APPENDIX D: SCOPING MEETING MATERIALS

PART 1: AGENCY MEETING

SIGN-IN SHEETS
HANDOUTS
AGENCY PRESENTATION
AGENCY MEETING MINUTES
<table>
<thead>
<tr>
<th>Name</th>
<th>Email Address</th>
<th>Home Zipcode &amp; Work Zipcode</th>
<th>Affiliation (please circle one)</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
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<td>heather.hildebrandt+enconenr.gov</td>
<td>27587 27699</td>
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<tr>
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Meeting Date: Agency Meeting

2 May 2012
<table>
<thead>
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<th>Email Address</th>
<th>Home Zipcode &amp; Work Zipcode</th>
<th>Affiliation (please circle one)</th>
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</thead>
<tbody>
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</tbody>
</table>

**Meeting Date:** Agency Meeting

**Sign-in Sheet**

**2 May 2012**
Public and Agency Scoping Begins on the Durham-Orange LRT Project

Travel between Chapel Hill and Durham is becoming increasingly difficult as more and more people move to the Triangle Region. High growth rates in the Region are expected to continue over the next twenty years, adding to the existing strain on our transportation system. When traffic congestion increases, the reliability of the transportation system decreases. For some time, local leaders and transportation planners have recognized the need for predictable and dependable alternatives to driving in the congested corridor between Durham and Chapel Hill, two of the Triangle’s most prominent municipalities. Therefore, the purpose of the proposed premium high-capacity transit investment in the Durham-Orange County (D-O) Corridor is to provide a transit solution that addresses the following mobility and development needs:

- Need to enhance mobility
- Need to expand transit options between Durham and Chapel Hill
- Need to serve populations with high propensity for transit use
- Need to foster compact development

Additional detail summarizing these needs is provided on page 5.

Through an Alternative Analysis (AA) recently completed for the D-O Corridor, alternative transit technologies and alignments that met the identified transit needs of the corridor were evaluated. The AA concluded with project stakeholders selecting a Locally Preferred Alternative (LPA) which defined the locally preferred transit vehicle technology, the general route, and termini of the proposed transit project. Potential station locations were also identified during the AA process.
Durham-Orange Light Rail Transit Project Scoping Meeting

Resource Agencies
May 2, 2012
Slide presentation included the Overview of the Triangle Regional Transit Program video, click here to view.
Introduction

Purpose of the Meeting

To provide information to project stakeholders and to receive input on the scope of the federal environmental review process in accordance with the National Environmental Policy Act (NEPA).
Meeting Agenda

- Introductions
- What is your role?
- What is the process?
- What is the purpose and need for the project?
- What is the project?
- What will be studied?
- How will stakeholders be involved?
- What is the project schedule?
- Corridor Review Comments
Program Partners

Program Partners: Federal Transit Administration, Triangle Transit, DCHC (Durham-Chapel Hill-Carrboro Metropolitan Planning Organization), DATA (Durham Area Transit Authority), Chapel Hill Transit, CAT (Cary Area Transit), State of North Carolina, Durham County, Wake County.
What is your role?
What is your role?

Project Agency Coordination

➢ Lead Agencies
  – Federal Lead Agency: Federal Transit Administration (FTA)
    • Brian Smart – Environmental Protection Specialist
  – Local Lead Agency: Triangle Transit
    • Damien Graham – Dir. of Communications & Govt. Affairs
    • Greg Northcutt – Dir. of Capital Development

➢ Other Participating Agencies
What is your role?

Responsibilities of participating agencies:

- Early identification of issues - human, natural, or built environmental impacts
- Meaningful and early input
- Participate in coordination meetings
- Participate in issue resolution process
- Provide point of contact information
- Provide point of contact information
What is the process?
What is the process?

FTA Project Planning and Development Process

- Alternatives Analysis
- Selection of Locally Preferred Alternative (LPA)
- Scoping
- Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS)
- Selection of NEPA Preferred Alternative
- Preliminary Engineering/Final Environmental Impact Statement
- Environmental Record of Decision
- Final Design
- Construction
What is the process?

Environmental Scoping Purpose:

- Present information about the project
- Obtain input on Purpose and Need, alternatives under consideration, and impacts to be evaluated
- Inform the public and governmental review agencies that the FTA and Triangle Transit will be preparing an EIS for this project
What is the process?

Environmental Scoping Process

- Public, elected officials, and interested government agencies assist in shaping the course and direction of the environmental review process and ultimately the project that will be implemented.

- Juncture at which open coordination with Federal, state, and local agencies, elected officials, project partners, and the public is conducted to identify and define the issues to be studied in detail through the NEPA environment review process.
What is the purpose and need for the project?
Draft Purpose & Need

Purpose:
The purpose of the proposed premium high-capacity transit investment in the Durham-Orange County (D-O) Corridor is to provide a transit solution that addresses the following mobility and development needs:

Need:

- Need to enhance mobility
  - Capacity of roadway system cannot accommodate increased travel demand.
  - Limited capacity and availability of transit service.
- Need to expand transit options between Durham and Chapel Hill
  - Existing buses operate in mixed traffic along increasingly congested roadways.
  - Bus travel time offers no savings over automobile.
  - Lack of premium service that can attract choice riders.
Draft Purpose & Need

Need:

- Need to serve populations with high propensity for transit use
  - Limited transit service for university travel markets
  - Limited transit service for transit-dependent populations

- Need to foster compact development
  - Existing transit infrastructure is not supportive of land use plans
  - Existing transit infrastructure does not support long-term economic development
What is the project?
Durham-Orange Light Rail Transit Project

Locally Preferred Alternative
• 17 miles
• 17 Stations
• $1.4 Billion (2011 $)
Project Background

1995-2005
Transit studies, including:
- Environmental Study
- Single Corridor
- Diesel rail technology

2009
Passage of House Bill 148
The Congestion Relief and
21st Century Transport
Fund of 2009

2010
Spring 2010
Alternatives Analysis started
(current project)

Early 2012
MPO’s & Triangle Transit select a
Locally Preferred Alternative per corridor

2002
First Long Range Transportation Plan

2003

2004

2005

2006

2007

2008

2009

2010

2011

2012

Fall 2011
Durham passes referendum: ½ cent Sales tax for transit

2012
New Starts package will be submitted to Federal Transit Administration

2005
Update Long Range Transportation Plan

2008
Special Transit Advisory Commission’s Vision Plan (STAC report)

2009
Metropolitan Planning Organizations release their joint Long Range Transportation Plan
Project Background

2035 Long Range Transportation Plan

Study areas are based on the CAMPO and DCHC MPO approved Long Range Transportation Plan of Spring 2009.

Starting Point for Analysis
Project Background

Transitional Analysis defined Priority Study Corridors - May 2010 – Sept 2010

- Wake County Corridor
- Durham-Wake County Corridor
- Durham-Orange County Corridor

Criteria

- Mobility
- Financial
- Land Use
- Socioeconomic

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Durham-Orange Corridor
Alternatives Analysis


• Technical analysis determining the alignment, technology, and conceptual station locations that best meet the Purpose and Need and would be most competitive for state and federal funding

• Required first step if we seek federal funding
## AA Goals and Evaluation Criteria

<table>
<thead>
<tr>
<th>Goals</th>
<th>Conceptual Screening Criteria</th>
<th>Detailed Evaluation Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal 1: Improve mobility through and within the study corridor.</td>
<td>▪ Potential transit ridership <em>(Population and Employment Concentrations/ Suitability of Transit Mode)</em></td>
<td>▪ 2035 Ridership Forecasts</td>
</tr>
<tr>
<td>Goal 2: Increase transit efficiency and quality of service.</td>
<td>▪ Consistency with existing plans and studies</td>
<td>▪ Transportation Operations <em>(Traffic Impacts/Travel Times)</em></td>
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<tr>
<td>Goal 3: Improve transit connections.</td>
<td>▪ Community support</td>
<td>▪ Expansion Potential</td>
</tr>
<tr>
<td>Goal 4: Support local and regional economic development and planned growth management initiatives.</td>
<td>▪ Irresolvable environmental impacts</td>
<td>▪ Economic Development Potential</td>
</tr>
<tr>
<td>Goal 5: Foster environmental stewardship.</td>
<td>▪ Technical and financial feasibility</td>
<td>▪ Public and Agency Support</td>
</tr>
<tr>
<td>Goal 6: Provide a cost-effective transit investment.</td>
<td>▪ Cost</td>
<td></td>
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</tbody>
</table>
Station Planning

1. Corridor Fit
   - Community Features
   - Land Use
   - ROW
   - Utilities

"The ultimate goal is to help build better and more successful communities!"

2. Station Function
   - Location / Setting
   - Users / Ridership
   - Intermodal Transfers
   - Pedestrian / Bicycle Access
   - Station Amenities
   - Public Art
   - ADA Requirements

3. Development Potential
   - Underutilized Land
   - Multi-Use Developments
   - Higher Densities
   - Activity Nodes / Centers

3 Key Ingredients
Transit Station Development
Project History

Locally Preferred Alternative (LPA) Adoption:

- July 2011: Draft Alternatives Analysis Recommendation published for review and comment
- DCHC MPO holds public meetings and hearings
- February 2012: Durham-Chapel Hill-Carrboro MPO Adoption of LPA
Locally Preferred Alternative:

- 10-minute peak hours; 20-minute off-peak hours headway
- End to end travel time 35 minutes
- Double-tracked throughout
- Primarily at-grade in a dedicated and shared right-of-way
- Elevated sections
- 17 stations - location refinements, layouts and designs will determined during the PE/EIS phase
Project Footprint
Project Footprint
Project Footprint
Project Footprint

LRT Center Platform (18’ - 24’ Wide)

LRT Side Platforms (12’ Wide)
Project Footprint

Station Area Elements

- LRT Station with a Double-Sided Center Platform
- Path Link to Athletic Complex (Due to Severe Grade Change, May Require Vertical Circulation With Elevators and Staircases)
- Bus Stop Bays Along Curb
- LRT Alignment
- Mason Farm Road LRT Station
- Proposed New Access Road (as per UNC Master Plan)
- Proposed New Signalized Intersection (as per UNC Master Plan)
- Proposed New UNC Facilities (as per UNC Master Plan)
- Shared Park-and-Ride (300 Spaces) in Proposed UNC Parking Ramp
- Barry Hill Dr.
- Ernie Williamson Athletic Center
- Dean E. Smith Center
What will be studied?
What will be Studied?

The following is a list of topics/resources to be studied in the EIS:

- Land Use Plans, Zoning and Economic Development
- Population and Employment
- Environmental Justice
- Transportation
- Neighborhoods and Communities
- Air Quality
- Visual and Aesthetic Impacts
- Noise and Vibration
- Wetlands
- Biological Resources and Endangered Species
- Water Resources
- Floodplains and Flooding
- Historic and Archaeological Resources and Parklands
- Parks and Recreational Sites
- Section 4(f) Resources
- Contamination / Hazardous Waste
- Energy
- Geology and Soils
- Construction Impacts
- Impacts of Railroad Operation
- Secondary and Cumulative Impacts
- Climate Change Adaptation Planning
Identified Environmental Features

The D-O LRT LPA alignment is uncertain in two areas where alignment options will be further evaluated in the DEIS:

1. Crossing of Little Creek between the Friday Center/Meadowmont Village area and the proposed Leigh Village development
2. Crossing of New Hope Creek and Sandy Creek between Patterson Place and South Square
Identified Environmental Features

Identified resources associated with Little Creek, New Hope Creek, Sandy Creek and other parts of the corridor:

- Wetlands
- Floodplains
- Streams
- Federal Lands
- Water Quality
- Parks and Recreation (Gamelands, State and County Recreation Areas)
- Biological Resources (Significant Natural Heritage Areas, Conservation Lands)
- Neighborhoods/Community
- Noise
- Transportation
- Cultural and Historic
- Relocations
How will stakeholders be involved?
Public & Agency Participation

- NOI: Published April 3rd, 2012
- Agency Scoping Meeting: May 2nd, 2012
- Public Meeting #1: May 2nd, 2012
- Public Meeting #2: May 3rd, 2012
- Elected Officials Meeting: May 3rd, 2012
- Scoping Comments Due: June 18th, 2012
- Agency Follow-Up Meeting: Summer 2012
Public & Agency Participation

Tools and Techniques
- Public Workshops and Open Houses
- Public Meetings and Traveling Exhibits
- Call-in line, postal mailing address, and email
- Public Presentations
- Opinion Surveys
- Project Website – www.ourtransitfuture.com
- Agency Coordination Meetings
- Steering Committee Meetings
- Email Updates
- Project Videos
- Social Media

Many ways to be engaged and comment - Input will be recorded and managed in a database throughout the process.
What is the project schedule?
Project Schedule

2010
Alternatives Analysis

2011
Locally Preferred Alternative

2012
Scoping / New Starts Application

2013
We Are Here

2014
Authorization for Preliminary Engineering

2015
Preliminary Engineering

2016
NEPA Preferred Alternative

2017
Draft EIS

2018
Final EIS and ROD

2019
Authorization for Final Engineering

2020
Final Engineering

2021
Initiate Construction (5 Years)

Public & Agency Involvement

2012
Agency Scoping Meetings

2013
Public Scoping Workshops

2014
DEIS Interagency Meetings

2015
DEIS Public Workshop

2016
Station Development Workshops

2017
DEIS Public Hearing

Continued Public Involvement
Next Steps

- 45-day Scoping Comment Period – June 18, 2012
- Prepare Scoping Document
- Agency Follow-up Scoping Meeting
- Submit New Starts Application
- Request FTA permission to begin Preliminary Engineering and NEPA process
- EIS Kickoff
Corridor Review Comments
How will the project be funded?

**Local:**
- Durham County approved ½ cent sales tax for transit approximately $19 M in 2013
- If Orange County approves ½ cent sales tax approximately $5 M in 2013

**State:**
- Future Appropriation

**Federal:**
- New Starts funding
Rail and Bus Integration

- Rail is a long term investment
- All successful rail systems have strong, complementary bus systems
- Current County Transit Plans include both bus and rail investments
- AA process focussed on feeder bus service
- Near term (5 years) bus system is primary mode
- Longer term (10+ years) bus system shaped to complete and complement rail system
An Alternatives Analysis is:

• A focused look at alternatives at the “corridor” level
  – A “corridor” is the area that encompasses the origins, destinations, and primary paths of the majority of trips contributing to and/or affected by the identified transportation problem or need

• A means of reaching decisions on the investment strategy to pursue in a particular corridor
  – Public involvement
  – Federal, state and local agency coordination

• A requirement for federally funded transit corridor projects

• The AA for the D-O LRT project lasted from Sep 2010 – July 2011. Documentation may be found on the D-O LRT project page at www.ourtransitfuture.com
MEETING MINUTES

Date Distributed: June 6, 2012

Prepared by: Luann Polissaint

Meeting Date/Time: May 2, 2012 / 1:00 – 3:00 PM

Place: Extraordinary Ventures
200 S Elliott Street
Chapel Hill, NC 27514

Attendees:
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Roger Henderson – rhenderson@planningcommunities.com

Subject: Minutes of Agency Scoping Meeting for Durham-Orange LRT May 2, 2012

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1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 451 1100
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Page 1 of 3
Minutes of Weekly Progress Meeting
May 2, 2012 / 1:00 pm

**Purpose of Meeting:** To provide information to project stakeholders and to receive input on the scope of the federal environmental review process in accordance with the National Environmental Policy Act (NEPA).

**Agenda**
Introductions
Opening Remarks – Damien Graham – Triangle Transit
PowerPoint Presentation – Jeff Weisner – URS
Questions / Comments – all participants

**Introductions**
Each attendee introduced themselves by name and organization.

**Opening Remarks**
Damien Graham of Triangle Transit welcomed all participants and made some general opening remarks and turned the meeting to Jeff Weisner of URS for the PowerPoint presentation.

**PowerPoint Presentation**
Jeff Weisner identified the agency roles and responsibilities, outlined the Scoping process, identified the Draft Purpose and Need, and presented a brief history of the Durham-Orange LRT Project to date. During the presentation he also described the Locally Preferred Alternative (LPA) identified through the Alternatives Analysis (AA) process and adopted by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), presented the current project schedule, and described the public and agency involvement and coordination process for the project. The presentation included a demonstration of the U-pointer device that would be used during the scoping meetings as an interactive digital tool to show information and project mapping and collect comments from stakeholders on the project.

After the presentation concluded, meeting attendees were provided the opportunity to ask questions and provide input on the environmental scope of the project.

**Questions / Comments**
The participants raised several questions and comments, which are summarized below.

Comment: Regarding the environmental footprint of the support structures over the wetlands and construction methods
Response: All options will be explored to avoid and minimize environmental impacts to the extent practicable. Top down construction methods could be used to minimize impacts in wetland areas; however, appropriate construction methods and procedures will be identified during the Preliminary Engineering and the National Environmental Policy Act (NEPA) environmental review phase of the project.

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Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415
Minutes of Weekly Progress Meeting  
May 2, 2012 / 1:00 pm

Comment: Regarding the station planning and development process and potential indirect and cumulative effects  
Response: Potential impacts of growth as indirect and cumulative effects of this project and other reasonably foreseeable projects will be considered in the EIS.

Comment: Regarding Little Creek area and expanded study area  
Response: The alignment, stations, and study area are not yet set in stone, and with comments, the study areas could be expanded or adjusted to accommodate evaluation of reasonable alternative alignment options.

Comment: regarding alignment C3 “off the table”  
Response: The C3 alignment (along NC 54 eastward to the I-40/NC 54 interchange then north along Farrington Road) was evaluated during the AA process and was not carried forward. The evaluation criteria and reasons for eliminating this alternative are provided in the AA documentation. All options, however, are on the table through the upcoming EIS (Environmental Impact Study) phase. The LPA (Locally Preferred Alternative) is a broad alignment. The EIS will narrow and define.

Comment: Where will mitigation occur for the proposed alignment to cross U.S. Army Corps of Engineers’ property?  
Response: Project impacts have not yet been fully quantified. Thus, no decisions regarding mitigation of potential project impacts have been made. Project impacts and mitigation measures will be identified through the EIS phase of the project. Federal property is considered top priority with respect to avoidance and minimization of impacts. Mitigation of impacts, if required, will be developed in consultation with the U.S. Army Corps of Engineers.

Comment: Regarding storm water drainage of proposed park-and-ride lots which could incur permitting requirements  
Response: Input regarding stormwater permitting is appreciated and will be noted in the DEIS.

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/lp

cc: Attendees
PMC@TriangleTransit.org
URS File

Attachment: PowerPoint presentation