Finalizing a location for the maintenance facility is also under study; four alternative sites were initially identified, a fifth was developed as a result of scoping comments and all five will be included in the DEIS for evaluation.

Slide 13: Mr. Northcutt reviewed the project milestones including passage of the ½ cent transit sales tax in Durham and Orange Counties, the adoption of the Durham-Orange LPA, the completion of the FTA Scoping process, and the recent public meetings held on November 12, 13, and 14. Current activities include finalizing proposed D-O LRT alignments and station locations, and preparing the request for the FTA authorization to enter the project development phase.

Slides 14-15: Mr. King stated that the application for project development will be sent to FTA in December 2013. Triangle Transit should hear from the FTA by February 2014 and plans to complete the environmental studies required by the National Environmental Policy Act by the end of 2015. He described the D-O LRT Project Committee structure and the importance of the Steering Committee, stating that the Committee represents major stakeholders. It is Triangle Transit's priority that as the project moves forward, each Committee member/representative is involved in the planning process. Mr. King said that the goal was to develop an appropriate frequency of meetings such that the Committee can be effective in staying apprised of the project progress and offer feedback. He offered to present the D-O LRT project to each steering committee member's stakeholder group as requested. Triangle Transit wants to ensure that stakeholders do not feel that the D-O LRT project is proceeding without their input.

D-O LRT Project Steering Committee Meeting



Durham-Orange Light Rail Transit Project

**November 22, 2013
UNC William & Ida Friday Center**

Agenda



- Welcome & Introductions
- Durham-Orange LRT Project
- D-O LRT Steering Committee
- Corridor Fly-through
- Discussion & Next Steps

The New Transit Vision



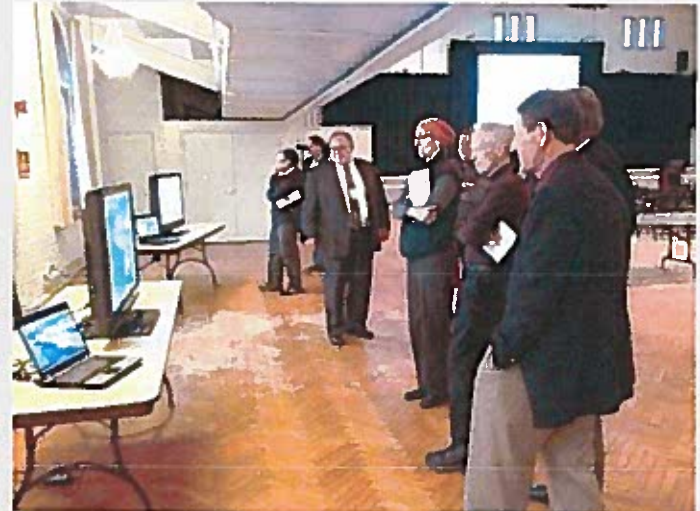
- 2008: Special Transit Advisory Commission Recommendations
 - More local and regional bus service
 - Commuter & light rail service
 - Add local funding options
- 2009: Region's Planning Organizations adopt first Joint 2035 Long Range Transportation Plan
- 2009: NC Legislature provided local funding options
 - ½ cent sales tax: Triangle & Triad
 - County vehicle fees up to \$7
 - Voters must approve
- 2010: Triangle Transit began rail transit corridor evaluation and bus service planning

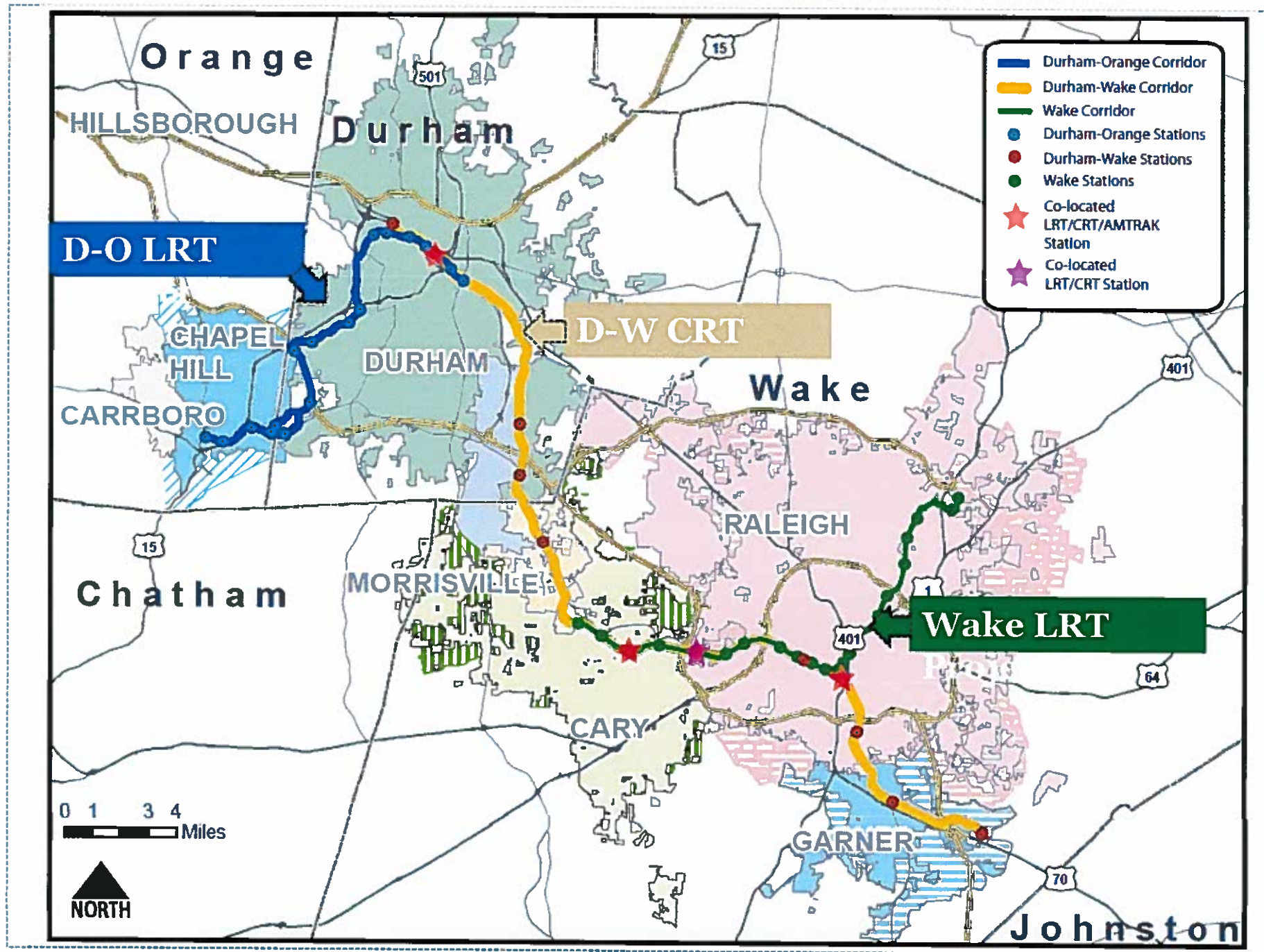


D-O LRT Project Agency & Public Involvement



- Ongoing collaboration with federal, state and local agencies
- 22 Public Workshops
- More than 1,400 participants
- Over 75,000 online visitors
- Web activity since Oct. 28, 2013
 - More than 10,500 page views
 - 1,700 unique visitors
- 1100 views of the Fly-through





Bus Service Improvements in Orange & Durham Counties

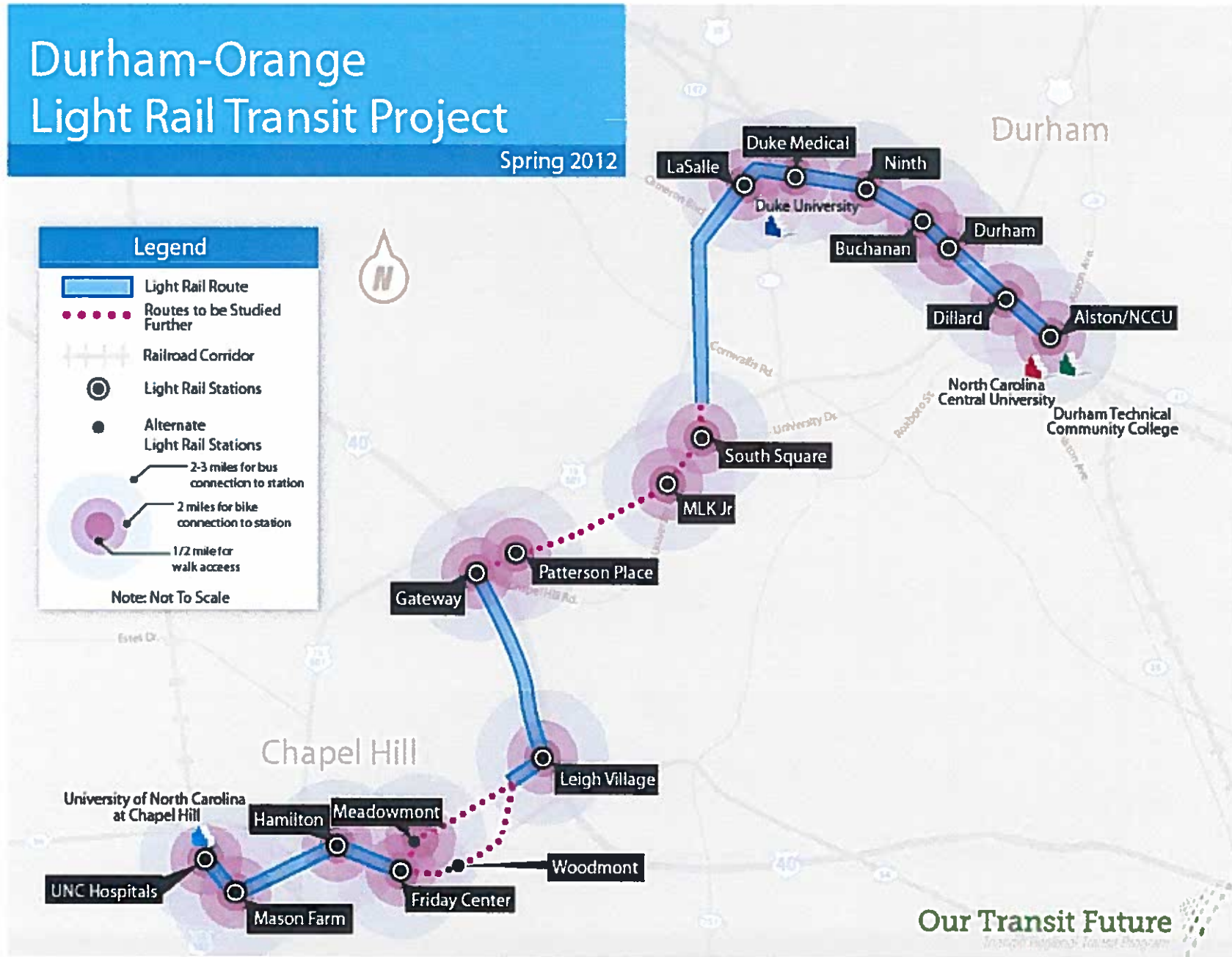
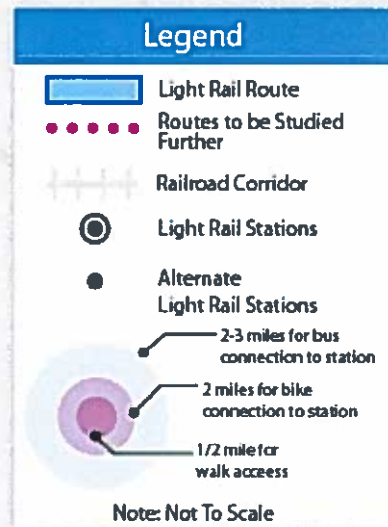


- New and Expanded Bus Service
 - Express service first from Hillsborough to Durham; later Mebane to Hillsborough to Durham
 - Chapel Hill Transit is looking at bus rapid transit for MLK Boulevard
 - More service between South Durham and UNC Campus
 - Conversion of "reduced service" periods on Chapel Hill Transit to full service schedule
- Bus service may be relocated to areas not served when LRT is in place
- Bus will complement LRT to provide more transit options



Durham-Orange Light Rail Transit Project

Spring 2012



Our Transit Future

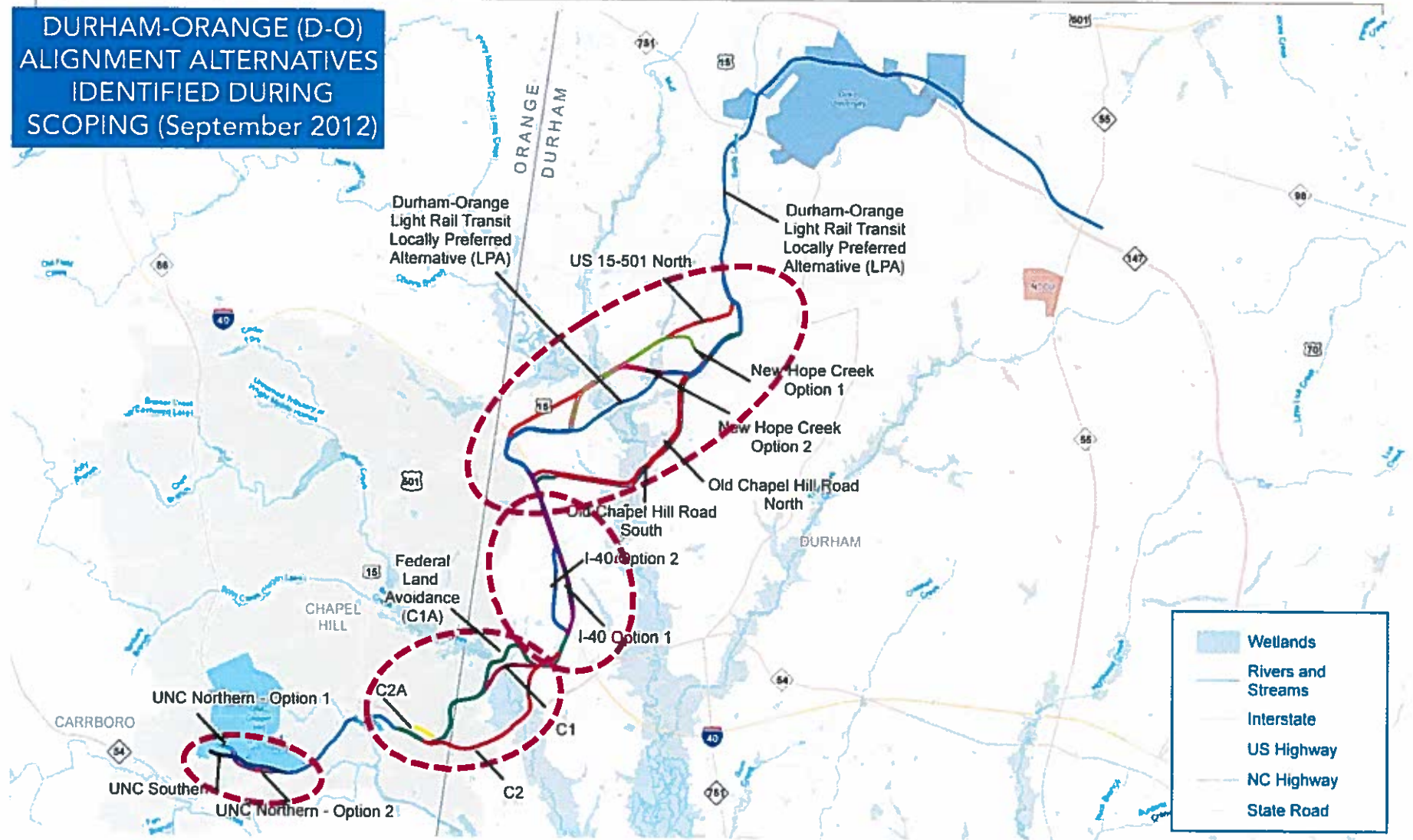
Durham-Orange LRT Project



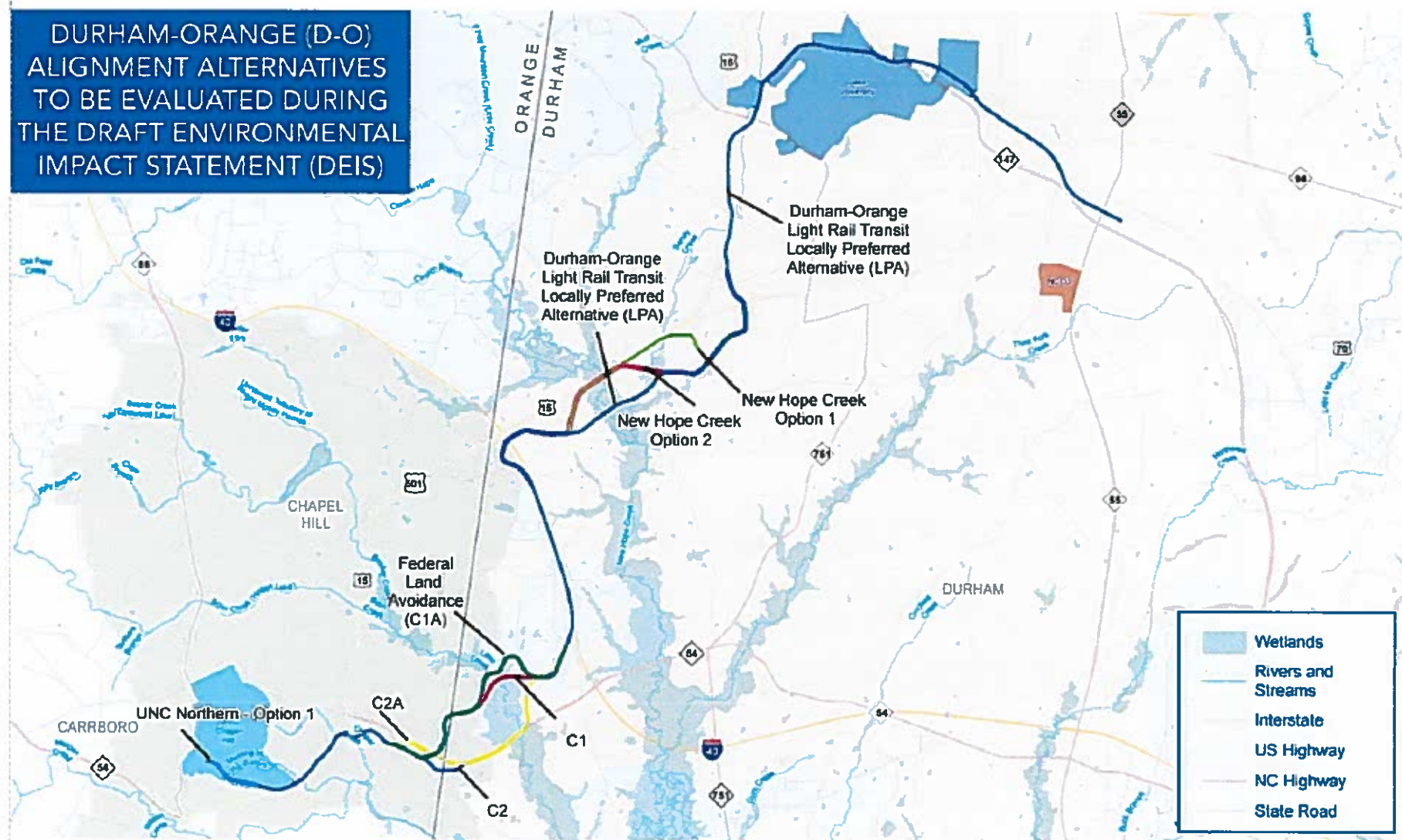
- Between UNC Hospitals and Alston Ave in East Durham
- 17 stations along 17 miles of exclusive tracks primarily at-grade with elevated sections at key locations
- End to end travel time 39 minutes; average speed 26 mph
- Service:
 - 7 days per week, 18 hours per day
 - 10-min during peak hours;
 - 20-min off-peak and on weekends
- Capital Cost: \$1.34 B (2012\$)
- O & M Cost: \$16.2 M/year (2012\$)
- Average weekday ridership: 23,000 boardings by 2035



**DURHAM-ORANGE (D-O)
ALIGNMENT ALTERNATIVES
IDENTIFIED DURING
SCOPING (September 2012)**



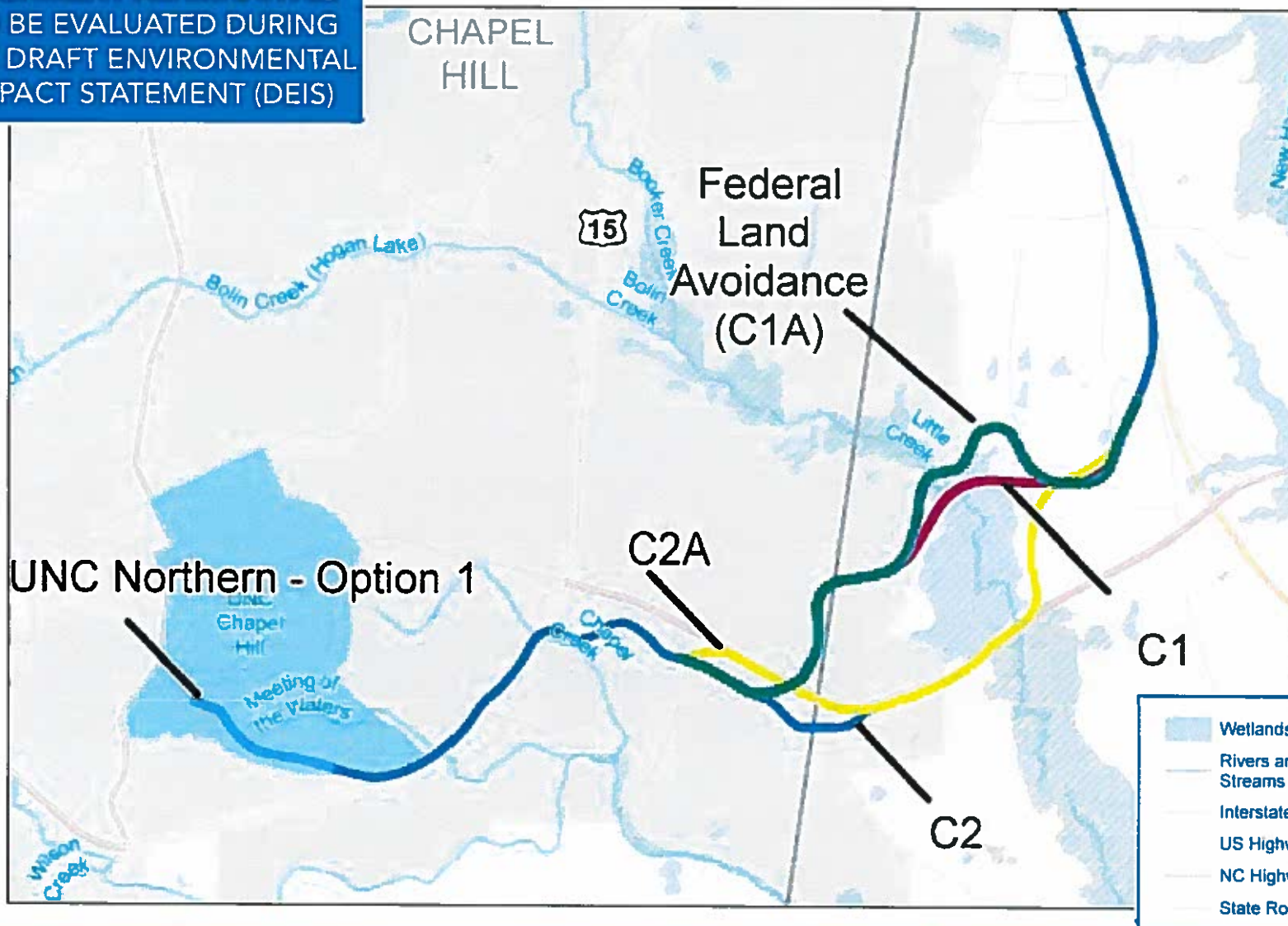
**DURHAM-ORANGE (D-O)
ALIGNMENT ALTERNATIVES
TO BE EVALUATED DURING
THE DRAFT ENVIRONMENTAL
IMPACT STATEMENT (DEIS)**



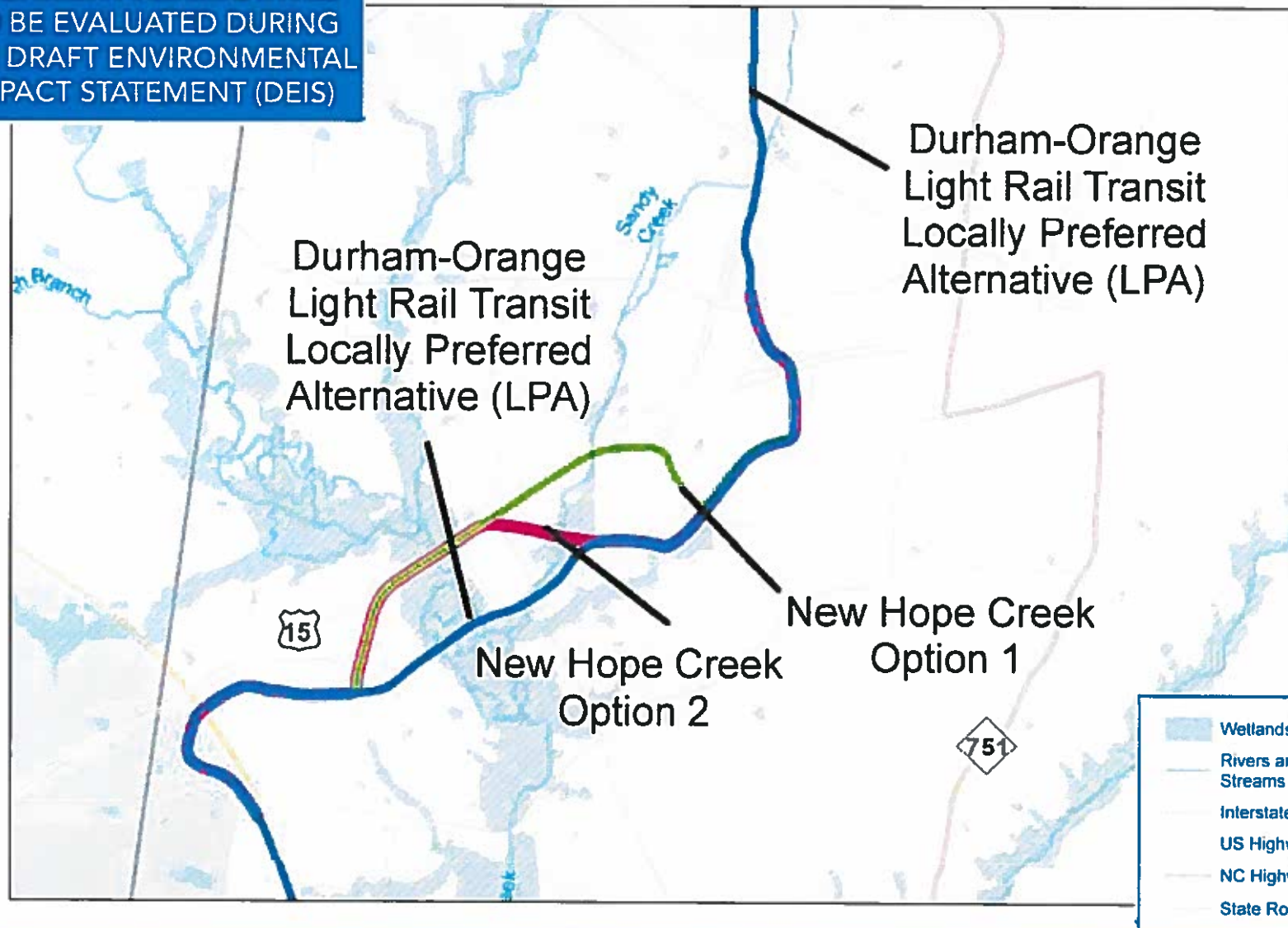
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**DURHAM-ORANGE (D-O)
ALIGNMENT ALTERNATIVES
TO BE EVALUATED DURING
THE DRAFT ENVIRONMENTAL
IMPACT STATEMENT (DEIS)**



DURHAM-ORANGE (D-O)
ALIGNMENT ALTERNATIVES
TO BE EVALUATED DURING
THE DRAFT ENVIRONMENTAL
IMPACT STATEMENT (DEIS)



D-O LRT Project Milestones



- Durham County Passed Referendum Nov 2011
- Durham-Orange LRT Project Adopted Feb 2012
- FTA initiated Environmental Process (Scoping) April 2012
- Orange County Passed Referendum Nov 2012
- Public Reviewed Draft EIS Alternatives Nov 12-14, 2013

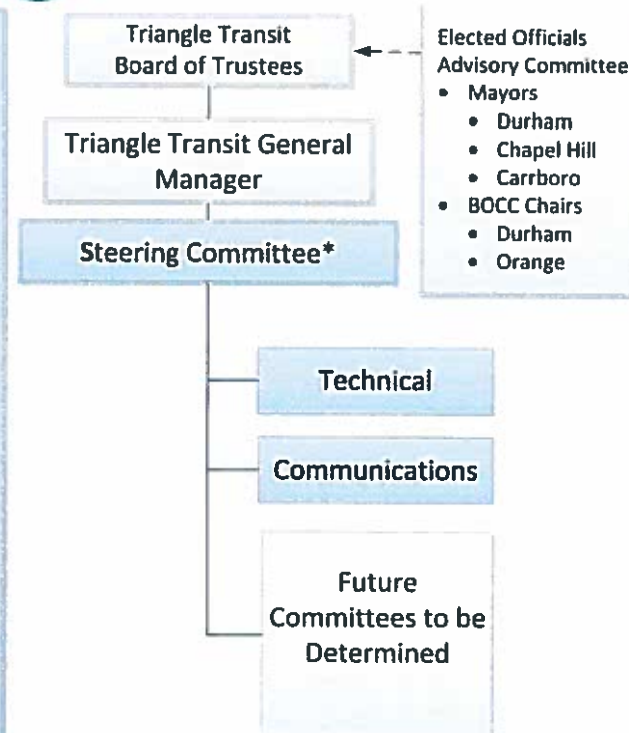
***Currently Finalizing Alignments, Station Locations
and other Project Elements in preparation for
Federal Transit Administration
Authorization to enter Project Development***

D-O LRT Project Committees



*Steering Committee Members

- Durham County Manager
- Orange County Manager
- Durham City Manager
- Chapel Hill Town Manager
- Carrboro Town Manager
- DCHC MPO Technical Coordinating Committee Chair
- NC DOT Deputy Secretary for Transit
- Duke University Vice President for Durham and Regional Affairs
- DTCC President
- NCCU Vice Chancellor for Research & Economic Development
- UNC Public Safety Department Director
- Durham VA Medical Center Associate Director
- UNC Health Care System Senior Vice President
- Greater Durham Chamber of Commerce Vice President of Public Policy
- Chapel Hill-Carrboro Chamber of Commerce President and CEO
- Triangle Transit General Manager (Chair)



D-O LRT Steering Committee



Provide Triangle Transit staff and the Board of Trustees with input & advice throughout project implementation

- Make Recommendations to the General Manager regarding issues which would impact the Project's
 - Schedule
 - Scope
 - Cost
- Assign Technical and Communications staff to work on the Project
- Participate in periodic Meetings

D-O LRT Project Moving Forward



FTA NEW STARTS PROCESS

- Project Development
- Engineering
- Begin Construction
- Begin Revenue Service

TIME LINE

Jan 2014 - Dec 2015
Spring 2016-Spring 2019
2019
2026

All dates are subject to the availability of funding

Watch the Corridor Fly-through

http://www.youtube.com/watch?v=PqijCS_B2U8&feature=youtu.be

Discussion

www.ourtransitfuture.com



MEETING SUMMARY

Meeting Subject: Technical Advisory Committee

Meeting Date: April 23, 2014

Meeting Time: 1:30 p.m.

Meeting Place: Friday Center: Sunflower Room

Attendees:

- Mr. Stan Mitchell, FTA
- Ms. Gail McFadden-Roberts, FTA
- Ms. Amy Zaref, Contractor to FTA
- Mr. Felix Davila, FHWA
- Mr. Clarence Coleman, FHWA
- Mr. John T Thomas, USACE
- Mr. Monte Mathews, USACE
- Mr. Francis Ferrell, USACE
- Ms. Ntale Kajumba, EPA
- Mr. Mike Kneis, NCDOT
- Mr. Wally Bowman, NCDOT
- Ms. Debra G. Collins, NCDOT
- Mr. George Young, NCDOT
- Mr. Jahmal Pullen, NCDOT
- Ms. Allison Schwarz-Weakley, NC DENR
- Ms. Renee Gledhill-Early, NCDOT
- Mr. Jeff Brubaker, Town of Carrboro
- Ms. Tina Moon, Town of Carrboro
- Ms. Jane Korest, Durham County
- Mr. Aaron Cain, Durham City-County Planning
- Mr. H. Wesley Parham, Durham City-County Planning
- Ms. Hannah Jacobson, Durham City-County Planning
- Ms. Helen Youngblood, Durham City-County Planning
- Ms. Lisa Miller, Historic Preservation at Durham City-County Planning
- Mr. Felix Nwoko, DCHC MPO
- Mr. Michael Talbert, Orange County
- Mr. Craig Benedict, Orange County
- Mr. Tim McMullen, NCCU
- Mr. Than Austin, UNC CH Transportation Planning and Strategy
- Mr. John Hodges-Copple, Triangle J COG
- Mr. David King, Triangle Transit
- Ms. Deborah Ross, Triangle Transit
- Mr. Greg Northcutt, Triangle Transit
- Ms. Juanita Shearer-Swink, Triangle Transit
- Mr. Patrick McDonough, Triangle Transit
- Ms. Meghan Makoid, Triangle Transit

Mr. Michael Clark, Triangle Transit
Mr. Tom Hepler, CH Engineering
Mr. Jeff Weisner, URS
Mr. Bill Houppermans, URS
Mr. Gavin Poindexter, URS
Ms. Cyndy Yu-Robinson, URS
Ms. Sarah Bassett, URS
Mr. Terry Rekeweg, Private Citizen
Mr. Bob Healy, Private Citizen

Prepared By: Sarah Bassett, URS

Discussion Items

1. Welcome and Introductions

Ms. Juanita Shearer-Swink of Triangle Transit provided an opening statement to welcome participants and thank them for attending the meeting. She reviewed the meeting agenda and briefly discussed the function of the Committee and purpose of convening; encouraging Committee members to offer insight into relevant areas, respective of their roles on the D-O LRT project. Specific focus was placed on collaboration throughout the DEIS process.

Each member of the Technical Advisory Committee, Project Team members, and citizens introduced themselves (beginning with Federal agencies, state agencies and agency representatives, citizens, consultant team, and the Triangle Transit team).

2. Project Update and Schedule Role of the Technical Advisory Committee

Ms. Shearer-Swink began with the timeline of the project including project updates and an overview of the 19-month schedule from present to completion of the project development phase. The different phases of the project, past, present, and future was also presented in a high-level format.

3. Role of the Technical Advisory Committee

Ms. Shearer-Swink explained that the roles and the purpose of the Technical Advisory Committee is to offer technical information throughout the project development phase (scheduled from 2014-2016) as a way of communicating needs and sharing of information. An overview of the alignment and general funding allocation figures were presented in a high-level format.

4. Update and Review of Critical Path Items and Key Decisions in the Draft EIS

Mr. Gavin Poindexter of URS opened the discussion with updates and the review of critical path items, focusing specifically on alignment and station options. The alignment and stations at University of North Carolina was presented first and the different options to be evaluated in the Draft EIS were described. Mr. Bill Houppermans of URS gave an explanation of the alignment near UNC Finley Golf Course including location and mitigation efforts to the potential impacts to the golf

course (including drainage and irrigation issues/measures). Mr. Poindexter followed-up with discussing the New Hope Creek Alignment options and the station location near Duke University and Durham Veterans Affairs Medical Center. Another critical path item discussed was the NCDOT and FHWA rights-of-way to allow for transportation safety and that long term operations of the highways are preserved. Mr. Poindexter explained that final approval of alignment options is conditional upon review of specific design plans by NCDOT. The use of the North Carolina Railroad corporation right-of-way was also discussed.

Mr. Greg Benedict of Orange County Planning asked if critical path items are being analyzed on Meadowmont and NC 54. Mr. Poindexter answered that details regarding this area will be discussed in more detail in the presentation.

Mr. John Hodges-Copple of Triangle J COG asked about the track separation in NC Railroad Corporation right-of-way. Mr. Houppermans stated that the LRT tracks have been placed on the edge of the right-of-way maximizing the separation distance and that a two and three track scenario has been conceptual drawn. The separation varies between 30 and 40 feet from the existing track.

5. Key Decisions in the Draft EIS

Mr. Poindexter discussed the key decisions that need to be made during the Draft EIS process. Park-and-ride locations were discussed including the sensitivity analyses conducted, capacity needs, and how the park-and-ride studies were formulated. Rail operations and maintenance facility locations were discussed including sites that are being reviewed. The alignment and station options at Little Creek, New Hope Creek, and the Duke/VA Medical Centers were discussed in detail including elements being analyzed in terms of impacts (e.g., wetlands).

Mr. Tim McMullen of NCCU asked if parcels in the subdivision off the Little Creek Crossing alignment option C1A would have to be diverted to protect the wetland area. If so, would private property owners be displaced? Mr. Poindexter answered that the C1A option is an option that avoids the USACE property and the impacts to neighborhoods and other factors would be assessed against all other options. It is important to document Section 4f and USACE processes.

Mr. Benedict asked if the alignment at UNC (option to the north) is being looked at in Carborro. Mr. Poindexter answered that a future extension to Carborro is being addressed. Mr. Houppermans added that a couple different options for extending the line to run north on Columbia Street has been looked at and that the extension would most likely be a mixed traffic type operation given the street infrastructure of the Carrboro neighborhoods and that the likelihood of widening Columbia Street is slim. The goal is to make sure an extension is not precluded.

Mr. Than Austin of UNC CH asked if the park-and-ride numbers are still being modeled. Mr. Poindexter answered that the numbers are still being finalized. Mr. Felix Nwoko of DCHC MPO asked to clarify if parking spaces are in addition to existing conditions and if the model shows the actual demand. The ridership model analyzes the total park-and-ride need is distinct areas and then the planners distribute the demand across the available lots. This is still a work in progress focusing on three different zones and distributing people while minimizing impacts to the site. Mr. Poindexter responded that a certain demand is needed between Mason Farms, Friday Center and Leigh Village

and if parking at Mason Farms is not desirable by the University, then the demand at Friday Center and Leigh Village goes up.

Mr. Hodges-Copple asked for further clarification on the 1000 park-and-ride slots at the Dillard station. Mr. Poindexter explained that this is analyzed through assessing the demand along the travel shed and constraints of the alignment/station location, vacant/underutilized land, and the origins/destinations of ridership. If parking is removed at one park-and-ride lot, then the demand at another will grow.

Mr. Benedict asked about the park-and-ride at Leigh Village and the study for NC 54 interchange/capacity needs. Mr. Poindexter answered that there is a traffic analysis being conducted for NC 54 and that traffic is being modeled for 2040.

Mr. Hodges-Copple asked if the cost differences, time factors, and ridership will be reported (specifically for the New Hope Creek area). Mr. Poindexter answered that cost estimates (both capital and operating costs), travel times, and ridership differences will all be included in the Draft EIS. Mr. Hodges-Copple followed up by asking if working in the rights-of-way factors into the cost estimates, specifically land costs associated with highway rights-of-way. He also asked if land for the rail and operating facilities will be vacant or underutilized (specifically for the downtown Durham site which would impact surrounding businesses). Mr. Houppermans answered that the Alternatives Analysis assumed that there is no cost to the project for the LRT operating in the NCDOT or public road rights-of-way. Costs for private land was originally estimated based on a cost/acre during the conceptual stage. Mr. Jeff Weisner of URS added that under the Uniform Relocation Act (URA), the impact of the rail and operating facilities in downtown Durham (and other locations) will be evaluated.

Mr. Nwoko asked what evaluation matrix will be used for modeling rail and operating facilities. Mr. Weisner and Poindexter answered that how the system will function, noise, light, existing zoning, land use, and public perception inform the evaluation process.. It was added that LRT is a new system for the area and therefore a new perception that differs from heavy rail yards will need to be established through visualizations and other materials.

Mr. Bob Healy, from the New Hope Creek Corridor Committee, asked what parking costs will be associated with use of the park-and-ride lots. Mr. Poindexter answered that the park-and-ride prices will be a policy decisions by TTA. Mr. Houppermans added that most LRT systems do not charge for park-and-ride facilities, at least not initially.

Mr. Jeff Brubaker of the Town of Carrboro asked what catchment areas will be provided for the Gateway station, primarily northeast of Chapel Hill and along I-40 to from the west.

Mr. Hodges-Copple asked about traffic separation studies, and if this issue will be examined in more detail in areas in Durham. Ms. Shearer-Swink answered that this is being addressed through working in partnership with NCDOT, the City of Durham, and other partners to address concerns and identify solutions. There is no decision made at this time but is highly dependent on timing, funding, etc. to make sure opportunities are not missed. The DEIS is proceeding with the traffic separation of Mangum and Blackwell since these projects are included in the 2040 Metropolitan Transportation Plan (MTP).

Mr. John Thomas of the USACE asked if easements would be required on USACE land. If so, this will require written request. Mr. Poindexter answered that all alternatives would need an easement and the finalization of the alignments must be established before the request is to be sent.

Mr. McMullen asked what outreach is being done to coordinate with local communities, specifically in locations around/near the stations and other main facilities. Mr. Poindexter answered that the planning team is actively engaging small group meetings for outreach. Ms. Megan Makoid of TTA added that the Durham PACs and other local neighborhood groups are being targeted. She expressed the importance that the community is aware of the project and process and continues to be so throughout the Draft EIS to inform the decision making. Mr. McMullen asked if the Technical Advisory Committee may have access to community meeting schedule(s) as he is particularly interested in the Alston Ave area. Ms. Makoid answered that this will be available and invited Mr. McMullen and the Committee to offer input on what community groups are not being targeted in order to make sure they are included. The Northeast Central Durham Leadership Council meeting was discussed and information on the meeting details was disseminated.

6. Next Steps

Ms. Shearer-Swink requested input from Committee members for topics to discuss in future meetings. Mr. Thomas commented that concerns of the USACE regarding wetlands and other natural systems have been taken into account throughout the planning process. He and the rest of the USACE representatives are pleased at the responsiveness to issues and needs. Ms. Hannah Jacobson of the Durham City-County Planning asked if it was possible to communicate directly with the Steering Committee and if their next meeting will have the same agenda. Ms. Shearer-Swink answered yes and expressed the importance of the two Committees being informed equally throughout the process. She also expressed that the Steering Committee will have a similar agenda, but the technical information will be in a higher-level format.

Ms. Shearer-Swink informed the Committee that the next formal meeting would be within the August-September timeframe. Communication in the form of emails and distribution of technical materials will persist from present until the next formal meeting. Mr. Poindexter also added all materials shown during the meeting and additional technical materials will be on the SharePoint site for viewing.

Formal thanks were given and the meeting adjourned.

Action Items:

No action items

Attachments:

Agenda,
Presentation
Fast Facts
Steering Committee Members
Sensitivity of ridership and park-and-ride trips to park-and-ride assumptions

MEETING SUMMARY

Meeting Subject: D-O LRT Project Steering Committee Meeting #2

Meeting Date: May 1, 2014

Meeting Time: 11:00 a.m.

Meeting Place: Friday Center: Azalea Room

Attendees:

Ms. JB Culpepper, Town of Chapel Hill
Ms. Catherine Lazorko, Town of Chapel Hill
Ms. Deanna Thompson, City of Durham
Mr. Wendell Davis, Durham County
Mr. Craig Benedict, Orange County
Mr. Mark Ahrendesen, DCHC MPO TCC
Ms. Melissa Harden, Duke University
Ms. DeAnn Seekins, Durham VA Medical Center
Ms. Ayana Hernadez, North Carolina Central University
Mr. Jeff McCracken, UNC Chapel Hill
Ms. Mary Beck, UNC Health Care System
Mr. John White, Greater Durham Chamber of commerce
Mr. Aaron Nelson, Chapel Hill Chamber of Commerce

Mr. David King, Triangle Transit
Ms. Deborah Ross, Triangle Transit
Mr. Greg Northcutt, Triangle Transit
Ms. Juanita Shearer-Swink, Triangle Transit
Mr. Damien Graham, Triangle Transit
Ms. Tammy Bouchelle, Triangle Transit
Mr. Brad Shulz, Triangle Transit
Mr. Patrick McDonough, Triangle Transit
Ms. Meghan Makoid, Triangle Transit
Mr. Dave, Charters, Triangle Transit
Mr. Bill Houppermans, URS
Mr. Gavin Poindexter, URS
Ms. Cyndy Yu-Robinson, URS
Ms. Sarah Bassett, URS
Mr. John Kent, New Hope Creek Association

Prepared By: Sarah Bassett, URS

Discussion Items

1. Welcome and Introductions

Mr. David King of Triangle Transit provided an opening statement to welcome participants and thank them for attending the meeting. Each member of the Steering Committee, Project Team members, and citizens introduced themselves.

Mr. King shared that the FTA gave permission to enter project development, a 24 month process, with 22 months left to complete the NEPA Process. He discussed the need for a wide circle of participation and awareness of the development process/Draft EIS. He called on the Committee as vital in this process and for the Steering Committee meetings to serve as a forum for input and sharing of information (meetings to occur periodically until February 2016).

2. D-O LRT Update and Schedule

Ms. Juanita Shearer-Swink of Triangle Transit provided a review of the agenda and welcomed questions. She began the presentation by describing the 17 mile corridor and 17 stations, explaining that the alternatives being studied will be discussed in the Committee meeting (today).

Mr. Damien Graham of Triangle transit gave a public involvement update. He explained the focus is on making sure the public understands how the project will benefit them as well as expanding the planning team's understanding of public needs.

Ms. Shearer-Swink proceeded and described the project timeline including updates to the project schedule and an overview of the 19-month schedule from present to completion of the project development phase. The different phases of the project, past, present, and future were also presented in a high level format. Ms. Shearer-Swink detailed the administrative Draft EIS due date of February 2015 and the comment period from April to May 2015, explaining the need to receive formal comments from the Steering Committee during this time. The record of decision will be released February 2016.

3. Steering Committee and Technical Advisory Committee Interaction

Ms. Shearer-Swink explained the roles and the purpose of the Steering Committee and the Technical Advisory Committee. She explained that the Technical Advisory Committee comes from within the Steering Committee agencies and provides technical information about the project, direct inquiries, and identifies issues. The Steering Committee understands the organization and project as a whole and should also be engaging with other staff members that can be a part of the Technical Committee.

4. Review of Critical Path Items

Mr. Bill Houppermans of URS opened the discussion with updates and a review of critical path items, focusing specifically on alignment and station options. He gave a high level overview of the alignment and stations at University of North Carolina and the different options to be evaluated in the Draft EIS were described. Mr. Houppermans gave an explanation of the alignment near UNC Finley Golf Course including working with the original design firm, location, and mitigation efforts to

the potential impacts to the golf course, a public recreational area (including moving greens, creating buffers, and drainage). The New Hope Creek alignments were explained next including the evaluation of three alignment options in the Draft EIS. Mr. Houppermans explained the alignment routes, intersections of wetlands, floodplains, and other developed areas. The Duke University and Durham Veterans Affairs Medical Center areas were discussed including the evaluation of two station options in the Draft EIS and the traffic studies and simulations that have been conducted for these areas. Mr. Houppermans also provided an explanation of the grade separations in downtown Durham at Blackwell Street and Magnum Street and the traffic separation studies being conducted. He explained that the details of these analyses will be shared further along in the project development process. The final critical path item discussed was the NCDOT and FHWA rights-of-way to allow for transportation safety and that long term operations of the highways are preserved. The use of the North Carolina Railroad corporation right-of-way was also discussed.

Mr. Aaron Nelson of Chapel Hill Chamber of Commerce asked about the elementary school near Finley Golf Course and if impacts will be looked at in similar detail as the T-box area. Ms. Shearer-Swink responded and explained that they have had meetings with the elementary school including discussing fencing between the school and the LRT corridor. Mr. Houppermans added that all areas potentially impacted by the corridor are being studied in detail and working with the public is essential in making sure all details are appropriately addressed.

5. Key Decisions in the Draft EIS

Mr. Houppermans discussed Station access and park and ride locations, rail operations and maintenance facility site locations, alignment and station options. Alignment and station options included discussion of Little Creek and New Hope Creek and station locations and Duke University and Durham Veterans Affairs Medical Center station locations.

Mr. Patrick McDonough of Triangle Transit discussed details regarding station access and park and ride locations. He explained that model access has been conducted for park and ride, drop-off, buses, bicycles, and pedestrians. Planning for these different ways of bringing people to the station places emphasis on safety and efficiency. Park and ride locations by corridor segment were discussed, including how the corridor has been divided into three segments in order for the total parking demand of each corridor segment and potential locations for park and ride sites can be determined. Mr. McDonough showed graphics of the origins and destinations of LRT trips of selected stations to further explain demand and distribution of park and ride locations.

Mr. Craig Benedict of Orange County asked why ridership from south Durham was not shown on the maps presented, in regards to the peak LRT trips and origins for the Friday Center. Mr. McDonough responded that the trip generator maps displayed were for the Friday Center only, and showed 2040 projections. Riders from south Durham would use the Leigh Village park and ride lot because it would be in closer proximity. Mr. Houppermans added that maps exist for each park and ride station and can be distributed accordingly.

Rail operations and maintenance facility locations were discussed including sites that are being reviewed and the number of sites being reviewed. Mr. Houppermans explained that multiple options are important throughout the process to assess the impacts, both positive and negative. He also explained the difference between end-route and mid-route maintenance facilities. Mr.

Houppermans requested decision makers be active in offering feedback to develop the best potential options.

Mr. King asked how much space is required for a maintenance facility. Mr. Houppermans responded that there is no standard but can range from 12 acres to 25 acres. Size is dependent on operational flexibility

Ms. Mary Beck of the UNC Health Care System asked what land commitment is required in the Leigh Village area. Ms. Shearer-Swink responded that impacts are different for maintenance facilities versus park and ride locations.

Mr. Houppermans explained the alignment and station options at Little Creek, New Hope Creek, Friday Center, and the Duke/VA Medical Centers including explanations for the alternatives being studied (the LPA), effective mitigations (including wetlands), work with the USACE, and edge conditions.

Mr. Nelson asked if feedback should be collective or individual per agency and if the Steering Committee is required to agree/vote on a particular alignment or station option. Ms. Shearer-Swink responded that the purpose of the Steering Committee is to discuss collectively to inform individual recommendations for the formal comment period in spring 2015. Subsequent meetings will provide an opportunity to understand each other's needs and perspectives and potential impacts on different organization/municipality interests.

Ms. Beck asked when the group should collectively react and if today is a primer, when is best to express comments to the Committee as a whole. Ms. Shearer-Swink responded by saying that it is important to share all comments with the Technical Advisory Committee member(s) for each agency. She explained that as the Draft EIS is developed, the planning team will make sure concerns are addressed. Mr. Gavin Poindexter of URS added the importance of bringing the stakeholder group together in order to collectively address each-other's concerns.

Ms. Beck expressed concern regarding alignment C2 for the Friday Center and the land owner having potential issue with this option. Ms. Beck stated preference for C2A and believe the rail corridor should be adjacent to the NC 54 corridor to lessen impacts.

6. Discussion

Mr. King opened the discussion session by requesting Committee members to ask questions and/or offer input on any section that may be of concern to their respective agency. This was emphasized in respect to the development of the Draft EIS.

Ms. Beck requested her comment regarding the location of the Friday Center station be formally documented.

Mr. Jeff McCracken of UNC Chapel Hill expressed his concern for the Mason Farm park and ride, stating the University would not support parking at this location. He also supported previous comments regarding alignment C2 would separate important properties.

Mr. Pete Tillman of VAMC commented that at the station locations near Duke/VA Medical Centers, there is a plan for a four-story building to be completed in 2015/2016. He added that VAMC is a stakeholder for the station and Duke/ VA need to discuss varying perspectives on the locations. Triangle Transit is aware of the new development.

Mr. Mark Ahrendsen of DCHC MPO expressed his concern about distributing the volume for the park and ride locations, stating that this could impact other stakeholders. He articulated the importance of communicating as a group to reach consensus. Mr. King followed-up by expressing the decision to move forward with LRT was a collective decision and the final alignment and station options chosen should also be likewise.

Mr. Benedict asked how improved access will occur at the NC54/40 interchange and the NCDOT flyover. Mr. Poindexter followed-up by clarifying that the planning team is moving forward with what is planned to be implemented as identified in the DCHC MPO 2040 MTP, for this particular intersection the details were identified in the recommended in the NC 54/I-40 Corridor Study. Mr. Houppermans and Mr. McDonough also added that traffic simulations for that area are being developed.

Mr. Nelson commented that it is important not to interfere with established neighborhoods unless absolutely necessary (e.g., Hillmont neighborhood). He also stated that the best advertisement for the LRT is for the public to be in traffic and see the line. His final comment regarded the Duke/VA Medical Centers station locations and the need to focus on the commuter versus the patient in conversation (remarking that many individuals receiving patient care would probably not have to use public transit). Mr. King responded that he agreed.

Ms. Beck asked what connection will be provided to integrate the LRT station with the bus system. Mr. King responded that the bus systems will link up with the stations. This is an important aspect of coordination in the project.

Mr. Ahrendson asked for the challenges to be explained in regards to the Blackwell Street and Magnum Street grade separation, specifically in regards to its presence in the DCHC MPO 2040 MTP and the Traffic Separation Study (TSS). Mr. King explained that a decision needs to be made about the grade separation in order to move forward with developing the alternatives. He continued by explaining the major aspects in the alternatives debate are safety, community response, cost, and aesthetics (view shed). Mr. King asked the Committee about the timeline of the decision regarding grade separation. Mr. Ahrendson responded that the agenda is being prepared to discuss the matter during the summer 2014 and a potential decision to be made by June, but no confirmation regarding either matter.

Catherine Lazorko of the Town of Chapel Hill is a representative on the Communication Advisory Committee and stated that communication is going to be challenging throughout this process. She asked why there was no mention of the Communication Advisory Committee as there was ample discussion about the interaction between the Steering and Technical Committees. She also asked how the Communication Advisory Committee will interact with the other Committees. Ms. Shearer-Swink responded that a date has not yet been set for the Communication Advisory Committee meeting but the point has been taken and will be addressed to make sure the relationship is clearer.



Formal thanks were given and the meeting adjourned.

Action Items:

No action items

Attachments:

Agenda

Sign In Sheet

Presentation

MEETING SUMMARY

Meeting Subject: D-O LRT – Technical Committee Meeting

Meeting Date: March 3, 2015

Meeting Place: Dogwood Room, Ida and William Friday Center

Attendees: *Indicates attendance by Phone

Cynthia Van der Wiele	US Environmental Protection Agency
Felix Davila	Federal Highway Administration (FHWA)
Michael Hosey	U.S. Army Corps of Engineers (USACE)
John Thomas	USACE
Ed Harrison	Triangle Transit (Board)
Delores Hall*	N.C. Office of State Archeology
Allison Schwarz-Weakley	N.C. Department of Environment and Natural Resources (DENR)
Rob Ridings	DENR
Travis Wilson*	N.C. Wildlife Commission
Mike Kneis	NC Department of Transportation (NCDOT)
Chris Haire	NCDOT
Doumit Ishak	NCDOT
George Young	NCDOT
John Hodges-Copple	Triangle J Council of Governments (TJCOG)
David Bonk	Town of Chapel Hill
Trish McGuire	Town of Carrboro
Bergen Watterson	Town of Carrboro
Tina Moon	Town of Carrboro
Andy Henry	Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)
Ellen Beckmann	Durham Transportation Planning
Wesley Parham	Assistant Director, Durham Transportation
Helen Youngblood	Durham City County Planning Department (Durham Planning)
Hannah Jacobson	Durham Planning
Linda Thomas-Wallace	Durham Planning
Jane Korest	Durham County (Mgr. Open Space & Real Estate)
Jim Kessler	North Carolina Railroad
Brendan Moore	Durham Open Space & Trails Commission
Timothy McMullen	NCCU Architect and Director of Design
Kurt Stolka	UNC Transportation Planner
Jeff Watson	UNC Manager Parking and Transportation
Brandon Moore	Durham County Open Space

The Project Team

David King	Triangle Transit
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Greg Northcutt	Triangle Transit
Juanita Shearer-Swink	Triangle Transit
Dave Charters	Triangle transit
Patrick McDonough	Triangle Transit
Tammy Bouchelle	Triangle Transit
Meghan Makoid	Triangle Transit
Katharine Eggleston	Triangle Transit
Natalie Murdock	Triangle Transit
Jeffrey Sullivan	Triangle Transit
Gavin Poindexter	AECOM
Jeff Weisner	AECOM
Cyndy Yu-Robinson	AECOM
Tom Hepler	CH Engineering

Prepared By: Jeff Weisner, URS/Liz Twiss

Discussion Items

1. Purpose of Meeting:

An interagency meeting for the Durham-Orange (D-O) Light Rail Transit (LRT) Project was held on Thursday, March 3, 2015 at the UNC Friday Center, RedBud Room in Chapel Hill, NC, from 1:30 to 3:30 PM. The purpose the meeting was to review the schedule and process necessary to complete the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) by February 2016 and discuss the five key decisions in the Draft Environmental Impact Statement (DEIS). A desired outcome of the meeting was to enable Technical Advisory Committee members to achieve the following:

- Brief respective Steering Committee Members for their March 13th meeting
- Generate additional feedback from their respective agencies/organizations
- Prepare formal comments on the DEIS from their respective agencies/organizations

The agenda for the meeting was as follows:

- Welcome, Introductions, and Purpose
- Current Schedule and Milestones
- Five Key Decisions in DEIS: Reviewing the Data
- Critical Path Items and On-Going Activities
- Discussion
- Action Items and Next Steps
- Adjourn



During the presentation it was noted by Triangle Transit staff that Alternative C1 would impact federal lands owned by the US Army Corps of Engineers (USACE) and would also impact a gameland and a waterfowl impoundment. As documented in coordination with the USACE, “given the availability of less damaging alternatives” selection of Alternative C1 would not be authorized. Therefore, Alternative C1, while fully evaluated and presented in the DEIS, is not considered a viable alternative.

After the presentation the committee members were encouraged to ask questions and make comments.

2. Questions and Comments:

Question: – Will you consider cost, travel time, and ridership for the revised alignment in downtown Durham?

Answer: – Yes, all of the same parameters evaluated for the previous alignment will be evaluated for the revised alignment; including cost, travel time, and ridership.

Question: – Will habitat fragmentation; quality of habitat and biotic resources; and indirect effects and cumulative impacts to biotic resources be addressed in the technical studies and presented in the DEIS?

Answer: – Yes, while only summary quantitative information regarding biotic resources was included in the meeting presentation, relative habitat quality, habitat fragmentation, and indirect effects and cumulative impacts to these resources will be addressed in the technical studies and presented in the DEIS.

Question: – Will impacts to North Carolina Natural Heritage Program (NHP) Significant Natural Heritage Areas (SNHA) be addressed?

Answer: – Yes, North Carolina NHP SNHAs will be addressed in the technical studies and presented in the DEIS.

Question: – Since Alternative C1 is being dismissed per coordination with USACE, will C1 still be included in the DEIS evaluation of alternatives?

Answer: – Yes, C1 was carried forward and evaluated in the DEIS along with the other viable alternatives even though it cannot be chosen.

Question: – Running a trackway down Pettigrew Street parallel to the freight tracks could create traffic and safety problems. Are these issues being studied and resolved?

Answer: – Yes, these issues are currently under study and the results will be coordinated with the City and presented in the DEIS.

Question: – Will information be presented on secondary (indirect) and cumulative impacts?

Answer: – Yes, secondary and cumulative impacts will be addressed in a section of the DEIS devoted to this topic.

Question: - The summary tables for biotic communities present quantitative information regarding acres of impact. Will the DEIS contain/discuss the quality of the biotic communities that would be disturbed or whether large areas of habitat will be fragmented?

Answer: - Yes, the DEIS and the Natural Resources Technical Report (NRTR) will include a narrative describing the biotic communities and biological resources. It will also describe how the proposed project will effect on biotic communities.

Question: – How would the transit taxes, now being collected, be utilized under the No-Build Alternative?

Answer: – The taxes that are now being collected for transit in in the Western Triangle Transit Taxing district Durham and Orange counties are being used to increase bus service throughout Durham and Orange counties. Bus service improvements began to be implemented in the summer of 2014.

Question: – Are the cost estimates presented on year of expenditure (YOE) dollars?

Answer: – The costs we are presenting today are for the year 2014 for operating costs and for year 2015 for capital costs. YOE costs will be included in the request to enter Engineering.

Question: – Is population and employment data collected from the Traffic Analysis Zones (TAZ) used in the 2040 Long Range Transportation Plan (LRTP) and is it based on a one half mile radius from stations?

Answer: – Yes, TAZ data was used to develop population and employment data and a one half mile radius was used.

Question: – For the committees' sake in understanding and to prevent confusion later on, please explain the difference between the assumptions for ridership numbers presented in the DEIS versus ridership numbers presented in the New Starts submittal?

Answer: – NEPA requires that we use population and employment data that is consistent with local planning documents, such as the 2040 Metropolitan Transportation Plan (MTP), in the development of ridership forecasts. New Starts requires that ridership forecast be based on existing population and employment. Thus we have an average ridership based on the existing population and employment and ridership numbers based on projected future population and employment.

Question: – Was the Hispanic population considered as a minority group?

Answer: – Yes, Hispanic population was considered as minority.

Question: – It appears that the tracks leading to the Patterson Place ROMF use land that has been set aside as Durham County open space. Will this effect be addressed and coordinated with Durham County?

Answer: – Yes, we are in the process of setting up a meeting with Durham County and the City of Durham park staff to discuss the potential impacts of the projects to Durham parklands.



Comment: –Section 2.5 of the Environmental Methodology Report refers to Wildlife Resources Commission (WRC) as managing Significant Natural Heritage Areas (SNHAs) and it is the Natural Heritage Program that oversees SNHAs. This should be changed in the Environmental Methodology Report. The Natural Heritage Program website is an excellent source of data, as it has many data overlays in geographic information systems (GIS) including open space.

Question: – The way hazardous materials data are presented in the impact data table gives the impression that it is a negative factor in the consideration of alternatives. Wouldn't the cleanup of these sites be more of a benefit to the community? The nuances of the environmental costs versus the community benefits should be presented in the DEIS such project decision-makers can make a well informed decision with respect to selection of a preferred ROMF site.

Answer: –The presence of hazardous materials in the vicinity of the project is viewed under NEPA as potential risk to the project schedule and budget. The cost of environmental risk versus the benefits to the community regarding the ROMF alternatives will be presented in the DEIS.

COMMENT: EPA commented with regard to the Alston Avenue ROMF site that several factors need to be carefully considered. The risk presented by potential hazardous materials and Environmental Justice considerations are factors that may make this site less desirable.

Question: – Are there historical sites at Leigh Village? Are there archaeological sites?

Answer: – No, we anticipate it will be an architecturally historic site. However, we have not completed our coordination with the State Historic Preservation Office. As a result, we are showing it as to be determined (TBD) (1).

3. Summary of Actions:

Revise Environmental Methodology to state the Natural Heritage Program manages Significant Natural Heritage Areas, not the Wildlife Resources Commission.

Next Meeting:

May 14 or 15, TBD

MEETING SUMMARY

Meeting Subject: Steering Committee Meeting

Meeting Date: March 13, 2015

Meeting Time: 11:30am to 1:30pm

Meeting Place: UNC William and Ida Friday Center, Redbud Room

Attendees: See list below

Discussion Items

Welcome and Introductions, Meeting Objectives, Quick Project Update, What We Study, Five Key Decisions in DEIS: Reviewing the Data, Action Items, Adjourn

Materials: Agenda, Public Outreach, Local Government, and Advisory Committee Meetings, D-O LRT Next steps, D-O LRT Fast facts, D-O LRT Public comment form, Upcoming public meetings, D-O LRT Newsletter, ROMF handout

Attendees:

Mark Ahrendsen	DCHC MPO
David Andrews	Town of Carrboro
Than Austin	Department of Public Safety, UNC Chapel Hill
Peter Tillman	Durham VA Medical Center
Wendell Davis	Durham County
Bonnie Hammersley	Orange County
Jeff Mann	NCDOT
Karen McCall	UNC Health Care System
Aaron Nelson	Chapel Hill Carrboro Chamber of Commerce
Tammy Bouchelle	Triangle Transit
Dave Charters	Triangle Transit
Katharine Eggleston	Triangle Transit
Damien Graham	Triangle Transit
David King	Triangle Transit
Meghan Makoid	Triangle Transit
Patrick McDonough	Triangle Transit
Deborah Ross	Triangle Transit
Juanita Shearer-Swink	Triangle Transit
Bob Baughman	STV
Tom Hepler	CH Engineering

Sarah Bassett	AECOM
Jay Duncan	AECOM
Bill Houppermans	AECOM
Robert Hertz	AECOM
Diana Mendes	AECOM
Gavin Poindexter	AECOM
Jeff Weisner	AECOM
Cyndy Yu Robinson	AECOM

1. Welcome and Introductions

Mr. David King of Triangle Transit led the welcome and introductions.

2. Meeting Objectives

Mr. King encouraged the Committee to listen and bring information obtained during today's meeting back to respective entities in order to reach consensus.

Mr. King reviewed the purpose of the meeting and emphasized the compressed deadline and important decisions that will need to be made to meet those deadlines. He also explained Moving Ahead for Progress in the 21st Century (MAP-21) requirements and the 24-month deadline per new guidance. Mr. King detailed federal requirements including funding contingencies and noted the State of NC has committed to contributing funds to the project.

3. Quick Project Update

Mr. King reviewed project updates and focused on changes since November 2014. Highlights include:

- Analysis of the UNC Hospitals and Trent/Flowers Stations
- Future Railroad Capacity Requirements defined by NCRRT for their right-of-way
- Changes in the Alignment between Trent/Flowers and Alston Ave Stations. This was in collaboration with NCRRT and the City of Durham. Specifics of the changes include the elevated guideway over Swift Avenue, changes to the alignment and station locations, bi-directional Transitway

Mr. King reviewed project developments including the current schedule and milestones. Technical Advisory, Communications Advisory, and Steering Committee meetings have been held and upcoming public meetings will take place throughout the remainder of March 2015. Additional Committee meetings and public meetings will be held in May and June 2015.

Development of the recommended NEPA Preferred Alternative is slated for April-May 2015, the administrative DEIS is slated for submittal to FTA in June 2015. The public review/comment period for the DEIS will be open from September to October 2015 with a final publication of the FEIS and Record of Decision (ROD) by FTA in February of 2016.

4. What We Study

Mr. Patrick McDonough of Triangle Transit discussed the details of what is being studied. This includes, and is not limited to:

- Transit Ridership
- Regional Travel Patterns
- Capital and Operating Costs
- Noise / Vibration
- Cultural and Historic Resources
- Public Parklands
- Natural Resources
- Energy Use
- Traffic
- Utilities
- Air Quality
- Water Quality
- Land Use
- Bicycle and Pedestrian Facilities
- Visual and Aesthetic
- Minority and Low-Income Population Impacts
- Neighborhoods
- Business and Residential Impacts
- Population Served
- Employment Served
- Construction Impacts

5. Five Key Decisions in DEIS: Reviewing the Data

Mr. Patrick McDonough reviewed the five key decisions that need to be made and incorporated into the recommended NEPA preferred alternative. These decisions include:

- a. Build or No Build
- b. Select station location for Duke/VA Medical Centers
 - Locations are the Duke Eye Center or Trent/Flowers Drive Alternative
 - Duke and VA have expressed preference for Trent/Flowers station location due to less traffic and pedestrian congestion and future Duke University plans for West Campus
 - The two stations perform the same across all metrics
 - Ridership differences between the stations are minor
- c. Rail Operations and Maintenance Facility (ROMF)
 - Options include: Alston Avenue, Cornwallis, Patterson Place, Leigh Village or Farrington
 - Mr. McDonough reviewed the capital cost, acquisitions and displacements, hazardous/contaminated/regulated materials, and socioeconomic/demographic conditions for each site
 - Patterson Place ROMF site most expensive, only works with NHC-LPA. Choosing NHC1 or NHC2 alignment eliminates Patterson Place ROMF site
 - Leigh Village and Farrington ROMF sites overlap; FTA to determine eligibility of historic resource on Leigh Village ROMF site
 - Cornwallis Road ROMF site may have implementation challenges including access, topography, constructability and connection to the LRT alignment
 - Alston Avenue ROMF site cost may rise and also result in schedule impacts due to cleanup, and the requirements of business relocations (including one business with a freight rail spur)
- d. New Hope Creek alignment
 - Includes the NHC 1 Alternative, NHC LPA Alternative, NHC 2 Alternative
 - Mr. McDonough reviewed the travel time, ridership, capital cost, operating cost, and natural resources between each alternatives
 - NHC-LPA: Lowest capital and operating costs; introduces a new transportation corridor

- NHC Alt 1: Highest capital and operating costs; impacts the highest number of businesses
- NHC-Alt 2: Less bottomland impact than LPA; slightly less water resource impacts than LPA; capital cost closer to LPA than NHC 1
- e. Alignment over Little Creek
 - Includes C2A Alternative, C2 Alternative, C1 Alternative, C1A Alternative
 - The C1 Alternative due to the USACOE not authorizing use of federal government property
 - Mr. McDonough reviewed the travel time, ridership, capital cost, operating cost, and natural resources between each alternatives

6. Committee Discussion

Mr. Aaron Nelson of the Chapel Hill Carrboro Chamber of Commerce asked impact of being able to see a light rail train from roadway traffic on ridership numbers, train in an alignment along 15-501, as an example. Mr. McDonough discussed there are currently no existing metrics that can measure that kind of marketing on ridership. Currently, the ridership numbers are based on length of travel time. He encouraged Mr. Nelson to submit comment on behalf of the Chamber.

Mr. Jeff Mann of NCDOT commented that the Alston Avenue ROMF has the most challenges and asked for additional details including how “elastic” the cost will be due to potential site cleanup. Mr. King explained that if the site is chosen, appropriate mitigation associated with relevant and necessary site cleanup will be taken. All ROMF sites will be continued to be studied and will include site costs/cleanup in the analysis.

Mr. Aaron Nelson asked how stakeholders/entities should submit support for and/or comment on any of the five key decisions. Mr. King replied that letters of support for one or all five of the key decisions can be submitted directly to Triangle Transit. Ms. Meghan Makoid of Triangle Transit added that this support will help influence the final decisions and both emphasized this feedback is desired before April-May 2015. Ms. Deborah Ross of Triangle Transit contributed that no one entity has to weigh in on all decisions, but rather what is most important to that respective entity. It was explained that Triangle Transit must be impartial to the alternatives. Entities are not constrained by that responsibility and need to contribute feedback so there can be a process of elimination.

Mr. Peter Tillman of the Durham VA Medical Center asked ridership numbers at the Duke/VA Medical Centers station included medical patients, particularly as it relates to parking. Mr. McDonough explained that there is no way to determine patient populations, but can only model consistent riders, namely employees who typically go to work 240 calendar days per year. He explained that park and ride is a minimal share of overall ridership and cannot guarantee employee/student/patient projections.

Mr. David Anderson of the Town of Carrboro asked about the share of support for final decisions. Mr. King explained that Triangle Transit decision-making would more efficient if consensus among all the communities/entities was reached for each of the five key decisions. Ms. Diana Mendes of AECOM added that the project becomes more competitive at the federal level from a funding perspective if consensus at the local level is demonstrated. Ms. Tammy



Bouchelle of Triangle Transit also emphasized the importance of consensus and added that as this process moves forward, the MPO is going to vote on these five key decisions for the preferred alternative.

Mr. Aaron Nelson gave his preference, based on limited information presented during the meeting, for the C2A Alternative due to the importance of economic development desired at the proposed Woodmont station area. This was noted by Ms. Karen McCall of the UNC Health Care System.

Mr. King invited Mr. Mark Ahrendsen of the DCHC MPO to speak on behalf of the DCHC MPO. Mr. Ahrendsen explained that the MPO will need input from all the stakeholders/entities to be received by May/June because the timetable for the MPO to weigh in on the five key decisions will be May (June at the latest). Votes on the five key decisions will be made by the 10 people who sit on the board.

Mr. King explained that Triangle Transit has been meeting with entities to disseminate this information and Triangle Transit is prepared to present this information to any entity or public agency as requested. Please call on Triangle Transit if that will help these decisions be made by respective entities. Ms. Natalie Murdock of Triangle Transit added that additional information is provided in handouts and include upcoming events. She encouraged all to attend public meetings and disseminate the dates back to entities for attendance and as a way to obtain feedback from the public about decision preferences. Mr. King also encouraged everyone to attend public meetings and driving tours for folks to better see the alignment and alignment alternatives.

7. Action Items

Entities are to submit feedback to Triangle Transit on five key decision preferences.

8. Adjourn

12:53 p.m.