

APPENDIX D: SCOPING MEETING MATERIALS

PART 1: AGENCY MEETING

SIGN-IN SHEETS

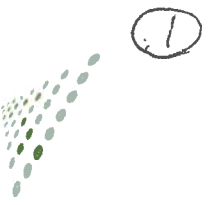
HANDOUTS

AGENCY PRESENTATION

AGENCY MEETING MINUTES

Sign-in Sheet

Meeting Date: 2-May-2012 23
Agency Meeting



Name	Email Address	Home Zipcode & Work Zipcode	Affiliation (please circle one)
Travis Wilson	travis.wilson@ncwildlife.org	27582	a. private citizen b. official c. non-profit representative d. other <u>NCWRC</u>
Heather Hildebrandt	heather.hildebrandt@ncdenr.gov	27587 27699	a. private citizen b. official c. non-profit representative d. other
Charlie Benton	charles.benton@urs.com	27615	a. private citizen b. official c. non-profit representative d. other <u>URS Corp.</u>
DAVID BUNK	dbunk@townofahogebell.org	27514	a. private citizen b. official c. non-profit representative d. other
Michael Hossy	michael.hossy@usace.army.mil	27559	a. private citizen b. official c. non-profit representative d. other
MIKE KNEIS	MKNEIS@NCDOT.GOV	27713 27704	a. private citizen b. official c. non-profit representative d. other
Sarah McCrae	sarah.mccrae@fws.gov	27278 27636	a. private citizen b. official c. non-profit representative d. other <u>USFWS</u>
TYMICHELLE R. F. GRAY	farmer farmergray@ncdot.gov	27704	a. private citizen b. official c. non-profit representative d. other
James Lastinger	james.c.lastinger@usace.army.mil	27587	a. private citizen b. official c. non-profit representative d. other <u>USACE</u>
Meg Scully	mcsully@durhamcountync.gov	27514 27701	a. private citizen b. official c. non-profit representative d. other <u>county staff</u>
Rob Ridings	rob.ridings@ncdenr.gov	27699	<u>DW Q</u>

Sign-in Sheet

Meeting Date: 2-May-2012
Agency Meeting



Name	Email Address	Home Zipcode & Work Zipcode	Affiliation (please circle one)
Jean Gibby	Jean.B.Gibby@usace.army.mil	27587 same	a. private citizen b. official c. non-profit representative d. other <u>USACE</u>
Helen Youngblood	Helen.Youngblood@DurhamNC.gov	27701	a. private citizen b. official c. non-profit representative d. other <u>Durham City Co. planning</u>
Renee Gledhill-Earley	renee.gledhill-earley@ncdcr.gov	27605	a. private citizen b. official c. non-profit representative d. other
Francis Ferrell	Francis.e.Ferrell@usace.army.mil	27559 27707	a. private citizen b. official c. non-profit representative d. other
Allison Weakley	allison.weakley@ncdcr.gov	27312 27699	a. private citizen b. official c. non-profit representative d. other <u>NCDCR - NHP</u>
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other

Durham-Orange Light Rail Transit Project

Scoping Information Booklet



Light Rail Transit in Charlotte

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.

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Project development process	p. 4
Project Purpose & Need	p. 5
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How do I get involved?	p. 15

PUBLIC SCOPING WORKSHOP SCHEDULE

Two Public Workshops
Wed., May 2, 2012 ♦ 4:00 – 7:00 P.M.
Extraordinary Ventures
 200 S. Elliott Rd., Chapel Hill
Thu., May 3, 2012 ♦ 4:00 – 7:00 P.M.
The Durham Armory
 212 Foster St., Durham

HOW TO GET INVOLVED AND SUBMIT COMMENTS

- In Person:** Attend the Workshops
- Online:** www.ourtransitfuture.com
For materials and comments
- By email:** info@ourtransitfuture.com
- By mail:** TRTP
P.O. Box 530
Morrisville, NC 27560
- By phone:** 1-800-816-7817

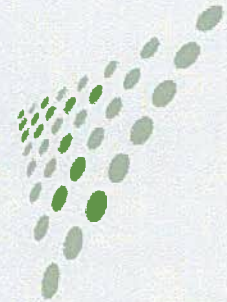
Deadline for Comments
June 18, 2012

LEAD FEDERAL AGENCY
is the Federal Transit Administration (FTA), whose point of contact is:

Mr. Brian C. Smart
Environmental Protection Specialist,
Federal Transit Administration
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303
404-865-5607

Our Transit Future

Triangle Regional Transit Program



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

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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

Our Transit Future

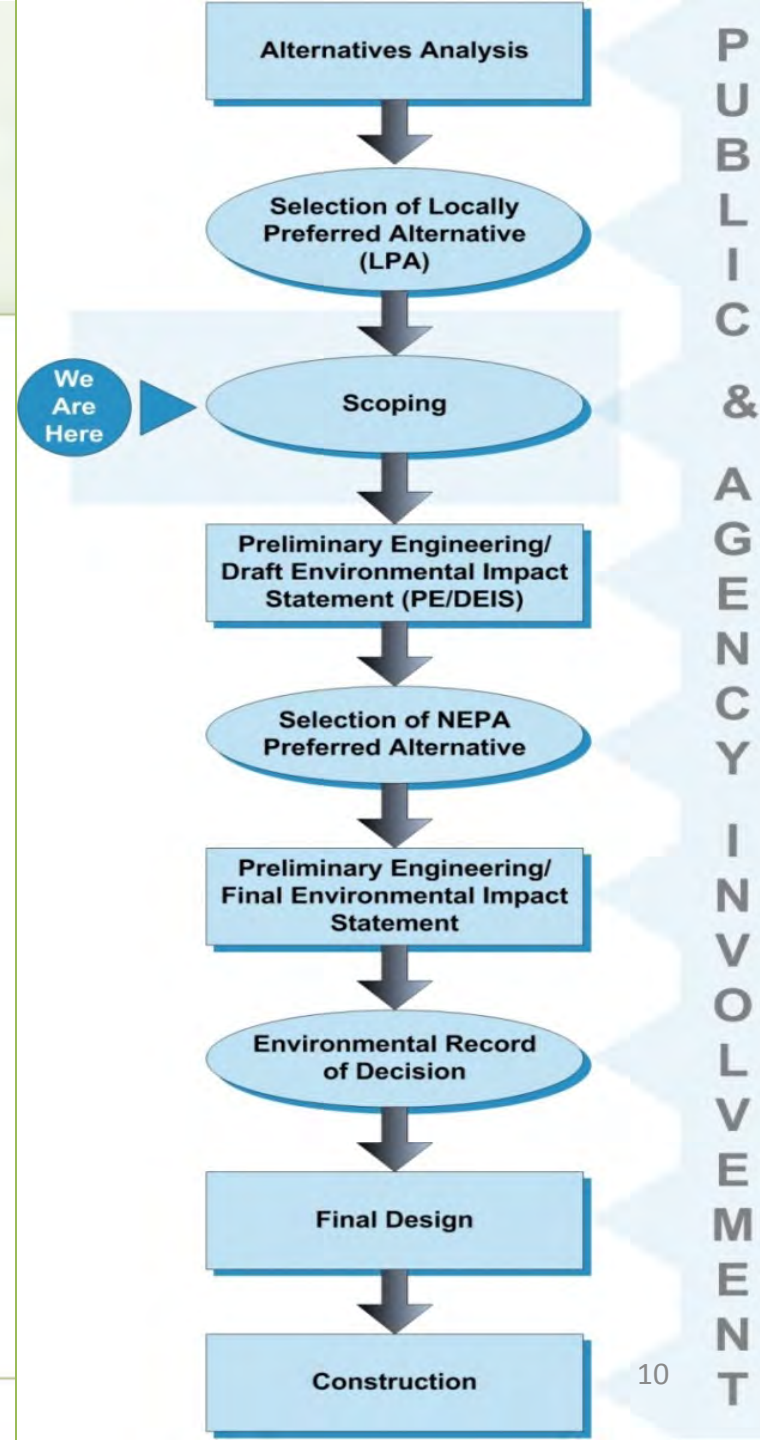
Triangle Regional Transit Program



What is the process?

What is the process?

FTA Project Planning and Development Process



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

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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

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What is the project?

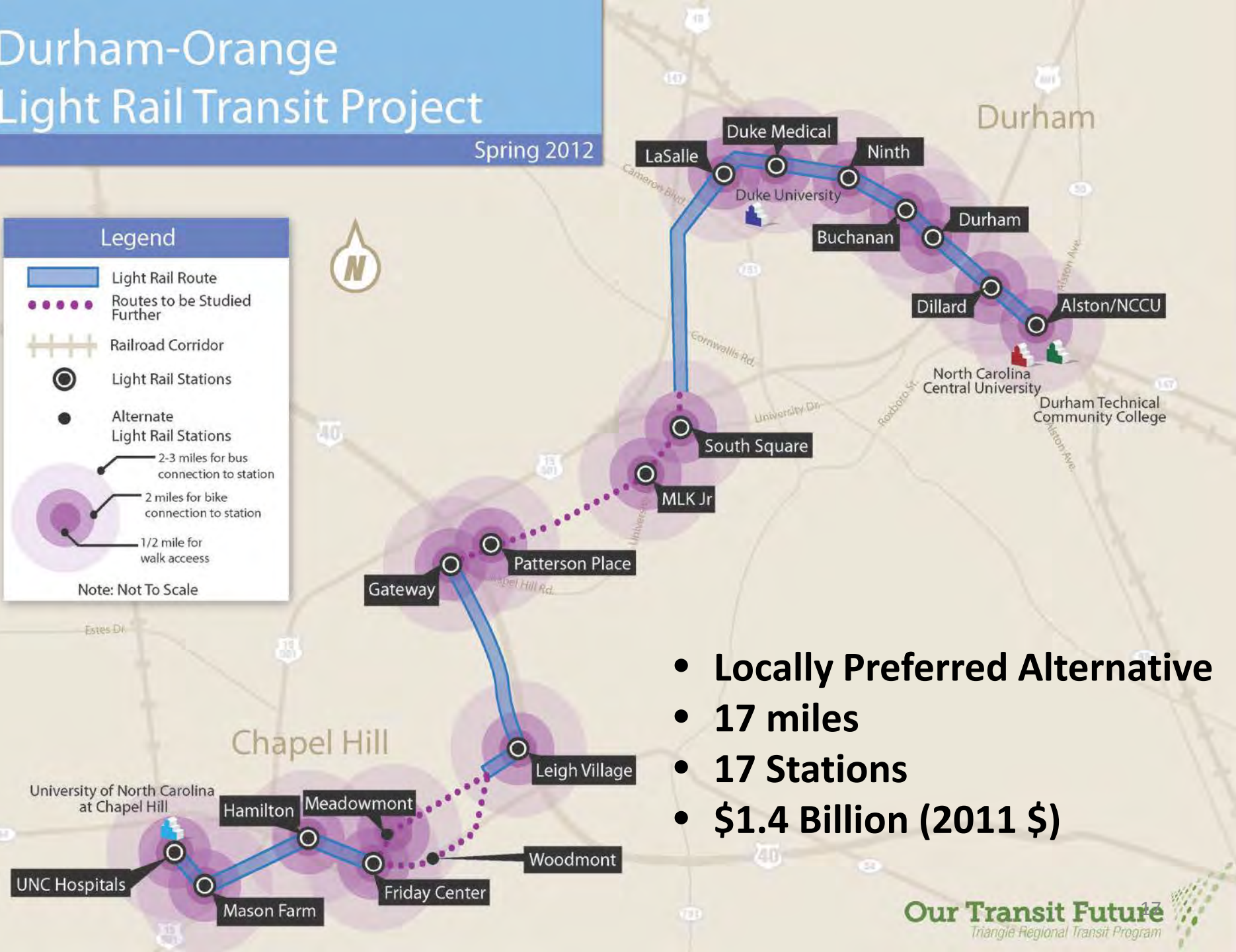
Durham-Orange Light Rail Transit Project

Spring 2012

Legend

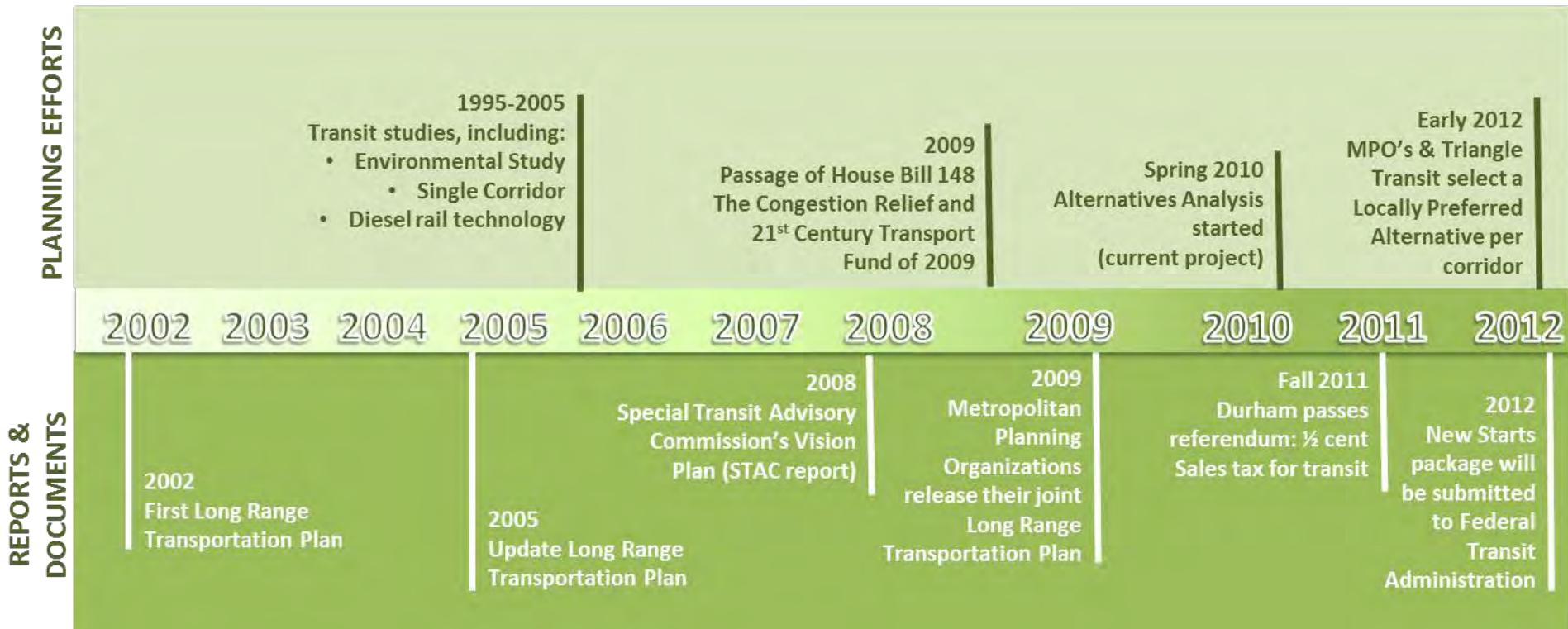
- Light Rail Route
- Routes to be Studied Further
- Railroad Corridor
- Light Rail Stations
- Alternate Light Rail Stations
- 2-3 miles for bus connection to station
- 2 miles for bike connection to station
- 1/2 mile for walk access

Note: Not To Scale



- **Locally Preferred Alternative**
- **17 miles**
- **17 Stations**
- **\$1.4 Billion (2011 \$)**

Project Background



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

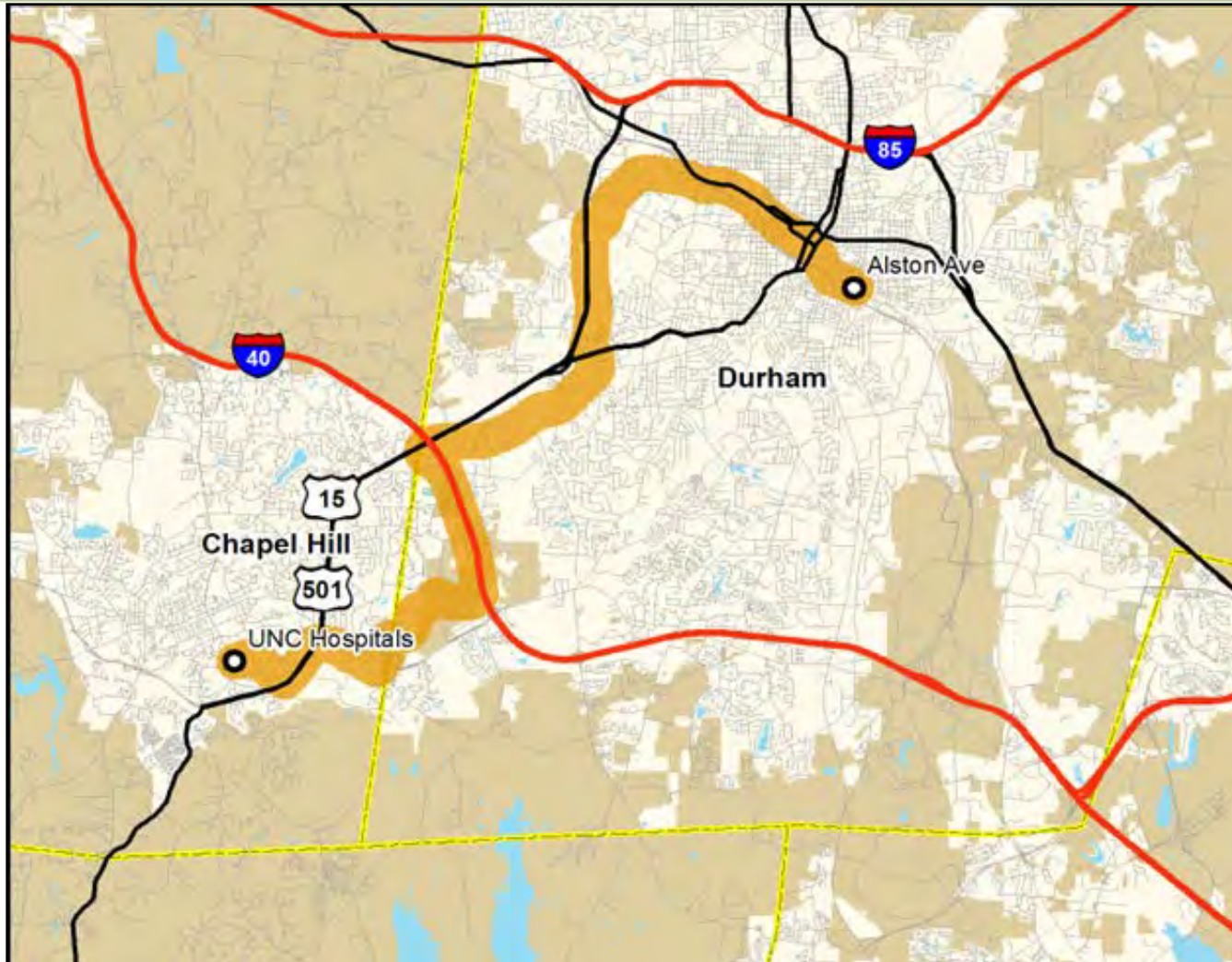
- Wake County Corridor
- Durham-Wake County Corridor
- Durham-Orange County Corridor

Criteria

- Mobility
- Financial
- Land Use
- Socioeconomic

Durham-Orange Corridor

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Alternatives Analysis



Alternatives Analysis Process - Sept 2010 – July 2011

- 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

Project History



AA Goals and Evaluation Criteria

Goals	Conceptual Screening Criteria	Detailed Evaluation Criteria
<p>Goal 1: Improve mobility through and within the study corridor.</p> <p>Goal 2: Increase transit efficiency and quality of service.</p> <p>Goal 3: Improve transit connections.</p>	<ul style="list-style-type: none"> Potential transit ridership (<i>Population and Employment Concentrations/ Suitability of Transit Mode</i>) 	<ul style="list-style-type: none"> 2035 Ridership Forecasts Transportation Operations (<i>Traffic Impacts/Travel Times</i>) Expansion Potential
<p>Goal 4: Support local and regional economic development and planned growth management initiatives.</p>	<ul style="list-style-type: none"> Consistency with existing plans and studies Community support 	<ul style="list-style-type: none"> Economic Development Potential Public and Agency Support
<p>Goal 5: Foster environmental stewardship.</p>	<ul style="list-style-type: none"> Irresolvable environmental impacts 	<ul style="list-style-type: none"> Environmental Impacts (<i>Property, Visual, Wetland and Stream, Section 4(f) Resource, Air Quality, and Construction Impacts</i>)
<p>Goal 6: Provide a cost-effective transit investment.</p>	<ul style="list-style-type: none"> Technical and financial feasibility 	<ul style="list-style-type: none"> Cost

Station Planning



1. Corridor Fit

- Community Features
- Land Use
- ROW
- Utilities



2. Station Function

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

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

3. Development Potential

- Underutilized Land
- Multi-Use Developments
- Higher Densities
- Activity Nodes / Centers



3 Key Ingredients

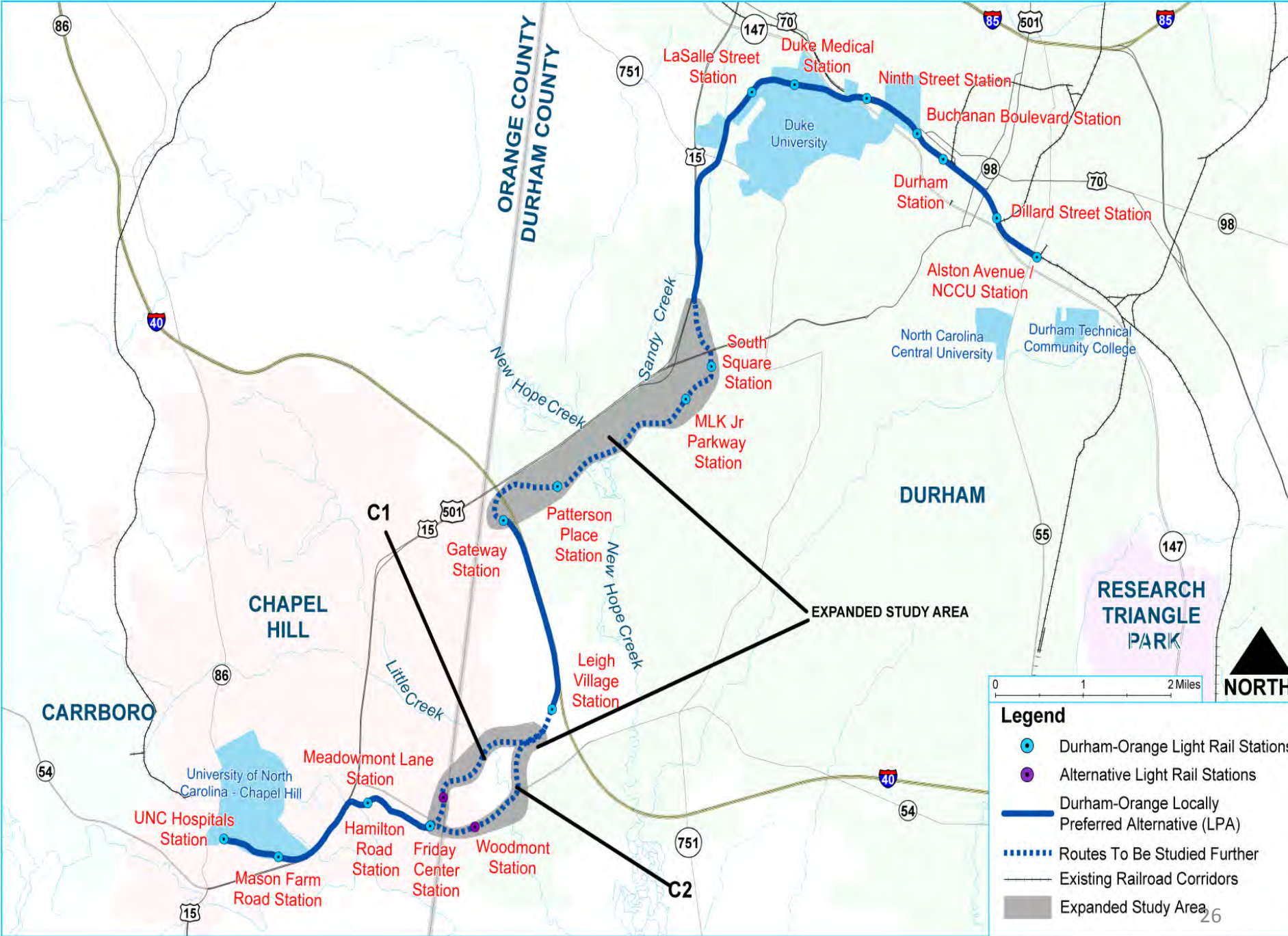
Transit Station Development

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



Legend	
●	Durham-Orange Light Rail Stations
●	Alternative Light Rail Stations
—	Durham-Orange Locally Preferred Alternative (LPA)
⋯	Routes To Be Studied Further
—	Existing Railroad Corridors
	Expanded Study Area

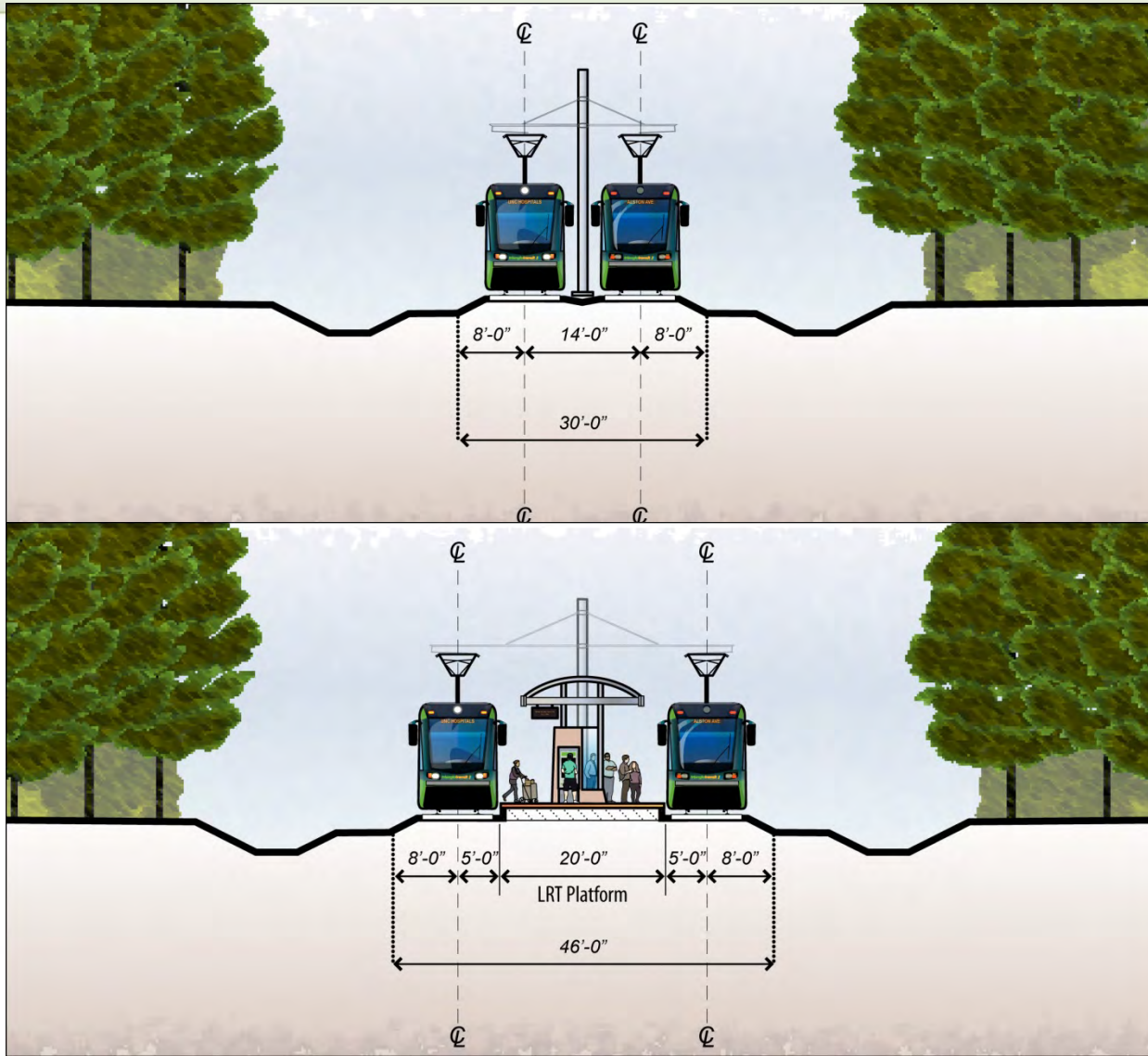
Durham-Orange LPA



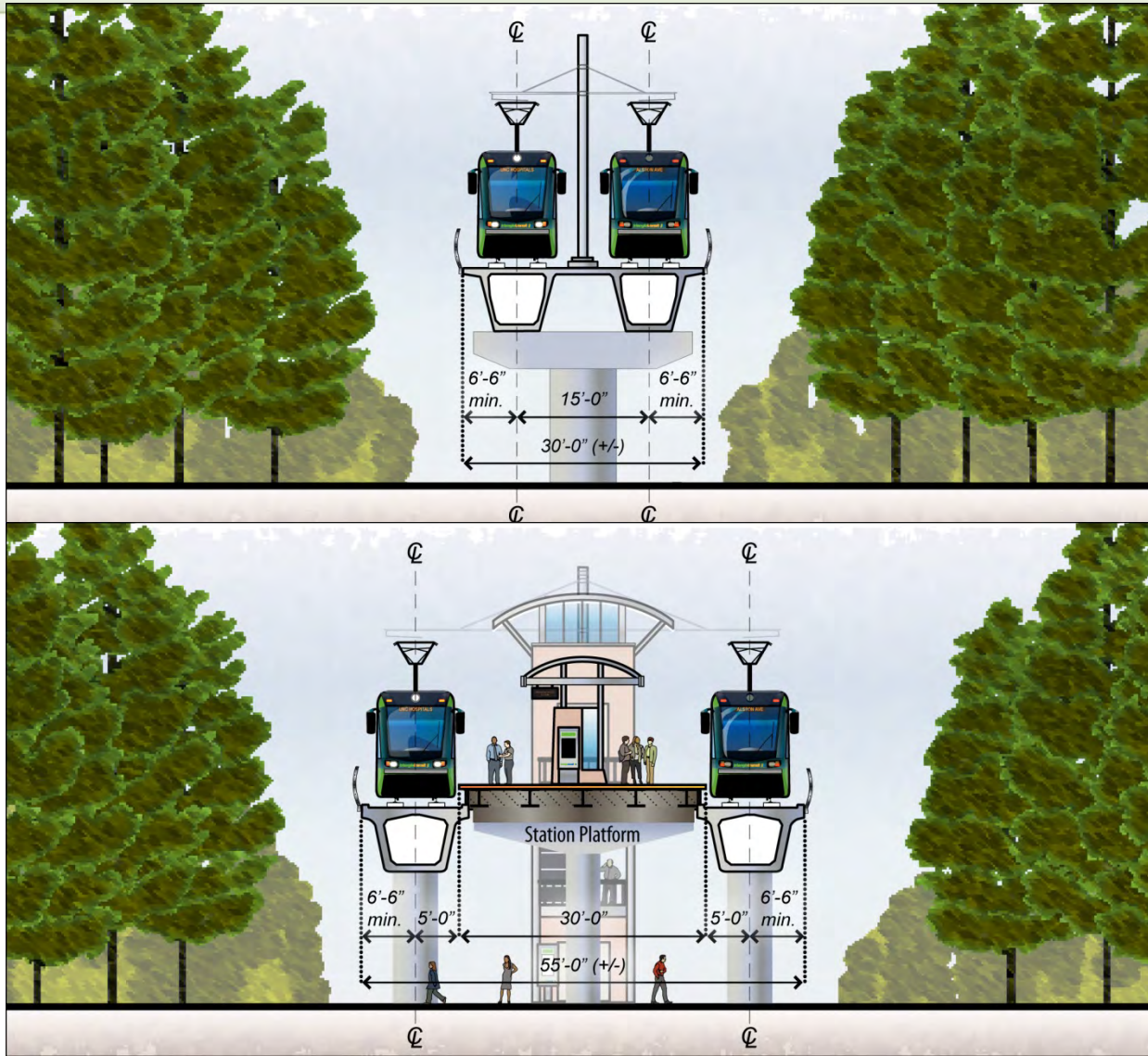
Locally Preferred Alternative:

- 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 be determined during the PE/EIS phase

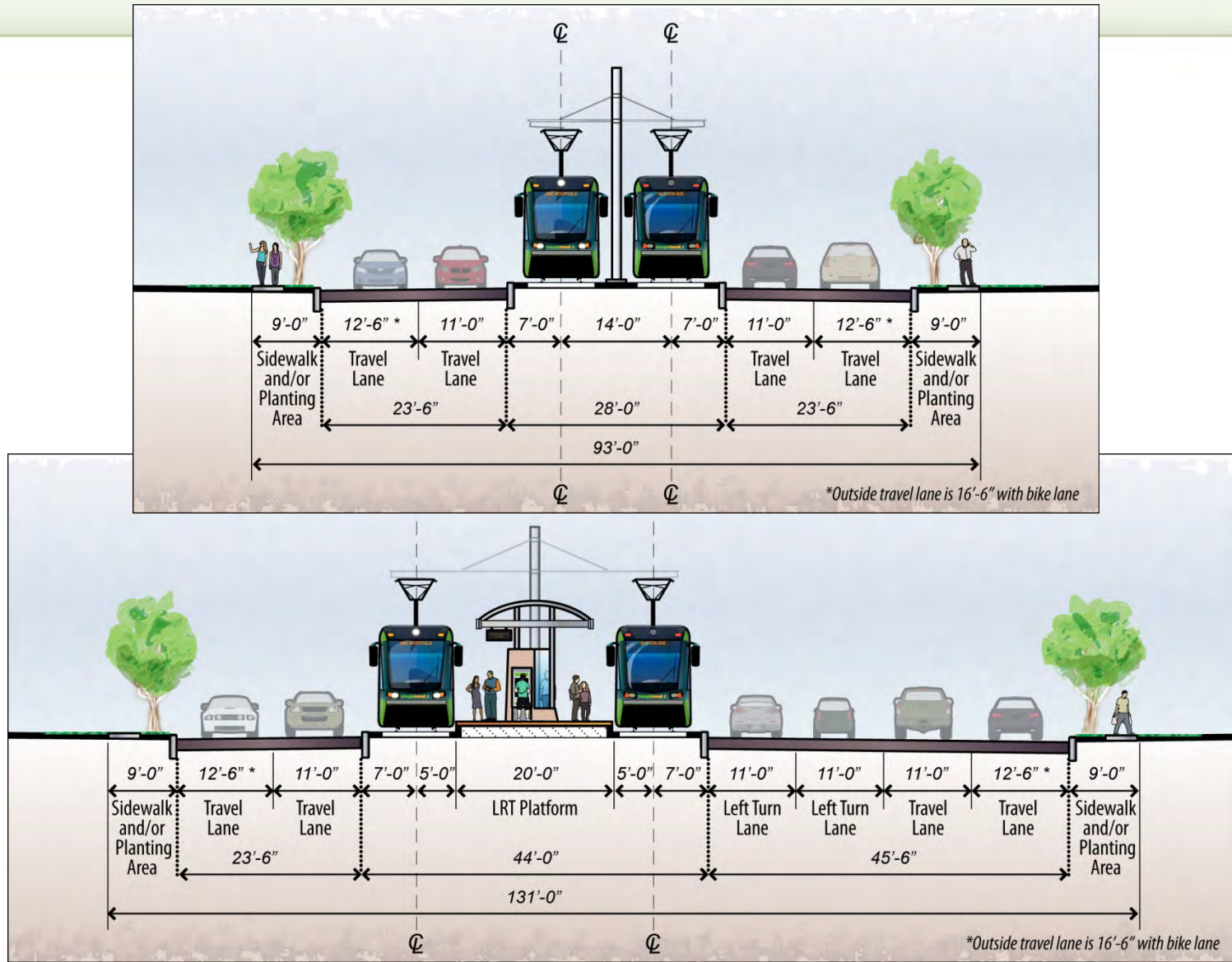
Project Footprint



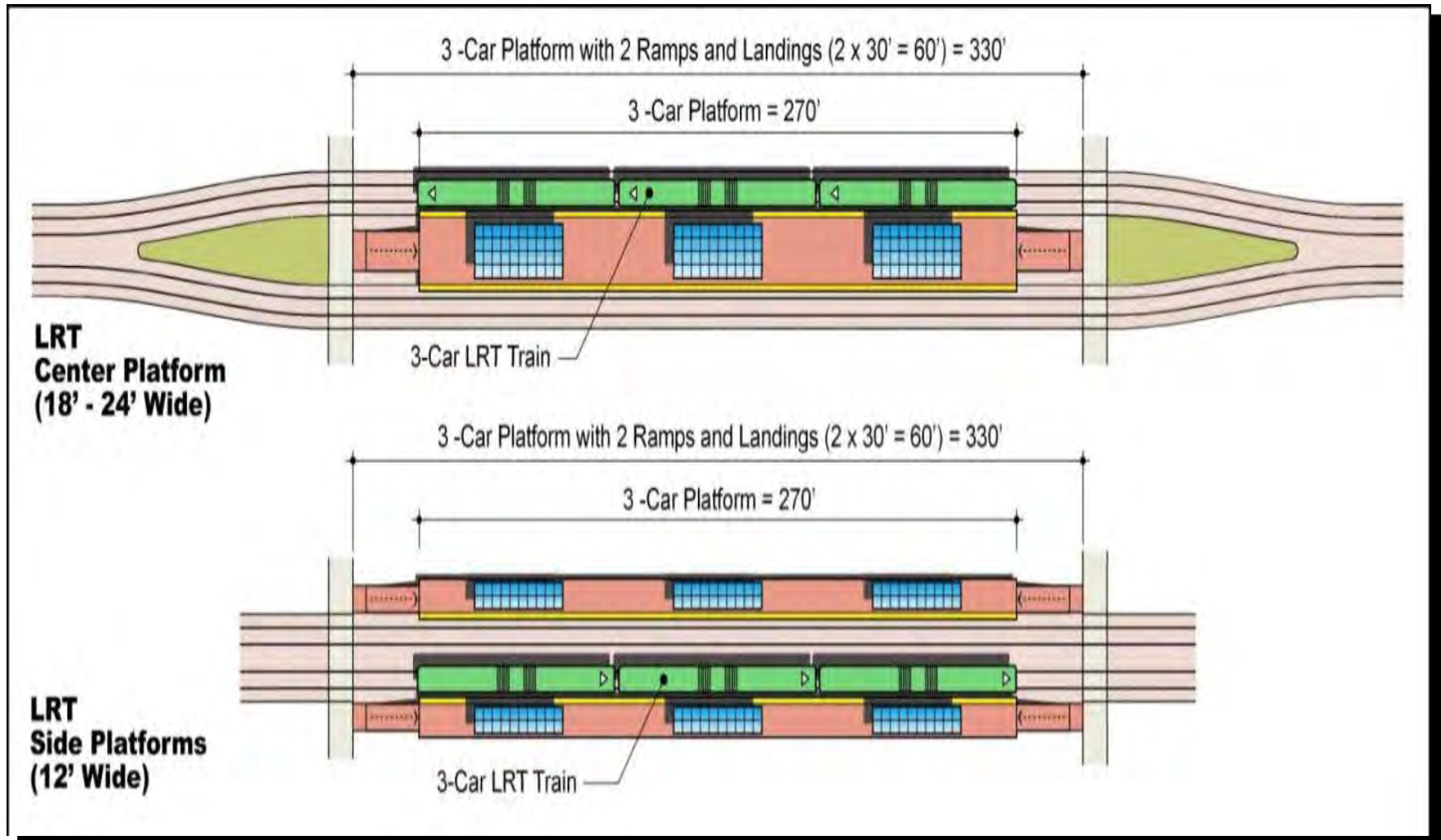
Project Footprint



Project Footprint



Project Footprint



Project Footprint

Station Area Elements



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What will be studied?



What will be Studied?

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

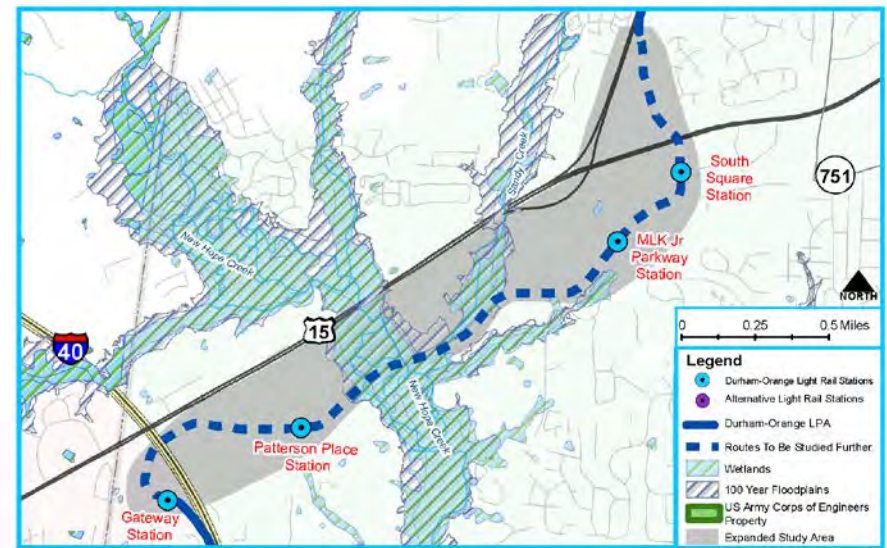
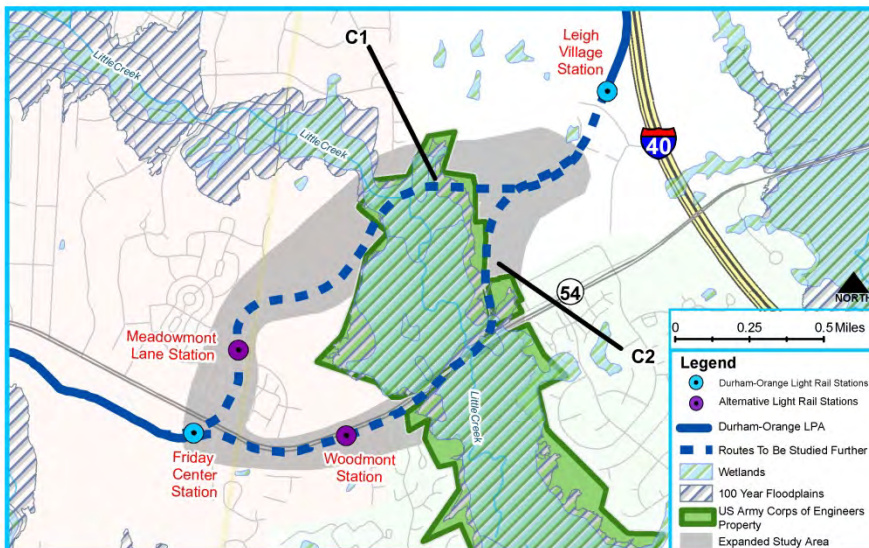
- Land Use Plans, Zoning and Economic Development
- Population and Employment
- Environmental Justice
- Transportation
- Neighborhoods and Communities
- Air Quality
- Visual and Aesthetic Impacts
- Noise and Vibration
- Wetlands
- Biological Resources and Endangered Species
- Water Resources
- Floodplains 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

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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.

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What is the project schedule?

2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021

Alternatives Analysis

★ Locally Preferred Alternative

We Are Here

Scoping / New Starts Application

★ Authorization for Preliminary Engineering

Preliminary Engineering

★ NEPA Preferred Alternative

Draft EIS

Final EIS and ROD

★ Authorization for Final Engineering

Final Engineering

★ Initiate Construction (5 Years)

- ★ Project Milestone
- △ Agency Scoping Meetings
- ◇ Public Scoping Workshops
- ⬡ DEIS Interagency Meetings
- ⊕ DEIS Public Workshop
- Station Development Workshops
- ◆ DEIS Public Hearing

Public & Agency Involvement



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

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Corridor Review Comments



How will the project be funded?

Future Project Development Requests
\$1.4 billion (2011 dollars)

Local:

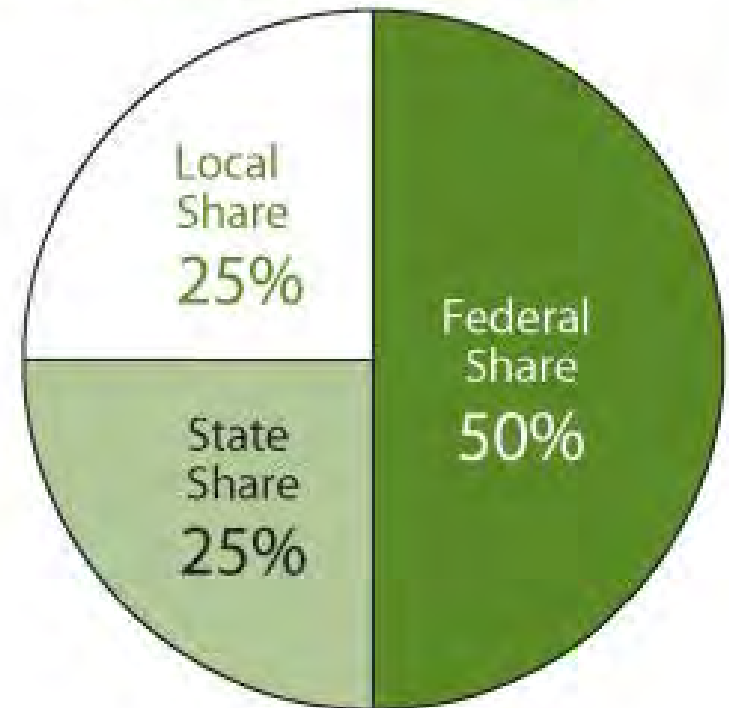
- Durham County approved ½ cent sales tax for transit approximately \$19 M in 2013
- If Orange County approves ½ cent sales tax approximately \$5 M in 2013

State:

- Future Appropriation

Federal:

- New Starts funding





Duke Medical Center Station Rendering





*Aerial Rendering Over NC54
Into Meadowmont Village*

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

Alternatives Analysis



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: Travis Wilson – travis.wilson@ncwildlife.org
Heather Hildebrandt – heather.hildebrandt@ncdenr.gov
David Bonk – Dbonk@townofchapelhill.org
Michael Hosey – Michael.I.hosey.ii@usace.army.mil
Mike Kneis – mkneis@ncdot.gov
Sarah McRae – sarah.mcrae@fws.gov
Michelle R F Gray – farmergray@ncdot.gov
James Lastinger – james.lastinger@usace.army.mil
Meg Scully – mscully@durhamcountync.gov
Rob Ridings – rob.ridings@ncdenr.gov
Jean Gibby – jean.b.gibby@usace.army.mil
Helen Youngblood – Helen.youngblood@durhamnc.gov
Renee Gledhill-Earley – renee.gledhill-earley@ncdcr.gov
Francis Ferrell – Francis.e.ferrell@usace.army.mil
Allison Weakley – Allison.weakley@ncdenr.gov
Greg Northcutt – Gnorthcutt@triangletransit.org
Juanita Shearer-Swink – Jshearerswink@triangletransit.org
Jonathan Parker – Jparker@triangletransit.org
Patrick McDonough – Pmcdonough@triangletransit.org
Brad Schulz – BSchulz@triangletransit.org
Damien Graham – Dgraham@triangletransit.org
Brian Smart, FTA - brian.smart@dot.gov
Bill Houppermans – bill.houppermans@urs.com
Dan Meyers – dan.meyers@urs.com
Jeff Weisner – Jeff.weisner@urs.com
Gavin Poindexter – Gavin.poindexter@urs.com
Cyndy Yu Robinson – Cyndy.yu.robinson@urs.com
Paul Humberger – Paul.Humberger@urs.com
Kurt Neufang – Kurt.neufang@urs.com
Charlie Benton – Charles.benton@urs.com
Marvin Brown – Marvin.brown@urs.com
Luann Polissaint – Luann.polissaint@urs.com
Roger Henderson – rhenderson@planningcommunities.com

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

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

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.

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

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415