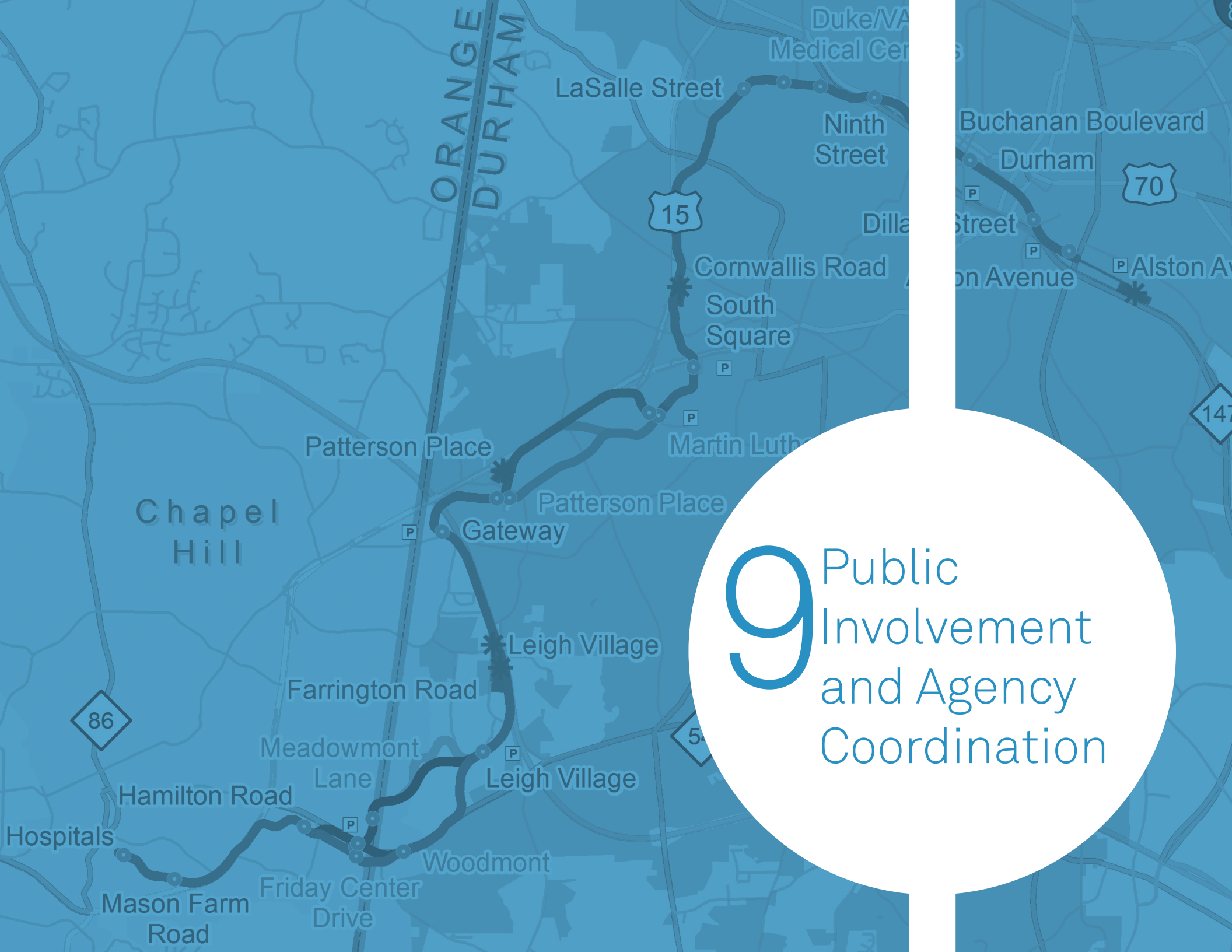


9 Public Involvement and Agency Coordination

Table of Contents

9 Public Involvement and Agency Coordination 9-1
9.1 Public Involvement and Agency Coordination Plan 9-3
9.2 Public's Role in Shaping the Project 9-4
9.2.1 Special Transit Advisory Commission Recommendations (2008) 9-4
9.2.2 Alternatives Analysis (April 2012) 9-5
9.2.3 Early NEPA Public and Agency Involvement 9-7
9.2.4 Project Changes as a Result of Early NEPA Public and Agency Involvement 9-10
9.2.5 Other Public Comments 9-10
9.3 NEPA Public Involvement Program 9-13
9.3.1 2013 Public Meetings 9-13
9.3.2 Ongoing Public Involvement 9-13
9.3.3 Public Open Houses for Potentially Impacted Property Owners 9-15
9.3.4 2014 Public Meetings 9-15
9.3.5 Project Changes as a Result of Public Involvement 9-26
9.3.6 2015 Public Open Houses 9-26
9.3.7 Public Surveys 9-26
9.3.8 Public Education Materials 9-29
9.3.9 Public and Stakeholder Mailers, Print Materials, and Telephone Outreach 9-37
9.3.10 Telephone Hotline 9-37
9.3.11 Project Website 9-37
9.3.12 Social Media 9-40
9.3.13 D-O LRT Project Fly-Through Video and Renderings 9-40
9.3.14 Media Outreach 9-40
9.3.15 Outreach to Environmental Justice (EJ) Communities 9-40
9.3.16 Limited English Proficiency (LEP) Communities 9-40
9.4 Agency Coordination 9-44
9.4.1 Advisory Committees 9-44
9.4.2 Summary of Agency and Stakeholder Comments 9-48
9.5 Next Steps 9-49

List of Tables

Table 9.2-1: Scoping Meetings 9-8
Table 9.2-2: Summary of Scoping Comments 9-9
Table 9.3-1: Public Meetings in 2013 9-14
Table 9.3-2: Summary of Comments Received From November 2013 through October 2014 9-14
Table 9.3-3: Small Groups, Neighborhoods, Agency, and Stakeholder Meeting List (January 2012 to June 30, 2015) 9-16
Table 9.3-4: Open Houses for Affected Property Owners 9-25

Table 9.3-5: Public Meetings in 2014 9-25

Table 9.3-6: Summary of Comments Received through December 2014..... 9-28

Table 9.3-7: 2015 Open Houses..... 9-28

Table 9.3-8: Public's Top Criteria in Selecting a Little Creek Alternative 9-30

Table 9.3-9: Public's Top Criteria in Selecting the New Hope Creek Alternative..... 9-30

Table 9.3-10: Public's Top Criteria in Selecting the Duke/VA Medical Centers Station Alternative..... 9-30

Table 9.3-11: Public's Top Criteria in Selecting a ROMF Alternative 9-30

Table 9.3-12: ROMF Alternative Preferences Before v. During/After Public Meetings 9-31

Table 9.3-13: Public Comment Topics (through June 30, 2015)9-31

Table 9.3-14: Survey Results – Little Creek and New Hope Creek (through June 30, 2015)..... 9-34

Table 9.3-15: Survey Results – Duke/VA Medical Centers Station and ROMFs (through June 30, 2015)..... 9-35

Table 9.3-16: How Public Comments Have Shaped the Proposed D-O LRT Project (through June 30, 2015) 9-36

Table 9.3-17: Summary of Stakeholder Notifications 9-38

Table 9.3-18: Social Media Resources..... 9-41

Table 9.3-19: Media Placements in 2014 9-41

Table 9.3-20: Media Coverage (January 2012 to March 2015)9-42

Table 9.4-1: Comments from Agencies with Jurisdiction and Stakeholders (through June 30, 2015) 9-45

Table 9.4-2: Committee Meetings (through June 30, 2015).... 9-47

List of Figures

Figure 9.2-1: Project Timeline 9-12

Figure 9.3-1: Five Key Decisions Board from November 2014 Public Meetings 9-27

Figure 9.3-2: Growth in D-O LRT Project Website Usage..... 9-39

9 Public Involvement and Agency Coordination

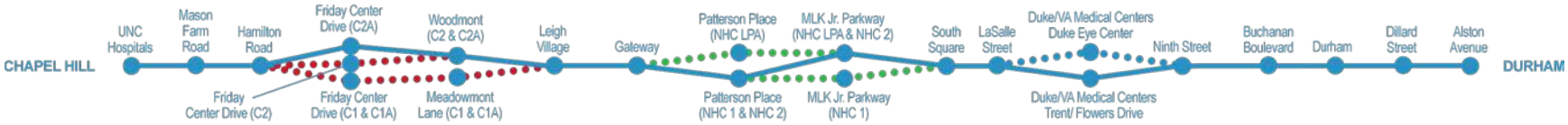
For Triangle Transit, education, inclusion, transparency, accountability, and responsiveness have been key principles of the planning process for transit service in the Durham-Orange (D-O) Corridor, from before the Alternatives Analysis (AA) was completed in 2012 through the ongoing National Environmental Policy Act (NEPA) and Project Development process.

Agencies, non-governmental groups, and the public have been engaged throughout the planning process for the proposed Durham-Orange Light Rail Transit (D-O LRT) Project as required by federal and state law. NEPA mandates agency and public participation in defining and evaluating the impacts of project alternatives. The project has also followed U.S. Department of Transportation (USDOT) guidelines for public participation, including Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d) and Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, Fed. Reg. 7,629 (February 11, 1994).

Coordination activities required under the regulations to promulgate Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) have also been implemented during the course of the proposed D-O LRT Project. NEPA requires that a Draft Environmental Impact Statement (DEIS) provide full disclosure of the environmental impacts associated with a proposed action. The agencies and the public must be given a reasonable opportunity to comment on that action.

The goals of Triangle Transit's public involvement and agency coordination include the following:

- To inform the community and appropriate agencies about the proposed D-O LRT Project and its progress
- To actively seek and integrate participation from the public and appropriate agencies in the decision-making process
- To align project goals with the needs of the community
- To ensure that the proposed D-O LRT Project meets federal, state, and local requirements for public involvement

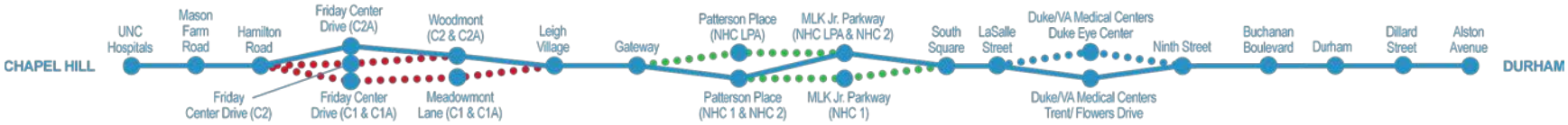


9.1 Public Involvement and Agency Coordination Plan

To outline, organize, and coordinate community outreach, Triangle Transit drafted a Public Involvement and Agency Coordination Plan (PIP) at the onset of the environmental review process (appendix K.30). The PIP for the proposed D-O LRT Project includes goals, community profiles, a variety of tools for ongoing dissemination of information and community outreach, and several continuously open channels for accepting public and agency comments. The PIP for the NEPA phase followed the principles set forth at the outset of the capital planning process. These principles include the following:

- **Collaboration**: Obtain ideas, recommendations, and support from a broad range of community members (e.g., businesses, residents, agencies, government officials, and other stakeholders) regarding the overall project, while also enhancing trust and lasting relationships with the public.
- **Education**: Enhance awareness and understanding of the project to enable informed involvement and meaningful participation.
- **Inclusion**: Provide opportunities for stakeholders representing a full range of interests, values, and opinions to have early and continuous participation in the decision-making process.
- **Transparency**: Provide information in a clear, open, and timely manner through the media and other resources to maximize the potential for coverage of the project and its opportunities for education and public engagement.
- **Accountability**: Be visible and accessible to the public and other project stakeholders. Review, document, and incorporate stakeholder input.
- **Responsiveness**: Respond to public inquiries in a timely manner and demonstrate through documentation that the public comments received were considered and addressed in the DEIS.

The PIP helps open multiple channels through which agency and community perspectives, technical issues, and questions may be raised and addressed in the planning, engineering, and environmental analyses. This includes an interactive and iterative process to develop and refine the alternatives considered in this DEIS for the proposed D-O LRT Project. The Federal Transit Administration (FTA), Triangle Transit, and the project's cooperating and participating agencies aim to ensure that the proposed D-O LRT Project responds appropriately to community needs and participation, while satisfying local, state, and federal environmental requirements.



9.2 Public's Role in Shaping the Project

The project timeline graphic in **Figure 9.2-1** provides an overview of the project from the 2008 Special Transit Advisory Commission (STAC) study, the NEPA process, through the projected dates for construction and operation of the D-O LRT Project. Below is a description of the various public outreach efforts undertaken by Triangle Transit prior to and during the AA and NEPA phases of the project to date. Included in these descriptions are call-out boxes describing the outcomes of the outreach efforts.

9.2.1 Special Transit Advisory Commission Recommendations (2008)

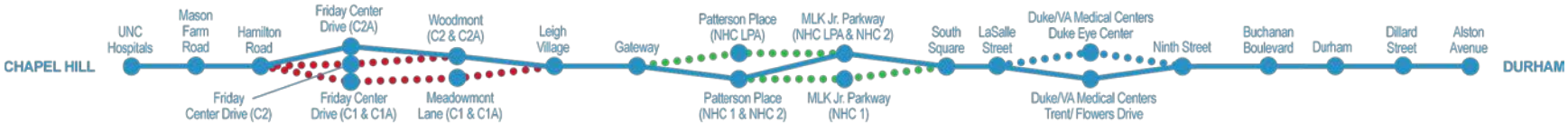
In November 2006, the transportation advisory committees of the Capital Area Metropolitan Planning Organization (CAMPO) and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) created a citizen advisory group, known as the STAC. The STAC was tasked to investigate and debate the issues around transit and develop a set of recommendations for regional transit investments. Members of the STAC included experienced municipal officials, corporate and business leaders, and members of community and environmental groups.

How Public Comments Have Shaped the Project

Comments We Have Heard	How We Have Responded
Study other ways to cross New Hope Creek	Developed New Hope Creek Alternatives using public input
Consider studying other Rail Operations & Maintenance Facility Locations	Added a Rail Operations & Maintenance Facility site at Alston Avenue
Cross Little Creek at its narrowest point	C1A Alternative was added back for study
We want sidewalk and bicycle access	Bicycle parking and sidewalks were added to station plans
Between US 15-501 and Little Creek, consider running north of NC 54	We evaluated this, but the alignment would not serve the Friday Center, existing Park-and-Ride lot, or potential development opportunities near Woodmont Station

Public and agency comments shaped the D-O LRT Project

In May 2008, the STAC published the *Regional Transit Vision Plan: Recommendations for North Carolina's Research Triangle Region* (Transit Vision). The Transit Vision provides a framework for DCHC MPO and CAMPO on future transit investments and funding options in the Triangle region. Public comments were accepted by the STAC throughout the development of this report. The STAC recommended light rail transit from the University of North Carolina at Chapel Hill (UNC) to downtown Durham via Duke University Medical Center, defining what is now the D-O Corridor. Additional details about the Transit Vision are found in DEIS section 2.1.1.



Outcome: STAC recommended light rail transit from UNC to downtown Durham via Duke University Medical Center defining, what is now, the D-O Corridor

9.2.2 Alternatives Analysis (April 2012)

As a component of the Triangle Regional Transit Program (TRTP), the AA documents developed for the D-O, Durham-Wake, and Wake transit corridors provided a comprehensive analysis of expanded bus and rail networks across Durham, Orange, and Wake counties.

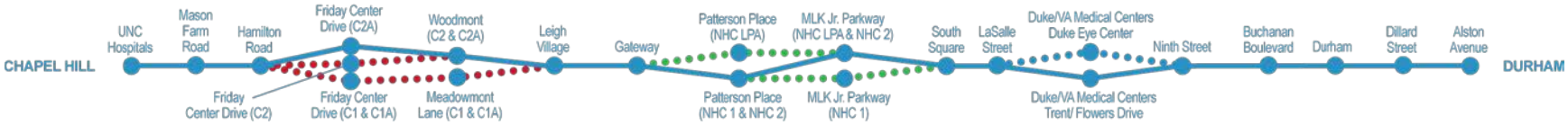
The AA for the D-O Corridor evaluated and screened alternative alignments, modes, and station locations within the D-O Corridor, and concluded with the selection of a recommended locally preferred alternative (LPA) consisting of a light rail transit alignment. On February 8, 2012, the DCHC MPO Transportation Advisory Committee (the policy board) unanimously adopted the light rail transit alignment as the LPA for further study through Project Development and NEPA.

Throughout the AA process, Triangle Transit implemented a multifaceted PIP for the purposes of educating, notifying, and engaging the public and participating and cooperating agencies. The PIP defined goals for outreach, strategies, and ways to communicate project information and meetings. The public involvement process complies with legislation and guidance for persons with disabilities, persons with limited English proficiency, and environmental justice. Major elements of the public involvement process included the following:

- **Public Workshops**: Three sets of public workshops were held during the AA phase in localities throughout the Triangle region. More than 1,100 people attended 19 public workshops, and more than 500 comments were received.

The 19 public workshops also engaged the public in areas beyond the D-O Corridor since Triangle Transit was conducting three concurrent Alternatives Analyses to define three corridors in Durham, Orange, and Wake counties. Public input was categorized by corridor.

  - The first set of workshops explained the need for regional transit planning and the AA process. Dates and venues of these sessions were:
    - June 28, 2010, Raleigh Convention Center, Raleigh
    - June 30, 2010, Durham Public Library, Durham
    - July 6, 2010, Cary Town Hall, Cary
    - July 7, 2010, Chapel Hill Town Hall, Chapel Hill
    - July 14, 2010, Knightdale Town Hall, Knightdale
    - July 15, 2010, The Halle Center for the Cultural Arts, Apex
  - Goals for the second set of workshops were to present and gather public input on the best performing corridor identified as part of the Transitional Analysis, including the D-O Corridor, and to introduce conceptual alignments. Dates and venues of the second workshops were:
    - September 14, 2010, Chavis Community Center, Raleigh
    - September 15, 2010, Wake Forest Town Hall, Wake Forest
    - September 16, 2010, Carrboro Century Center, Carrboro
    - September 21, 2010, Durham Station Transportation Center, Durham
    - September 22, 2010, Morrisville Town Hall, Morrisville
    - September 23, 2010, Garner Historic Auditorium, Garner



Transitional Analysis: Analysis conducted to define and prioritize up to three transit corridors from the adopted *2035 Joint Long Range Transportation Plan* (LRTP) to be studied further in the AA process

- The detailed alternatives in the AA were presented for public comment at the third round of workshops in March 2011. Dates and venues were as follows:
  - March 22, 2011, Triangle Town Center, Raleigh
  - March 23, 2011, Durham Station Transportation Center, Durham
  - March 24, 2011, William and Ida B. Friday Center, Chapel Hill
  - March 28, 2011, Mt. Peace Baptist Church, Raleigh
  - March 29, 2011, Cary Senior Center, Cary
  - March 30, 2011, North Carolina State University McKimmon Center, Raleigh
  - March 31, 2011, The Research Triangle Park (RTP) Foundation

- **Targeted Communication with Stakeholder Groups**: Triangle Transit determined that stakeholder groups such as current transit users, the elderly, and African American and Latino communities were specific groups that needed to be engaged in public involvement. Telephone calls and e-mails to these groups resulted in the distribution of an additional 60 outreach kits containing materials from the first round of public workshops in English and Spanish. In addition, special efforts were made to encourage meeting attendance, including distribution of information cards at transit centers and raffling transit passes.

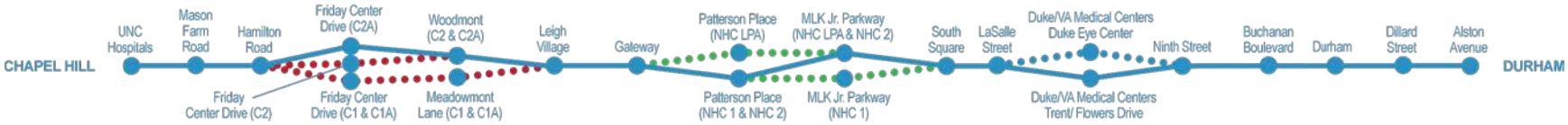
- **Public Involvement Steering Committee**: Triangle Transit invited 40 transportation professionals and public affairs specialists from municipalities and planning organizations in the Triangle region to serve on the Public Involvement Steering Committee. The Steering Committee met monthly to review primary messages and advise on public involvement opportunities and resources at their disposal.

- **MPO Coordination**: The Technical Advisory Committee (TAC) and the Technical Coordinating Committee (TCC) for both CAMPO and DCHC MPO functioned as the technical and policy committees for the AA process. These committees were consulted on a regular basis to provide feedback and input on project development.

- **Elected Officials Coordination**: A group comprised of local government officials from the region's three counties, representatives of the region's two MPOs, and the chair of the Triangle Transit Board of Trustees met on a regular basis to collect information and provide feedback.

- **Other Outreach**: The public had many ways to gather information and provide input on the AA outside of the public workshops, including the project web site (www.ourtransitfuture.com), a project hotline for telephone calls, a postal service mailing address, interior bus ads, news stories, and an e-mail inbox dedicated to the project. The project also incorporated social media outlets, including Facebook, Twitter, YouTube, and Flickr, as well as blog posts and print and broadcast ads.

In April 2012, Triangle Transit released the final AA report on the D-O Corridor. The AA identified the LPA as the most promising alternative for further analysis. The LPA also identified light rail transit as the only technology that satisfied the draft Purpose and Need for premium transit service in the D-O Corridor by enhancing mobility, expanding transit options between Durham and Chapel Hill, serving populations with a high propensity for transit use, and fostering compact development and economic growth.



At the end of the AA process in 2012, the DCHC MPO adopted the LPA for the proposed D-O LRT Project.

9.2.3 Early NEPA Public and Agency Involvement

After the AA and the selection of the LPA for further study, Triangle Transit coordinated with the FTA to begin the NEPA process for the proposed D-O LRT Project. During this phase of public involvement, Triangle Transit took into account extensive feedback from the public, stakeholders, elected officials, and local, state, and federal agencies. As a result, the D-O LRT Project has undergone several substantive changes. In some cases, new alternatives were (or are being) studied, while in others the alignment was modified in response to particular concerns. These changes are further discussed in DEIS section 9.2.4.

9.2.3.1 Notice of Intent

A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published on April 3, 2012, in the Federal Register (appendix H [Scoping Report appendix A part 1]). The NOI informed interested parties that the FTA and Triangle Transit would evaluate a No Build Alternative, a Transportation Systems Management (TSM) Alternative, and a Light Rail Alternative plus any additional alternatives that emerged from the Scoping process. The NOI also announced four Scoping meetings and invited comments on the scope of the project to be sent to Triangle Transit.

9.2.3.2 Scoping Process

Project Scoping is designed to encourage active participation and consultation with the public and agencies early in decision-making. Scoping, which is required by NEPA as part of the EIS process, assists with defining alternatives and identifying potential social, economic, or environmental issues related to a proposed project that should be further evaluated (appendix H). Through Scoping, the D-O LRT Project team established goals and objectives to guide the evaluation of alternatives.

This process was conducted in consultation with the DCHC MPO; the City and County of Durham; the Town of Chapel Hill; Orange County; affected local, regional, and federal agencies; interest groups; businesses; and the public. The following sections describe the details of the Scoping process completed for the proposed D-O LRT Project.

Scoping Meetings

The Scoping process was initiated on April 3, 2012. Prior to the Scoping meetings, D-O LRT Project staff prepared and distributed a Scoping Booklet that outlined the DEIS process and the project's purpose and need, and included maps, environmental resources, and social and historical facts about the D-O Corridor.

There were four Scoping meetings—two for invited stakeholders and two meetings for the public. The first meeting for invited stakeholders convened staff from federal, state, and local agencies with jurisdiction and/or interest in the project area. The purpose of the meeting was for attendees to learn about the proposed alignments and to begin forming working relationships so that they could provide detailed technical comments. The second meeting convened elected officials and interested stakeholders, including property owners along the D-O Corridor. Two additional Scoping meetings were open to the public.

At the Scoping meetings, Triangle Transit displayed maps and other materials indicating water and other natural resources, historical properties, and other features along the D-O Corridor. The list of meetings, dates, locations, and attendance are included in **Table 9.2-1**.

Four Scoping meetings were held to allow stakeholders and the public to learn about the proposed alignments and to provide detailed technical comments.

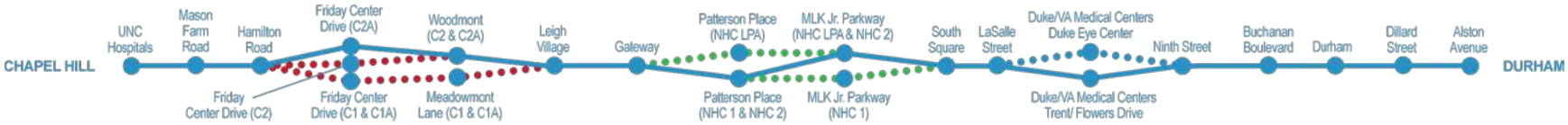


Table 9.2-1: Scoping Meetings

Date	Scoping Meeting Location		Attendance
May 2, 2012	Extraordinary Ventures, 200 S. Elliott Road, Chapel Hill, NC	1 pm-3 pm [a]	23
		4 pm-7 pm [b]	31
May 3, 2012	Durham Armory, 212 Foster Street, Durham, NC	10 am-12 pm [c]	27
		4 pm-7 pm [b]	25

[a] Regulatory agencies.
[b] Public.
[c] Elected officials, partners, and universities.

Summary of Public Scoping Comments

As part of Scoping, Triangle Transit solicited public and agency comments to help address issues or concerns with the proposed project. Between April 3 and June 18, 2012, Triangle Transit received 268 public comments. These comments were received in the form of postal letters, comment forms, telephone calls, email messages, and web-based comment forms.

The majority of the comments received expressed concerns about safety, community cohesion, gathering places, and access to basic services. Many comments also addressed the Rail Operations and Maintenance Facility (ROMF) site location. Concerns about community facilities were primarily related to the ROMF site location, particularly the Cornwallis Road ROMF Alternative near the Levin Jewish Community Center and Judea Reform Congregation, and the Lerner Jewish Community Day School. Comments were also received regarding the alignment alternatives (most commonly C1 Alternative v. C2 Alternative). **Table 9.2-2** identifies the five topic areas that received the most comments. Additional comments suggested that Triangle Transit explore other alignments for crossing New Hope Creek (NHC). For more details on the Scoping findings, please refer to the Scoping Report in appendix H.

Summary of Agency Scoping Comments

In addition to public comments, Triangle Transit received comments from 19 different agencies (six federal, six state, and seven local or other). The U.S. Department of the Interior (DOI), U.S. Army Corps of Engineers (USACE), North Carolina Department of Environment and Natural Resources (NCDENR), and North Carolina Wildlife Resources Commission (NCWRC), as well as members of the public, suggested the proposed project include alternatives in the DEIS that would not impact the Jordan Game Lands. These comments referenced impacts to the ecological integrity of the North Carolina (NC) Natural Heritage Area, public use of the land, habitat connections, and the significance of the Piedmont Swamp Forest as an ecological corridor connecting Duke Forest and the Jordan Game Lands. Other comments suggested that Triangle Transit also explore other alignments for crossing New Hope Creek. In addition, comments suggested that Triangle Transit include additional ROMF alternatives in the DEIS, in particular in east Durham. For more details on the Scoping findings, please refer to the Scoping Report in appendix H.

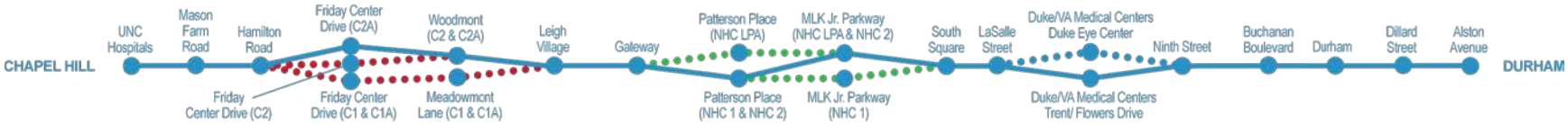
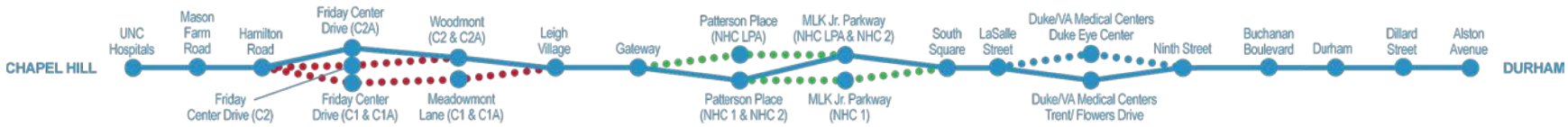


Table 9.2-2: Summary of Scoping Comments

General Topic of Comments	Summary Description of Comments	Number
Social Aspects	Addressed ROMF and/or corridor location with concern over safety, community cohesion, gathering places, and access to basic services	188 comments
Rail Operations and Maintenance Facilities (ROMF)	Concerns and questions about Cornwallis Road ROMF alternative	153 comments
Cultural Resources	Concern over the effects on religious institutions, particularly the Levin Jewish Community Center and Judea Reform Synagogue near the proposed ROMF site on Cornwallis Road	143 comments
Natural Resources	Majority of comments addressed corridor location and the proposed ROMF site Opposition to the C1 alignment: concerns about the loss of green space; impacts to wetlands, floodplains, and wildlife habitats; and an increase in traffic and reduced air quality Concern that Cornwallis Road ROMF site would increase air, water, and ground pollution	114 comments
Corridor Location	Preference of alignment alternatives (most commonly C1 Alternative v. C2 Alternative) Concern over impacts on the natural environment and surrounding community Concern that residents of The Cedars, a continuing care retirement community with 400 senior residents, will be separated from a medical facility and other amenities/services Concern over safety, particularly for the aging population at The Cedars Concern over higher costs and lower ridership potential Concern over negative impacts to property values for the Meadowmont community	104 comments

Note: Many commenters expressed interest/concern about multiple topics.



9.2.4 Project Changes as a Result of Early NEPA Public and Agency Involvement

Following the AA process in consideration of public and agency comments, the Chapel Hill Town Council recommended that the Transportation Advisory Committee approve the proposed LPA with several modifications:

- Alternative alignments C1 and C2 should be further analyzed as part of the anticipated EIS
- The EIS should include a more detailed assessment of the location of the Hamilton Road Station and include options for grade separating the crossing of the C2 Alternative with Barbee Chapel Road as included in the NC 54 / I-40 Corridor Study
- The EIS should evaluate the impact of both alignments on the Little Creek floodplain and the proposed Little Creek Trail

As a result of the public and agency coordination, summarized in DEIS section 9.2.3.2, as well as technical analysis conducted during Scoping, the following additional alternatives were studied as part of this DEIS:

- Little Creek Crossing:
  - A new alternative (C1A) was added to avoid Jordan Game Lands as requested by cooperating agencies, including the USACE
  - A new alternative (C2A) was added to minimize impacts to Section 4(f) resources (Jordan Game Lands, UNC Finley Golf Course, Meadowmont Park, and Little Creek Trail) by utilizing the existing transportation right-of-way along NC 54 and George King Road
- New Hope Creek Crossing
  - A new alternative (NHC 1) was added to parallel an existing transportation right-of-way after consultation with regulatory agencies and to allow for a comparison of impacts to an undeveloped wooded area around New Hope Creek, Sandy Creek, and residences and businesses along US 15-501
  - A new alternative (NHC 2) was added to provide an alternative with potentially fewer impacts to businesses compared to the NHC 1 Alternative and fewer impacts to the undisturbed wooded area around New Hope Creek and Sandy Creek and to parallel an existing transportation right-of-way after consultation with agencies. The NHC 2 Alternative follows the NHC 1 Alternative across New Hope Creek then splits near Garret Road and joins the NHC LPA Alternative
- ROMF Location:
  - Alston Avenue ROMF location alternative was added in response to requests for a ROMF site located in east Durham

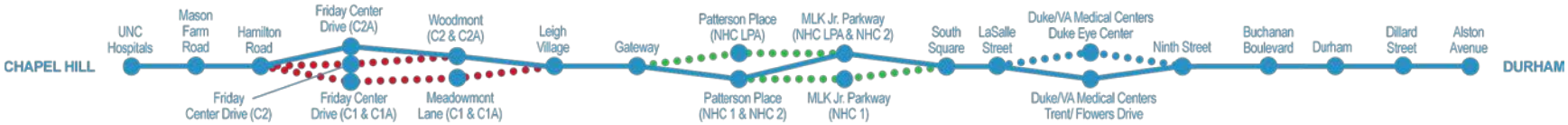
Outcomes:

- Little Creek: C1A and C2A Alternatives were added to the DEIS.
- New Hope Creek: NHC 1 and NHC 2 Alternatives were added to the DEIS.
- ROMF Location: Alston Avenue ROMF Alternative was added to the DEIS.

9.2.5 Other Public Comments

After Scoping concluded and during the Project Development phase, Triangle Transit received substantive comments about the proposed D-O LRT Project, including the alignment, station locations, and other design elements:

- **Conceptual alignment following NC 54, I-40, NC 55, CSX Corridor, and NCRR Corridor**. Alignment concept evaluated. It is not within the D-O Corridor, does not meet the Purpose and



Need of the D-O LRT Project, and was not carried forward for detailed study.

- **D-O LRT alignment at-grade through downtown Durham and station added between Blackwell and Mangum streets**. Alignment refined through downtown Durham to eliminate grade separations (i.e., the "Great Wall of Durham"). No station added between Blackwell and Mangum streets.
- **C2B concept crossing NC 54 east of Friday Center Station and continuing on the north side of NC 54 to George King Road**. Alignment concept evaluated. Determined that it would not complement future land use plans of the Town of Chapel Hill adjacent to the Woodmont Station.
- **Continuation of D-O LRT alignment east to Briggs Avenue**. Extension not part of the scope of proposed D-O LRT Project. Future extensions are not precluded and, if studied, would be analyzed in a separate NEPA process.
- **Grade separation of C2A Alternative in the vicinity of Downing Creek Parkway**. Concept evaluated. Traffic and site characteristics do not warrant grade separation at this location.
- **Concepts for terminal station east of Alston Avenue, south of the NCRR Corridor, and adjacent to NC 147**. Concepts evaluated. Determined to be technically infeasible, primarily due to constraints associated with the NCDOT ROW for NC 147, City of Durham historic water tower, and NCDOT's Alston Avenue widening project.

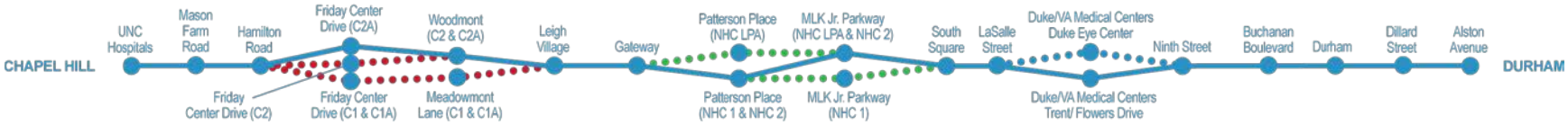
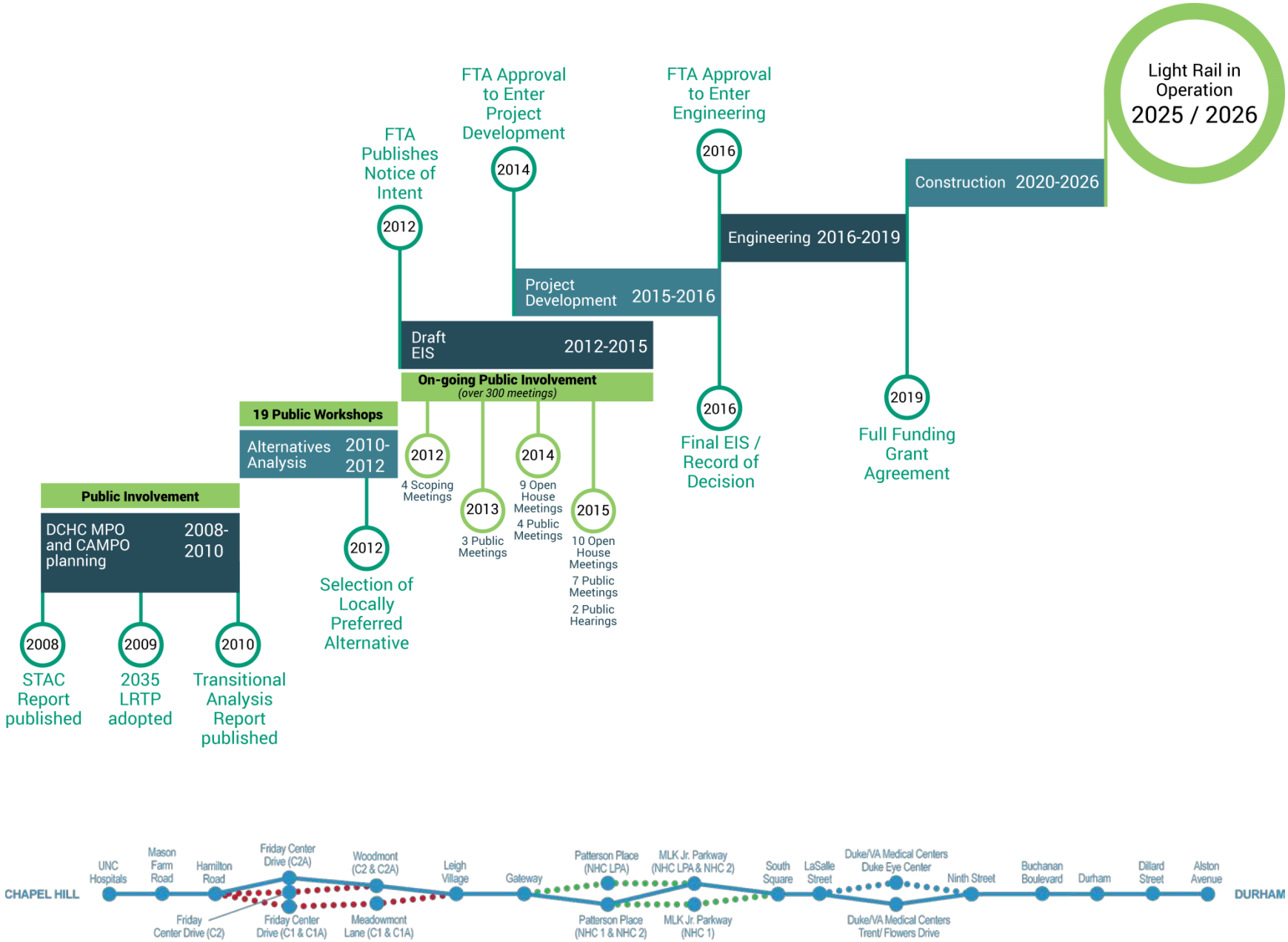


Figure 9.2-1: Project Timeline



9.3 NEPA Public Involvement Program

Residents in the D-O Corridor are diverse in terms of the length of time living and working in the region, income levels, languages spoken in the home, race and national origin, and English proficiency. Given this diversity, Triangle Transit uses multiple channels for releasing outgoing messages, project progress, and requests for public input. After the Scoping and through development of this DEIS (from 2012 through 2015), the D-O LRT Project staff has worked diligently to keep channels of communication open with the public.

The project team utilizes several different methods to collect public comments, including: public meetings, smaller group meetings, postal mail, email through info@ourtransitfuture.com, web forms, and surveys, and a telephone hotline with English and Spanish options. Project staff addresses comments with specific questions or requests through email, direct mail, or phone calls by directing the public to Frequently Asked Questions posted on the OurTransit Future website or by providing direct information from project staff. **Table 9.4-3** includes a summary of the comment topics, and the full collection of public comments can be found in appendix J.7.

9.3.1 2013 Public Meetings

In November 2013, Triangle Transit hosted a series of public meetings as part of the NEPA process. These meetings were intended to:

- Educate the public on the NEPA process
- Inform the public of the selected transit mode (light rail)
- Describe how the input Triangle Transit gathered through Scoping impacts the project
- Provide details of the alternatives carried forward in the DEIS
- Encourage the public to stay involved with the project and outline ways to do so

Information about this first series of DEIS public meetings is provided in **Table 9.3-1**. The exhibits, newsletters, and sign-in lists for these public meetings are shown in appendix J.1.

Overall, 207 people attended the November 2013 public meetings and 30 comments were received at the meetings or via email. Another 86 letters or inquiries were received from November 2013 through October 2014. (Some of the correspondence included more than one comment or issue.) The general topics of the comments are summarized in **Table 9.3-2** and include comments from November 2013 to November 2014 prior to the November 2014 public meetings. All comments and inquiries were logged as comments in the project records.

Outcome of the November 2013 Meetings: The public learned about the NEPA process, light rail technology and what alternatives are carried forward in the DEIS.

9.3.2 Ongoing Public Involvement

Triangle Transit assembled a list of nearly 300 agencies, community-based organizations, and neighborhood associations in and around the D-O Corridor with particular interest in the proposed D-O LRT Project. Triangle Transit then contacted each agency, organization, or group and offered to participate in formal meetings, attend events, or create opportunities for residents or group members to learn more about the proposed D-O LRT Project. Through June 2015, Triangle Transit staff participated in more than 300 separate meetings, reaching more than 5,000 people.

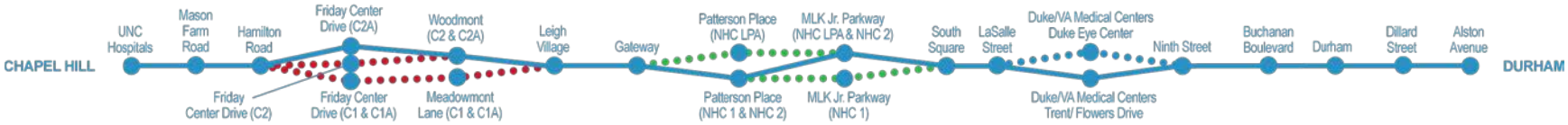
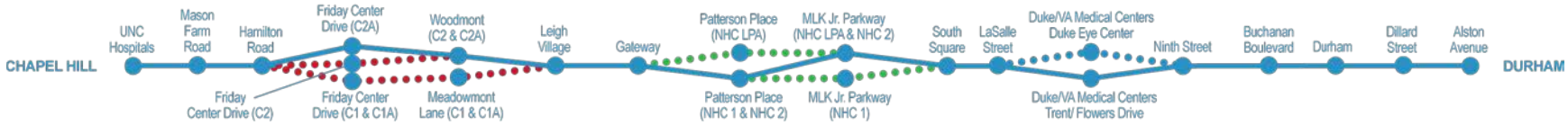


Table 9.3-1: Public Meetings in 2013

Date	Public Meeting Location	Attendance
November 12, 2013	Durham Armory, 212 Foster Street, Durham, NC	61
November 13, 2013	Eno Fellowship, 4709 Garrett Road, Durham, NC	43
November 14, 2013	Friday Center, 100 Friday Center Drive, Chapel Hill, NC	103

Table 9.3-2: Summary of Comments Received From November 2013 through October 2014

Type of Comments	Summary Description of Comments	Number of Comments
Support for the project	• LRT would be great for the Triangle region • Expressed interest for LRT connections to RTP, RDU Airport, and Raleigh	10
Neighborhood/Community Impacts	• Concerns over negative impacts of C1/C1A Alternative to residents of The Cedars, a continuing care retirement community	58
Stated opposition to C1/C1A Alignment alternatives (Little Creek)	• Opposition to C1/C1A from residents of The Cedars retirement community	47
Wetlands/Water Quality	• Concerns over Little Creek wetlands impacted by C1 Alternative	34
Requested specific document or more general information	• Property owners requested maps and engineering drawings • Requested information about future meetings • Requested general information about the project	28
Stations	• Property owners requested additional information on station area plans	18
Rail Operations and Maintenance Facility	• Concerns over Alston Avenue site's negative impacts to existing businesses • Concerns about Cornwallis site's impacts to Levin Jewish Community Center	19
Access	• Concerns over emergency vehicle access to Dubose Health Center near The Cedars • Concerns over pedestrian access within The Cedars and for children at Rashkis Elementary School	16
Bike/pedestrian access	• Concerns over pedestrian safety • Requested bike trail alongside the alignment	8
Support of C1/C1A Alignment alternative (Little Creek)	• Creates access to Meadowmont community • Connects Duke University employees	5
LRT Technology	• Questions of whether additional technologies were considered	4
Opposition to the project	• Concerns about capital costs and expenditure of tax dollars	4



In addition to small group and neighborhood meetings, Triangle Transit met with various stakeholders (including educational institutions, property owners, railroad companies, hospitals, utilities, professional organizations, and federal, state, and local agencies) throughout the development of the DEIS to ensure that stakeholders are aware of impacts (or perceived impacts) and project developments. A list of these meetings is provided in **Table 9.3-3**.

Meeting summaries, notifications, handouts, presentations, and other materials made available during these meetings can be found in appendix J.4.

9.3.3 Public Open Houses for Potentially Impacted Property Owners

In 2014, Triangle Transit began engaging property owners and tenants along the entire D-O Corridor to discuss the proposed D-O LRT Project, alternatives under consideration, and the DEIS process. The method of outreach, location, dates of the public open houses for property owners, and the number of attendees are shown in **Table 9.3-4**. The list of potentially impacted owners, meeting invitations, and slides presented to them are available in appendix J.4.

In the open-house settings and once in a webinar, property owners affected by one or more of the alternatives were able to have questions answered more privately and in a smaller setting by project staff with the use of printed and interactive digital mapping tools. Open houses and targeted outreach introduced several members of the public to the project. Following the public open houses, some property owners requested additional project meetings or briefings. Mailing lists of contacted property owners as well as presentations and handouts provided at these meetings are shown in appendix J.4.

In late spring 2015, the NEPA Preferred Alternative was developed to be presented in the DEIS. As a result of the decision-making process, the Farrington Road ROMF was selected as part of the NEPA Preferred Alternative. Due to site considerations at Cornwallis Road ROMF site and Farrington Road ROMF site, project staff hosted two public meetings to engage affected property owners at these two sites. Mailing lists of contacted property owners as well as presentations and handouts provided at these meetings are shown in appendix J.3

Outcome: Property owners and affected members of the public were engaged and given opportunities to get details about how the project may impact their property.

9.3.4 2014 Public Meetings

The second series of public meetings held in November 2014, focused on five key decisions that would be made as part of the NEPA process, and provided draft station area plans and information about the ongoing environmental studies. The five key decisions are shown on **Figure 9.3-1**. The key decisions are the decisions needed to ultimately determine the project to be built, and include the selection of the Little Creek and New Hope Creek crossings, Duke/VA Medical Centers Station, and ROMF location. The exhibits, handouts, comment forms, survey cards, and sign-in forms available at the 2014 public meetings are shown in appendix J.2. The survey cards included a list of DEIS criteria that identify potentially distinguishing characteristics for each as well as a choice of alternatives.

Outcome: Public was asked to give input on the 5 Key Decisions evaluated in the DEIS.

A total of 479 individuals attended at least one of the four public meetings in November 2014. More than 48,000 postcards were mailed to homes within a 1-mile buffer of the project corridor. Attendance at each public meeting is provided in **Table 9.3-5**.

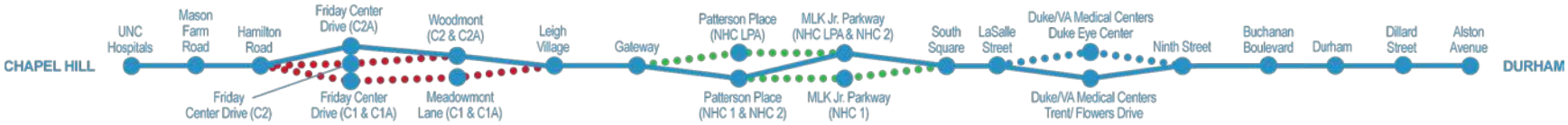


Table 9.3-3: Small Groups, Neighborhoods, Agency, and Stakeholder Meeting List (January 2012 to June 30, 2015)

Date	Presentation to or Meeting with:
6/11/2013	City of Durham, NCDOT
6/28/2013	CHT, DATA
7/8/2013	DCHC-MPO, Durham City Staff
7/11/2013	Durham VA Staff, Durham Transportation
7/11/2013	NCDOT, BPS Consulting
7/11/2013	New Hope Creek Corridor Advisory Committee, DCHC MPO, Durham Planning
7/19/2013	Norfolk Southern (NS), North Carolina Railroad Company (NCRR), PBS Consulting
7/22/2013	NCRR, PBS Consulting
7/25/2013	City of Raleigh Staff, Davis Architects
8/8/2013	FTA
8/12/2013	NCRR, PBS Consulting
8/14/2013	UNC Staff, Fazio Design
8/23/2013	USACE, FTA
8/26/2013	USACE, FTA
8/27/2013	FTA, FHA, FHWA, EPA, FAA, USACE, USFW, NCDENR, NCDOT, TJCOG, DCHC MPO, Town of Chapel Hill, Durham Planning, New Hope Creek Corridor Advisory Committee, general public
8/28/2013	Triangle Transit Board of Trustees, general public
9/5/2013	UNC Staff
9/12/2013	Duke Staff
9/12/2013	General public
9/16/2013	FTA
9/18/2013	UNC Staff, Fazio Design
9/25/2013	Triangle Transit Board of Trustees, general public
9/26/2013	UNC Staff, Fazio Design
10/2/2013	Triangle Transit Board of Trustees, general public
10/14/2013	NCRR, PBS Consulting
10/16/2013	Planning Communities, School Representatives
10/16/2013	Meadowmont Exchange Building Representatives
10/16/2013	Town of Chapel Hill, UNC
10/16/2013	NCDOT
10/17/2013	Durham Planning, Town of Chapel Hill
10/21/2013	FTA

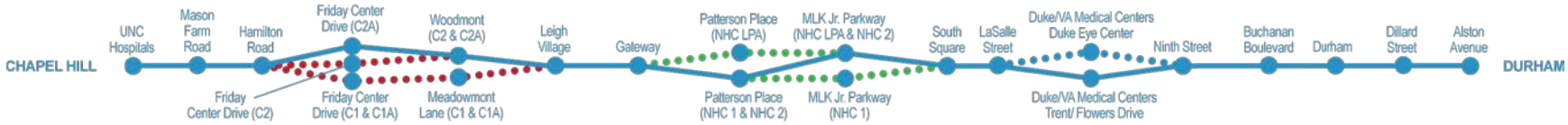


Table 9.3-3: Small Groups, Neighborhoods, Agency, and Stakeholder Meeting List (January 2012 to June 30, 2015)

Date	Presentation to or Meeting with:
10/23/2013	Triangle Transit Board of Trustees, general public
10/28/2013	NCDOT
11/5/2013	NCDOT, City of Durham
11/6/2013	NCDOT
11/12/2013	General public, Durham Mayor Bill Bell
11/12/2013	NCDOT
11/13/2013	General public, N&O reporter Jim Wise
11/14/2013	General public, Meadowmont residents
11/18/2013	FTA
11/20/2013	Triangle Transit Board of Trustees, general public
11/22/2013	Steering Committee, general public
12/2/2013	NCRR, PCS
12/4/2013	Department of Water Management-Durham
12/4/2013	City of Durham
12/16/2013	FTA
1/8/2014	USACE
1/16/2014	USACE, FTA, NCDOT, DCHC MPO
1/18/2014	NC Railway Museum Annual Meeting
1/28/2014	Durham Congregations, Associations, and Neighborhoods (CAN)
2/17/2014	Durham CAN
3/11/2014	Executive Committee of the Durham Chamber of Commerce
3/25/2014	Visit Durham Convention and Visitors Bureau
3/26/2014	Triangle Transit Board of Trustees, general public
3/26/2014	All Durham Partners Against Crime (PAC) representatives meeting
3/27/2014	East 54 Property Owners
4/4/2014	Joint Meeting with the Charlotte Area Transit System (CATS) and the Piedmont Authority of Regional Transportation (PART)
4/7/2014	Tobaccoland Kiwanis
4/8/2014	The News & Observer Editorial Board
4/9/2014	PART Board Meeting
4/12/2014	St. Thomas Moore Congregational Meeting
4/15/2014	Triangle Transit Accessible Services Advisory Committee
4/15/2014	Durham Bicycle and Pedestrian Advisory Commission (BPAC)

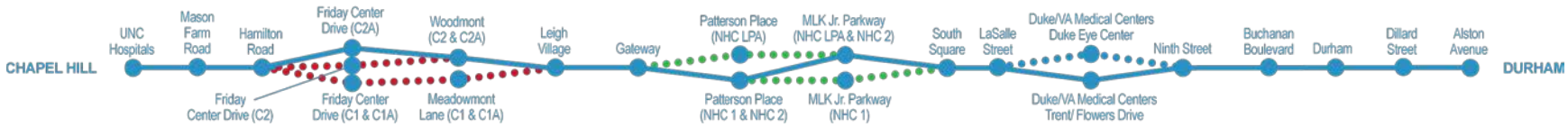


Table 9.3-3: Small Groups, Neighborhoods, Agency, and Stakeholder Meeting List (January 2012 to June 30, 2015)

Date	Presentation to or Meeting with:
4/17/2014	Genesis Homes
4/22/2014	UNC Graduate Students
4/23/2014	D-O LRT Technical Advisory Committee
4/25/2014	Owner/Management Team of American Tobacco Campus
4/27/2014	Morehead Hill Neighborhood
4/29/2014	Inter-Neighborhood Council
4/30/2014	Triangle Transit Board of Trustees, general public
5/1/2014	D-O LRT Steering Committee meeting
5/1/2014	New Hope Creek Corridor Advisory Committee
5/6/2014	Falconbridge Homeowners Association
5/7/2014	Triangle Land Conservancy
5/7/2014	Durham CAN
5/7/2014	Durham/Orange Work Group (elected officials)
5/8/2014	Regional Transportation Alliance (RTA) Leadership Meeting
5/8/2014	New Hope Creek Corridor Advisory Committee
5/12/2014	PAC District 2
5/13/2014	Durham/Orange Work Group (elected officials)
5/19/2014	Orange County Bus Plan Public Meeting
5/19/2014	Coalition for Affordable Housing and Transit [a]
5/21/2014	Orange County Bus Plan Public Meeting
5/22/2014	Orange County Bus Plan Public Meeting
5/23/2014	NCRR
5/27/2014	Durham Chamber of Commerce - Transportation Committee
5/28/2014	Orange County Bus Plan Public Meeting
5/28/2014	Durham Rescue Mission
5/29/2014	Duke University
6/3/2014	Durham Center for Senior Life (DCSL)
6/4/2014	Oak Creek Village Apartments Local Management
6/4/2014	NCRR Capacity Study meeting
6/5/2014	Justice United
6/5/2014	Northeast Central Durham Leadership Council [a]
6/7/2014	Oak Creek Village Apartments residents [b]

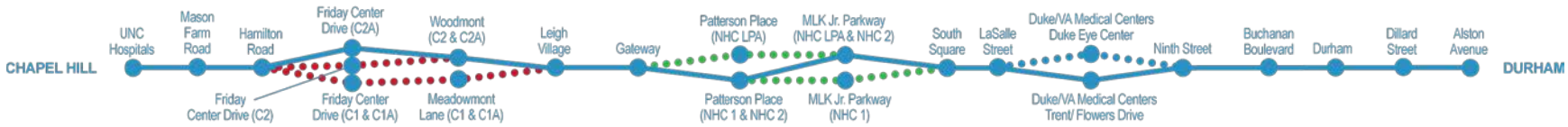


Table 9.3-3: Small Groups, Neighborhoods, Agency, and Stakeholder Meeting List (January 2012 to June 30, 2015)

Date	Presentation to or Meeting with:
6/7/2014	Chapel Hill-Carrboro Chapter of the National Association for the Advancement of Colored People (NAACP) [a]
6/11/2014	Durham Orange Workgroup
6/13/2014	McDougald Terrace Health and Wellness Fair [a]
6/16/2014	Coalition for Affordable Housing and Transit [a]
6/18/2014	Owner/Management Team of American Tobacco Campus
6/18/2014	Durham Open Spaces and Trails Commission
6/19/2014	McDougald Terrace Residents [a]
6/19/2014	Chapel Hill Downtown Partnership
6/26/2014	Durham City-County Transportation Staff
7/1/2014	Coalition for Affordable Housing and Transit - Outreach Committee [a]
7/2/2014	Mike Shiflett
7/2/2014	NCDOT
7/8/2014	Durham Housing Authority (DHA) Management [a]
7/9/2014	University Drive/ Martin Luther King Jr. Parkway apartment complexes: Mission University Pines, Alden Place, Springfield, Westgate condos
7/17/2014	Duke University Communications Committee representative
7/21/2014	Coalition for Affordable Housing and Transit [a]
7/21/2014	Coalition for Affordable Housing and Transit [a]
7/24/2014	Durham City-County Staff and Officials - Brown Bag Lunch on Transit Oriented Development, Affordable Housing, & Equity
7/26/2014	Oak Creek Village Pool Party [b]
7/30/2014	Durham Technical Community College (DTCC) leadership
7/30/2014	City of Durham Education Department and Workforce Development, DTCC (Jobs Training Meeting)
7/31/2014	Veterans Affairs (VA) Medical Center Capital Investment Day
7/31/2014	Durham Area Designers and Downtown Durham Inc.
8/4/2014	Town of Chapel Hill Staff
8/5/2014	McDougald Terrace National Night Out [a]
8/5/2014	Valley Run National Night Out
8/6/2014	DHA City-wide resident council meeting [a]
8/6/2014	Durham Area Transit Authority (DATA) bus service changes public hearing
8/12/2014	Station area planning discussion with City of Durham Staff
8/13/2014	Carolina Donor Services
8/14/2014	D-O LRT Communications Committee
8/18/2014	Pickett Park Home Owners Association

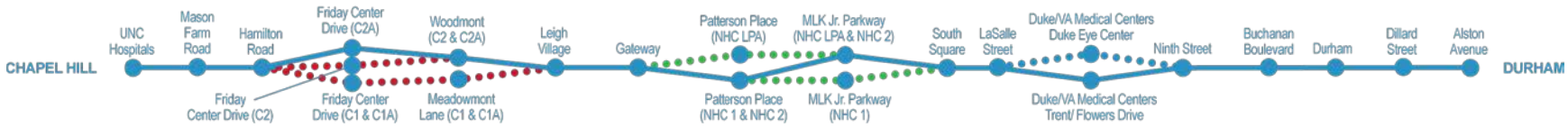


Table 9.3-3: Small Groups, Neighborhoods, Agency, and Stakeholder Meeting List (January 2012 to June 30, 2015)

Date	Presentation to or Meeting with:
8/18/2014	City of Durham Staff
8/19/147	Damar Court DHA community [a]
8/20/2014	City of Durham Staff
8/27/2014	Durham City-Wide PAC
8/28/2014	DHA Management [a]
9/4/2014	DHA Residents' Council [a]
9/8/2014	Coalition for Affordable Housing and Transit Outreach Committee [a]
9/9/2014	Club Boulevard DHA property [a]
9/10/2014	Town of Chapel Hill Staff
9/11/2004	Durham PAC 5
9/11/2014	Durham CAN
9/13/2014	Durham PAC 4
9/13/2014	East Durham Residents Meeting [a]
9/15/2014	Coalition for Affordable Housing and Transit [a]
9/17/2014	Community Home Trust
9/17/2014	NC Hispanic Heritage Luncheon [b]
9/19/2014	East Chapel Hill Rotary Club
9/20/2014	Durham PAC 1 [a]
9/20/2014	Centerfest [a]
9/23/2014	Durham Area Designers
9/23/2014	Light Rail Community meeting at Immaculate Conception Church
9/24/2014	FTA Region IV Administrator and Staff
9/27/2014	Durham's Annual Latino Festival [b]
9/30/2014	City of Durham Transportation Staff
10/2/2014	Chapel Hill Chamber of Commerce
10/4/2014	Phoenix Fest [a]
10/5/2014	Festifall
10/8/2014	Joe's Diner Durham [a]
10/8/2014	Signature Kutz Barber Shop [a]
10/8/2014	Samuel & Sons [a]
10/8/2014	Town of Chapel Hill Staff and UNC Staff
10/9/2014	Liberty Street Residents' Council Meeting

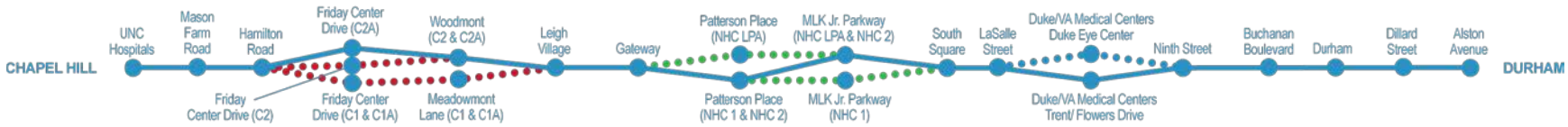


Table 9.3-3: Small Groups, Neighborhoods, Agency, and Stakeholder Meeting List (January 2012 to June 30, 2015)

Date	Presentation to or Meeting with:
10/11/2014	Orange County Environmental Summit
10/11/2014	Leigh Farm Park Ribbon Cutting
10/14/2014	EmPOWERment Inc. [a]
10/14/2014	Gorman Ruritan
10/15/2014	UNC Hospital Employees and Visitors Fair
10/16/2014	Oldham Towers Resident Council Meeting [a]
10/16/2014	Thomas Poole (PAC 1, Durham Chapter NAACP Member) [a]
10/16/2014	Jesus Word Church Leadership [a]
10/17/2014	City of Durham Transportation Staff
10/20/2014	Durham VA Medical Center Engineering Staff
10/20/2014	Duke University Staff
10/21/2014	USACE
10/21/2014	Durham CAN
10/21/2014	James Chavis (PAC 1) [a]
10/21/2014	FHI 360- Employee Health Fair
10/21/2014	Durham County Health Department Durham - Eco Fair
10/22/2014	JJ Henderson DHA Property/Residents' Council Meeting [a]
10/23/2014	National Institute of Health and Environmental Sciences
10/23/2014	East Durham Food Event [a]
10/24/2014	Jesus Word Church Leadership [a]
10/25/2014	Durham Area Designers
10/25/2014	El Centro Health Fair [b]
10/26/2014	Durham Skywriter Interview
10/28/2014	Durham CAN
10/28/2014	Durham Station Area Strategic Infrastructure Study (SASI)
10/29/2014	Triangle Transit Operations Staff
11/5/2014	UNC Hospital Staff - Transportation Forum
11/6/2014	NCRR
11/6/2014	Durham SASI
11/8/2014	Durham PAC 3
11/12/2014	UNC Students - Transportation Forum
11/13/2014	East Durham Residents for Rail [a]

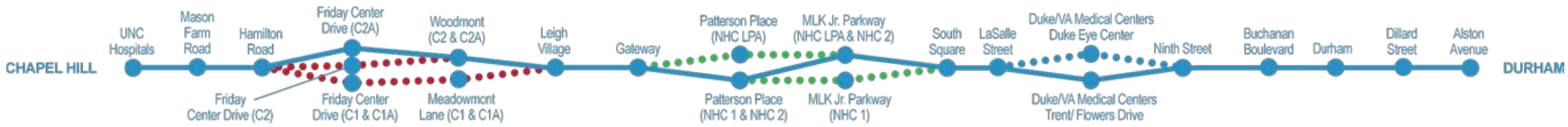


Table 9.3-3: Small Groups, Neighborhoods, Agency, and Stakeholder Meeting List (January 2012 to June 30, 2015)

Date	Presentation to or Meeting with:
11/13/2014	Duke Energy
11/18/2014	Durham Transportation Staff
11/21/2014	FTA - Washington
11/21/2014	Duke Energy
11/22/2014	East Durham Residents [a]
12/5/2014	RDU Staff
12/10/2014	Duke Energy
12/11/2014	RTA - State of Mobility Meeting
12/12/2014	NCCU Chancellor [a]
12/15/2014	Durham Councilor Steve Schewel
12/16/2014	Steve Stroud – Carolantic
12/18/2014	Duke Energy
12/22/2014	NC Chamber Coalition
1/7/2015	East Durham Residents for Rail [a]
1/13/2015	East Durham Residents for Rail [a]
1/16/2015	Duke Energy
1/20/2015	East Durham Residents for Rail [a]
1/24/2015	East Durham Residents [a]
2/3/2015	Durham Area Designers
2/4/2015	Leigh Farm Area Property Owner
2/9/2015	John Avery Boys and Girls Club [a]
2/9/2015	East Durham Leaders [a]
2/11/2015	Duke Energy
2/19/2015	NC Eastern ASCE
2/23/2015	D-O Corridor Tour Elected Officials
3/2/2015	Durham County Commissioners
3/2/2015	UNC Energy Services
3/5/2015	Durham City Council
3/5/2015	Sam's Quick Shop
3/6/2015	Terry Rekeweg
3/9/2015	Brenntag
3/9/2015	Office of Congressman G.K. Butterfield (Washington, DC)

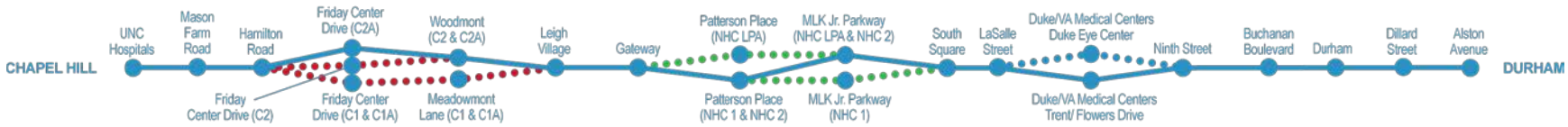


Table 9.3-3: Small Groups, Neighborhoods, Agency, and Stakeholder Meeting List (January 2012 to June 30, 2015)

Date	Presentation to or Meeting with:
3/10/2015	Office of Congressman David Price (Washington, DC)
3/10/2015	Local business owners in the farming/food industry
3/11/2015	D-O Corridor Tour Elected Officials
3/12/2015	D-O LRT Communications Advisory Committee
3/13/2015	D-O LRT Steering Committee
3/13/2015	James Svara (Coalition For Affordable Housing And Transit) [a]
3/14/2015	East Durham Residents [a]
3/16/2015	Gary Kueber, Scientific Properties
3/18/2015	Duke Energy
3/20/2015	Durham County Detention Center
3/30/2015	D-O Corridor Tour Elected Officials
4/1/2015	D-O Corridor Tour Elected Officials
4/1/2015	Durham YouthWorks Career Fair
4/2/2015	Northeast Central Durham Leadership Council [a]
4/9/2015	Local Neighborhood (Durham Compact Neighborhood Meeting) [a]
4/21/2015	FTA Region IV Staff Visit
4/14/2015	Orange County Board of Commissioners
4/15/2015	Durham Regional Realtors Association
4/16/2015	BASF Sustainability Fair
4/18/2015	Old West Durham Block Party [a]
4/22/2015	DCHC MPO Technical Committee
4/27/2015	Downing Creek and surrounding neighborhoods
4/28/2015	Local Neighborhood (Durham Compact Neighborhood Meeting) [a]
4/30/2015	15-501 Area Business Owners
4/30/2015	Local Neighborhood (Durham Compact Neighborhood Meeting) [a]
4/30/2015	Larchmont HOA (materials provided)
5/5/2015	Carrboro City Council meeting
5/6/2015	Duke University
5/7/2015	Durham City Council Work Session
5/9/2015	East Durham Residents
5/11/2015	FHWA, NCDOT, DCHC MPO, Town of Chapel Hill, and City of Durham
5/11/2015	Chapel Hill Town Council

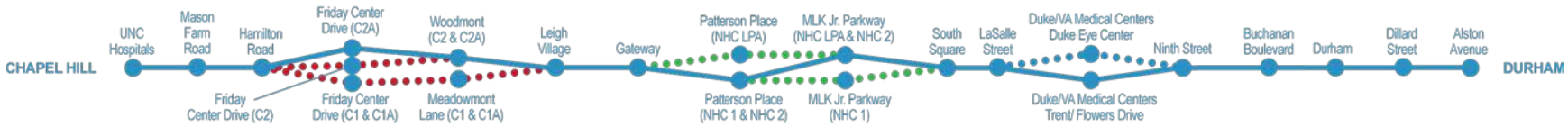


Table 9.3-3: Small Groups, Neighborhoods, Agency, and Stakeholder Meeting List (January 2012 to June 30, 2015)

Date	Presentation to or Meeting with:
5/13/2015	DCHC MPO Policy Board
5/14/2015	Residents/property owners
5/14/2015	NCRR
5/19/2015	Lee Barnes with BP
5/19/2015	Durham Gateway Center Apartments
5/20/2015	Downing Creek and surrounding neighborhoods
5/20/2015	Chatham-Orange Sierra Club
5/21/2015	Durham City Council
5/26/2015	Federal Retirees Luncheon
6/11/2015	Durham Compact design neighborhood meeting
6/16/2015	Durham Compact design neighborhood meeting
6/18/2015	Durham Compact design neighborhood meeting
6/22/2015	Durham County Commissioners
6/24/2015	Farrington Road ROMF area residents
6/25/2015	Judea Reform Congregation, Lerner School and Levin Jewish Community Center Leadership
6/25/2015	Cornwallis Road ROMF area residents
6/30/2015	Durham Compact design neighborhood meeting

[a] Targeting EJ populations (See DEIS chapter 5 for full discussion on EJ).

[b] Targeting LEP populations.

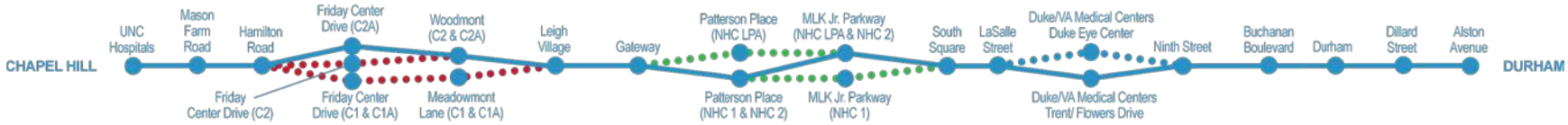
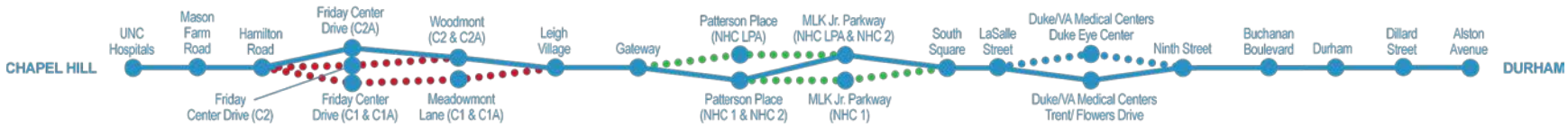


Table 9.3-4: Open Houses for Affected Property Owners

Date	Method of Invitation	Presentation to or Meeting with:	Attendance
6/4/2014	Phone	Oak Creek Village Apartments and local management	4
7/9/2014	Phone	Meeting for four residential property managers	2
7/9/2014	Phone and Direct Mail	US 15-501 D-O LRT Corridor business owners and residents – at Southwest Branch of Durham Public Library	12
7/17/2014	Phone and Direct Mail	US 15-501 D-O LRT Corridor business owners and residents –at ITT Tech	8
7/18/2014	Phone and Direct Mail	US 15-501 D-O LRT Corridor business owners and residents (web-based)	2
8/20/2014	Direct Mail	Affected Property Owners – at Friday Center, Chapel Hill	52
8/21/2014	Direct Mail	Affected Property Owners – at Hayti Heritage Center	5
8/23/2014	Direct Mail	Affected property Owners – at ITT Tech	15
8/25/2014	Direct Mail	Affected Property Owners – on Erwin Rd	17
2/21/2015	Direct Mail	Pettigrew Street Affected Property Owners – at Durham Station	2
3/7/2015	Direct Mail	Pettigrew Street Affected Property Owners – at John Avery Boys and Girls Club	4
4/30/2015	Phone and Direct Mail	US 15-501 D-O LRT Corridor business owners	12
6/24/2015	Direct Mail	Farrington Road ROMF Affected Property Owners – at Culp Arbor Clubhouse	105
6/25/2015	Direct Mail	Cornwallis Road ROMF Affected Property Owners – at Levin Jewish Community Center	77

Table 9.3-5: Public Meetings in 2014

Date	Public Meeting Location	Attendance
November 18, 2014	Durham Station, 515 Pettigrew Street, Durham, NC	98
November 18, 2014	Friday Center, 100 Friday Center Drive, Chapel Hill, NC	203
November 19, 2014	Springhill Suites/Marriott, 5310 McFarland Road, Durham, NC	102
November 20, 2014	Hayti Heritage Center, 804 Fayetteville Street, Durham, NC	76



In 2014, a total of 314 written comments were received. The most common topics included choosing an alignment for the Little Creek Alternatives; project cost; ROMF location alternatives; wetlands; and bus service. See **Table 9.3-6**. In addition to these topics, Triangle Transit received more than a dozen public comments regarding downtown Durham station locations, alignment locations, and the proposed grade-separated crossings at Blackwell and Mangum Streets.

9.3.5 Project Changes as a Result of Public Involvement

As a result of ongoing coordination with both the North Carolina Railroad (NCRR) and the City of Durham and comments received, the alignment through downtown Durham and into east Durham was refined. This refinement included shifting a portion of Pettigrew Street to the south and converting a portion of it to a one-way street. In addition, the proposed Durham Station shifted to the east of Chapel Hill Street and the proposed Alston Avenue Station was relocated to the west side of Alston Avenue as a result of coordination with the NCRR. The refinement was a result of horizontal track separation requirements, the limitations in relocating Pettigrew Street to the south as it crosses over Alston Avenue, and the proximity of the existing historic Durham water tower. Triangle Transit held numerous outreach meetings with the communities in downtown and east Durham to gather their input on the refined alignment and station locations. See DEIS section 9.3.6 for more information.

Outcomes: Downtown Refinement –

- Alignment through downtown Durham and into east Durham was shifted to run within Pettigrew Street. This allows for an at-grade alignment and is preferred by the public in this area
- Durham Station was shifted to the east of Chapel Hill Street and Alston Avenue Station was shifted to the west side of Alston Avenue.

9.3.6 2015 Public Open Houses

In March 2015, Triangle Transit held two public open houses where D-O LRT Project staff gave a series of presentations about the project updates. The purpose of these presentations was to provide information to the public about data that would be used in the DEIS to analyze the different alternatives and to make a determination for the NEPA Preferred Alternative. Following the presentations, attendees were given an opportunity to engage with project staff in an open house format, ask questions, and express concerns. Materials made available to the public included display boards, printed materials such as Next Steps information and the evaluation data, and interactive digital mapping tools. Materials made available to the public can be found in appendix J.3.

In June 2015, Triangle Transit held three additional public open houses to discuss the refinements to the alignment through downtown Durham into east Durham. Updates regarding the entire D-O LRT alignment were also provided. More information about the March and June 2015 meetings is found in **Table 9.3-7**.

Outcome: Property owners and affected members of the public were engaged and given opportunities to get details about how the project may impact their property.

9.3.7 Public Surveys

As part of Triangle Transit's public involvement efforts, surveys and comment forms were provided to the public both online and during public meetings. These surveys solicited feedback on the Five Key Decisions under consideration for the proposed D-O LRT Project (**Figure 9.3-1**).

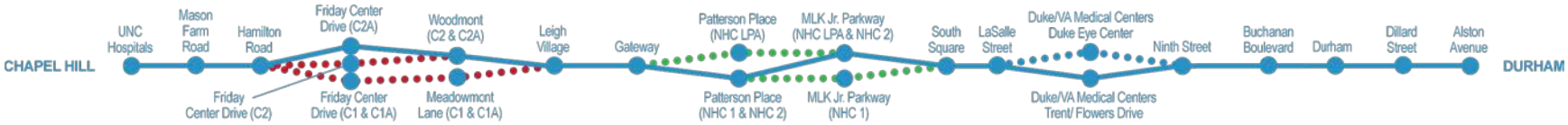
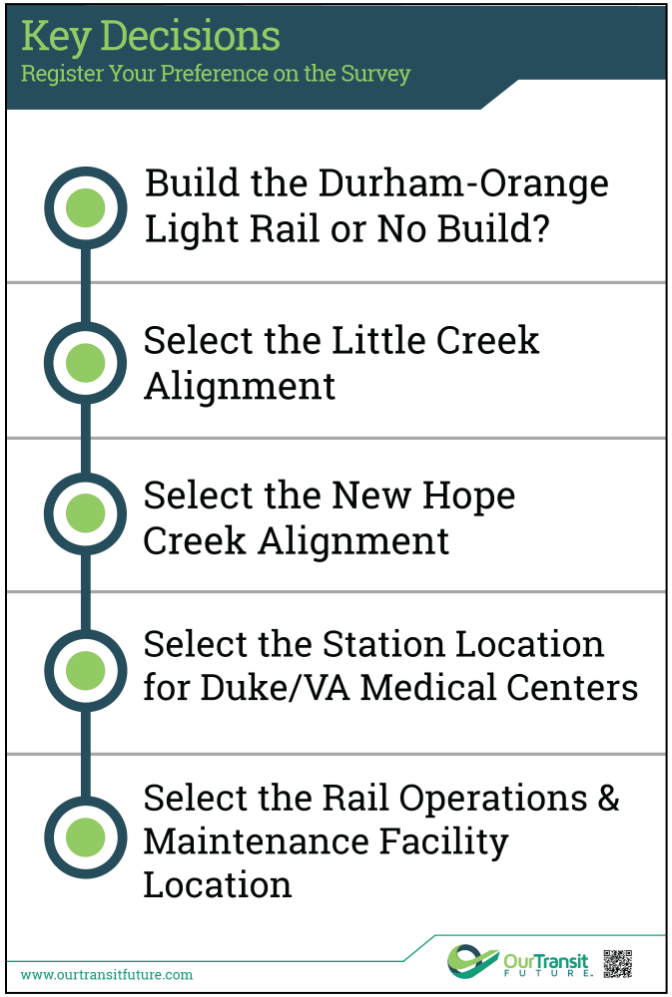


Figure 9.3-1: Five Key Decisions Board from November 2014 Public Meetings



The Five Key Decisions are the decisions that are evaluated in the DEIS. The public was asked to weigh in on each decision to help determine the NEPA Preferred Alternative.

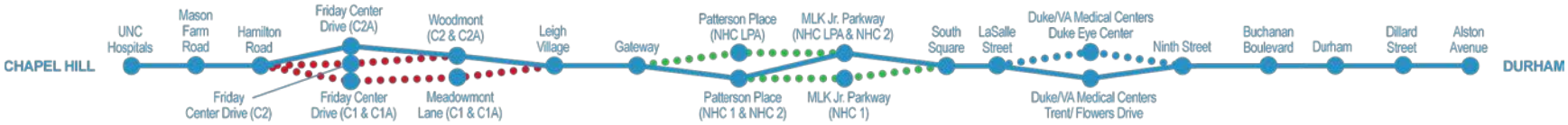


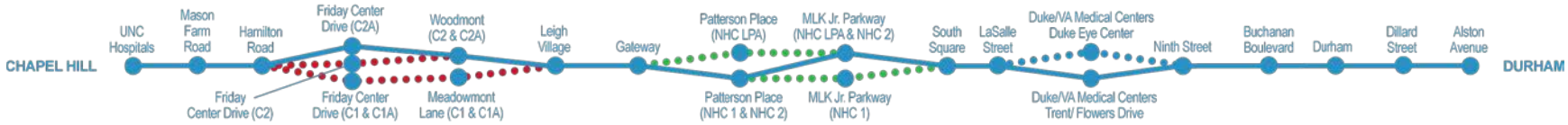
Table 9.3-6: Summary of Comments Received through December 2014

General Topic of Comments November 2014 – December 2014	Number of Comments
Alignment Alternative (C1, C1A, C2, C2A)	92 [a]
Oppose C1/C1A – 50 comments	
Support C1/C1A – 5 comments	
Oppose C2/C2A – 4 comments	
Support C2/C2A – 71 comments	
Downtown Durham	27
• Support for Downtown Durham access • Concerns about community impacts due to grade separation wall in the downtown corridor • Station area plans and access	
Wetlands	49
• Concerns over impacts to C1 and C1A alternatives would have on wetlands near Little Creek • Concerns over impacts to New Hope Creek wetlands caused by NHC LPA alignment	
Cost of Project	44
• Public opposed the project's overall cost • Public lacked information on source of funding for the project	
ROMF	38
• Support or opposition to ROMF site locations	
Transit	31
• Expressed preference for improved bus service	

[a] Some comments indicated opposition to a particular alignment without supporting another alignment and vice-versa (support but no opposition). Stated support or opposition is noted by alignment, and not the total number of comments (92).

Table 9.3-7: 2015 Open Houses

Date	Meeting Location	Attendance
3/18/2015	Friday Center, 100 Friday Center Drive, Chapel Hill, NC	155
3/19/2015	Durham Station, 515 Pettigrew Street, Durham, NC	48
6/2/2015	Town of Chapel Hill Public Library, 100 Library Drive, Chapel Hill, NC	74
6/4/2015	Durham Station, 515 W. Pettigrew Street, Durham, NC	50
6/6/2015	John Avery Boys and Girls Club, 808 E. Pettigrew Street, Durham, NC	32



Members of the public were asked to provide their preferences on the alternatives and to rank criteria which were most important to them. Between August 2014 and June 2015, Triangle Transit received 646 survey responses about Little Creek Alternatives, 395 responses about New Hope Creek Alternatives, 454 responses about Duke/VA Medical Centers Station Alternatives, and 487 responses about the ROMF alternatives. Reproductions of the surveys can be found in appendix J.6.

The C2 and C2A Alternatives were the most preferred Little Creek Alternatives at 28 percent and 38 percent, respectively. Criteria of most importance included bike and pedestrian connections, neighborhood and community services, and the number of people estimated to live near the alignment, as listed in **Table 9.3-8**.

Of the New Hope Creek Alternatives (NHC LPA, NHC 1, and NHC 2), survey respondents preferred the NHC 1 Alternative at 45 percent, the NHC LPA Alternative at 40 percent, and the NHC 2 Alternative at 15 percent. Criteria of most importance included bike and pedestrian access, neighborhood and community services, protection of water resources (rivers and streams), floodplains, natural resources, and visual and aesthetic considerations, as listed in **Table 9.3-9**.

Of the Duke/VA Medical Centers Station Alternatives, the Duke Eye Center Alternative was most preferred at 61 percent, and the Trent/Flowers Drive Alternative received 39 percent. Criteria of most importance included bike and pedestrian access, neighborhoods and community services, and visual and aesthetic considerations as listed in **Table 9.3-10**.

For the ROMF alternatives, criteria of most importance included neighborhoods and community services, visual and aesthetic considerations, hazardous and contaminated materials, and natural resources as listed in **Table 9.3-11**. When comparing the results of the surveys done before the public meeting and those done during and after the public meeting, it was noted that before the meeting, the Alston Avenue ROMF Alternative received a 43 percent preference, while results during and after the meeting showed a 32 percent preference (**Table 9.3-12**). In light of the small difference between the Leigh Village and Farrington Road ROMF sites, survey results were combined for evaluation purposes. Combined, Leigh Village and Farrington Road ROMF sites received 21 percent preference before the meeting, while results during and after the meeting showed 26 percent preference, as listed in **Table 9.3-12**. See **Tables 9.3-13** to **9.3-16** for the full summary of survey results.

Outcomes:

- Additional bike and pedestrian amenities were added to station area plans.
- Continued meeting with local communities to allow citizens to express their concerns about potential impacts to their community.

9.3.8 Public Education Materials

To supplement and support the meetings, events, and presentations about the proposed D-O LRT Project, all public meeting materials were posted to the project website, ourtranstifuture.com. Members of the public were invited to submit their contact information (e.g., email address) in order to receive and review project details before/after public meetings, receive event invitations, and express their comments about the proposed D-O LRT Project. Appendices J.1, J.2, and J.3 provide a compilation of materials presented at the public meetings organized by year – 2013, 2014, and 2015.

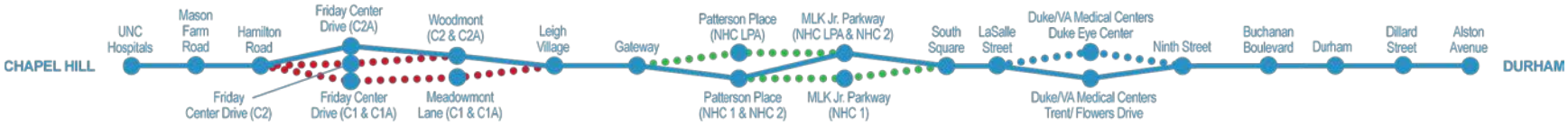


Table 9.3-8: Public's Top Criteria in Selecting a Little Creek Alternative

Criteria	Rank (# of Responses)
Bicycle and Pedestrian Connections	1 (128 responses)
Neighborhoods and Community Services	2 (126 responses)
Population	3 (121 responses)

Source: Online Surveys were collected on WuFoo, June 30, 2015.

Table 9.3-9: Public's Top Criteria in Selecting the New Hope Creek Alternative

Criteria	Rank (# of Responses)
Bicycle and Pedestrian Access	1 (96 responses)
Neighborhoods and Community Services	2 (92 responses)
Consideration and Protection of Water Resources (rivers and streams)	3 (85 responses)
Consideration and Protection on Natural Resources	4 (85 responses)
Visual and Aesthetic Considerations	4 (84 responses)

Source: Online Surveys were collected on WuFoo, June 30, 2015.

Table 9.3-10: Public's Top Criteria in Selecting the Duke/VA Medical Centers Station Alternative

Criteria	Rank (# of Responses)
Bicycle and Pedestrian Connections	1 (168 responses)
Neighborhoods and Community Services	2 (158 responses)
Visual and Aesthetic Considerations	3 (150 responses)

Source: Online Surveys were collected on WuFoo, June 30, 2015.

Table 9.3-11: Public's Top Criteria in Selecting a ROMF Alternative

Criteria	Rank (# of Responses)
Neighborhoods and Community Services	1 (224 responses)
Visual and Aesthetic Considerations	2 (204 responses)
Hazardous and Contaminated Materials	2 (201 responses)
Natural Resources	3 (200 responses)

Source: Online Surveys were collected on WuFoo, June 30, 2015.

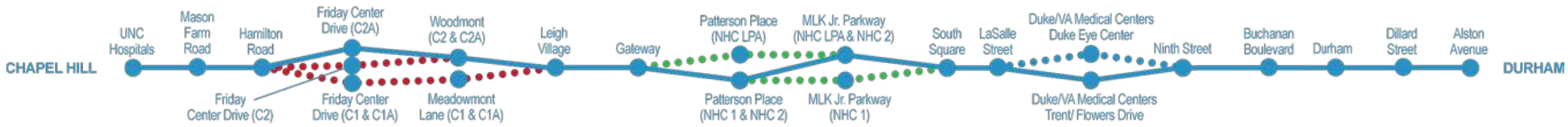


Table 9.3-12: ROMF Alternative Preferences Before v. During/After Public Meetings

ROMF Alternative Site	Before Public Meetings	During/After Public Meetings
Alston Avenue	43 percent [a]	32 percent [b]
Cornwallis Road	14 percent [a]	23 percent [b]
Patterson Place	23 percent [a]	18 percent [b]
Leigh Village and Farrington Road	21 percent [a]	26 percent [b]
-Leigh Village	*9 percent*	*9 percent*
-Farrington Road	*12 percent*	*17 percent*

Source: Online Surveys were collected on WuFoo, June 30, 2015.

[a] Pool of 176 total responses.

[b] Pool of 268 total responses.

Table 9.3-13: Public Comment Topics (through June 30, 2015)

	November 2013 Public Meetings	Jan 1 – November 17, 2014	November 2014 Public Meetings	November 21, 2014 – March 17, 2015	March 2015 Public Meetings	March 20, – April 30, 2015	May 1, – June 30, 2015
Economic Impacts	6	12	25	5	16	6	11
Business or Industry	0	1	5	2	0	4	0
Job	1	3	5	1	0	0	2
Property Value	2	6	3	0	2	0	1
Regional Economy	1	2	8	2	6	1	6
Transit Oriented Development	2	0	5	0	8	2	3
Environmental Impacts	6	49	34	1	12	15	6
Air Quality	0	1	8	0	2	0	0
Energy Use	0	3	6	0	2	0	0
Plants / Trees	0	4	7	0	0	0	1
Wetlands / Water Quality	6	29	14	0	4	12	4
Wildlife Habitat	0	12	2	1	4	3	1
LRT	32	80	113	26	78	38	75
Alignment	22	57	71	11	42	13	40
Capital Cost	4	12	20	9	15	20	11
Operating Cost	1	1	4	2	3	1	2

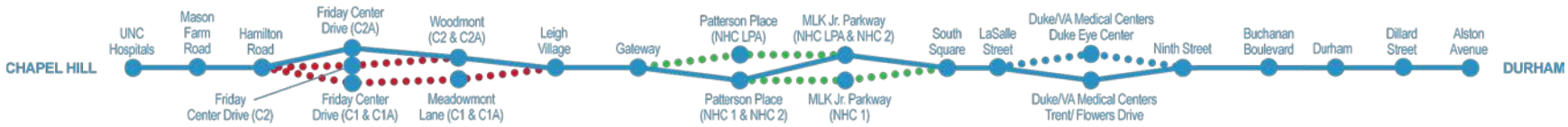


Table 9.3-13: Public Comment Topics (through June 30, 2015)

	November 2013 Public Meetings	Jan 1 – November 17, 2014	November 2014 Public Meetings	November 21, 2014 – March 17, 2015	March 2015 Public Meetings	March 20, – April 30, 2015	May 1, – June 30, 2015
ROMF	0	19	17	2	27	2	19
Service	3	9	13	9	8	2	2
Station	7	12	32	5	8	6	8
Technology	3	1	2	1	15	1	11
Social Impacts	6	66	45	6	11	16	16
Affordable Housing	4	3	8	1	1	0	1
Displacements	0	0	6	0	0	0	0
Low Income / Minority	1	0	2	2	2	0	1
Neighborhood / Community	0	58	24	2	5	13	6
Noise and Vibration	2	11	7	0	0	3	7
Viewshed	0	1	3	1	1	1	2
Study Process	14	34	24	9	7	14	16
Local Input / Participation	3	7	8	3	1	1	2
Public Involvement	7	4	6	4	3	3	7
Request Additional Information	3	25	6	5	0	4	1
Consistency with local plan	2	0	6	0	0	3	3
Agency Coordination	0	0	1	0	2	1	0
Data Analysis	0	0	0	1	1	3	1
DEIS	0	0	0	0	0	0	3
Transportation	11	43	67	17	31	17	24
Access	0	16	2		4	3	1
Bike / Pedestrian	3	5	17	2	0	0	5
Connections	0	0	14	3	3	3	4
Freight / Passenger Rail	2	1	3	0	0	0	1
Parking	1	4	5	4	3	1	0
Safety	2	16	4	3	0	10	5
Traffic	1	7	10	2	17	7	11

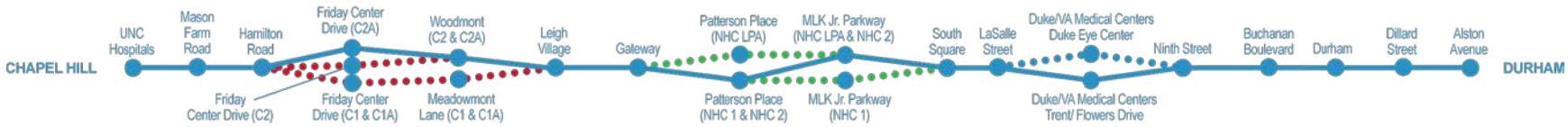


Table 9.3-13: Public Comment Topics (through June 30, 2015)

	November 2013 Public Meetings	Jan 1 – November 17, 2014	November 2014 Public Meetings	November 21, 2014 – March 17, 2015	March 2015 Public Meetings	March 20, – April 30, 2015	May 1, – June 30, 2015
Transit	2	5	28	7	5	2	1
TOTAL COMMENTS	50	170	174	39	110	74	99

Note: Primary category totals indicate the total number of individual comment cards that received a tag within that category.

Note: Individual submissions may be tagged with multiple sub-categories based on the content received. Therefore, the sum total of counts within the sub-categories may exceed the primary category totals.

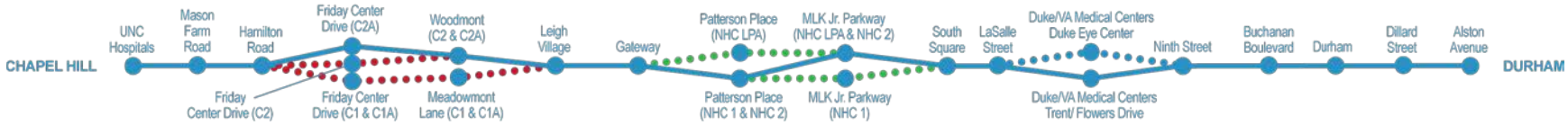


Table 9.3-14: Survey Results – Little Creek and New Hope Creek (through June 30, 2015)

Little Creek	Count [a]	New Hope Creek	Count [a]
Bicycle & Pedestrian Connections	128	Bicycle & Pedestrian Connections	96
Neighborhoods & Community Service	126	Neighborhoods & Community Service	92
Population	121	Rivers & Streams	85
Visual & Aesthetic Considerations	119	Natural Resources	85
Natural Resources	119	Floodplains	85
Rivers & Streams	118	Visual & Aesthetic Considerations	84
Parklands	116	Street & Highway Facilities	79
Noise & Vibration	112	Business Impacts	79
Street & Highway Facilities	109	Hazardous & Contaminated Materials	78
Property Acquisitions	106	Noise & Vibration	78
Residential & Business Displacements	105	Land Use & Zoning	72
Business Impacts	105	Residential & Business Displacements	71
Public & Agency Input	99	Property Acquisitions	69
Secondary & Cumulative Effects	94	Secondary & Cumulative Effects	63
Floodplains	91	Historic & Archaeological Resources	60
Construction Impacts	85	Construction Impacts	59
Historic & Archaeological Resources	78	Public & Agency Input	54
Capital Costs	74	Capital Costs	54
Other	24	Other	14
C1	119	LPA	157
C1A	97	New Hope Creek - 1	179
C2	182	New Hope Creek - 2	59
C2A	248		

Note: Data collected from August 1, 2014 to June 30, 2015.

[a] Counts based on Top 2 levels of Importance.

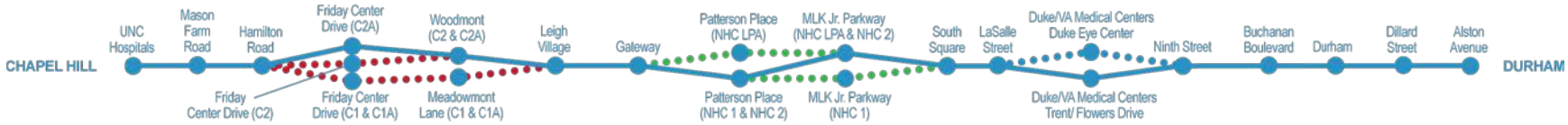


Table 9.3-15: Survey Results – Duke/VA Medical Centers Station and ROMFs (through June 30, 2015)

Duke/VA Medical Centers Station	Count [a]	ROMF	Count [a]
Bicycle & Pedestrian Connections	168	Neighborhoods & Community Services	224
Neighborhoods & Community Service	158	Visual & Aesthetic Considerations	204
Visual & Aesthetic Considerations	150	Hazardous & Contaminated Materials	201
Street & Highway Facilities	143	Natural Resources	200
Land Use & Zoning	133	Wetlands	198
Residential & Business Displacements	126	Rivers & Streams	192
Natural Resources	123	Noise & Vibration	192
Noise & Vibration	119	Land Use & Zoning	184
Property Acquisitions	106	Floodplains	180
Construction Impacts	105	Residential & Business Displacements	180
Secondary & Cumulative Effects	104	Public & Agency Input	178
Historic & Archaeological Resources	104	Historic & Archaeological Resources	165
Public & Agency Input	99	Business Impacts	164
Capital Costs	98	Secondary & Cumulative Effects	163
Other	15	Property Acquisitions	159
		Construction Impacts	150
		Employment	143
		Capital Costs	134
		Freight Rail	51
		Other	50
Duke Eye Center	278	Alston Avenue	175
Trent / Flowers	176	Cornwallis Road	97
		Farrington Road	73
		Leigh Village	45
		Patterson Place	97

Note: Data collected from August 1, 2014 to June 30, 2015.

[a] Counts based on Top 2 levels of Importance.

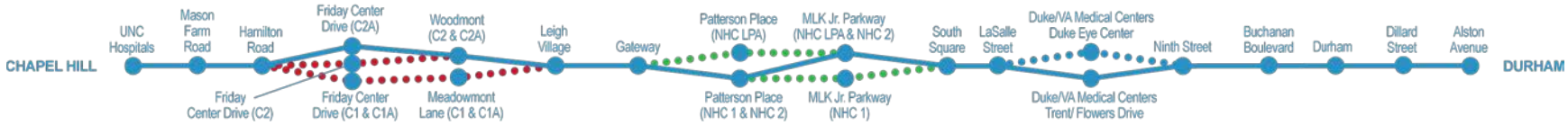
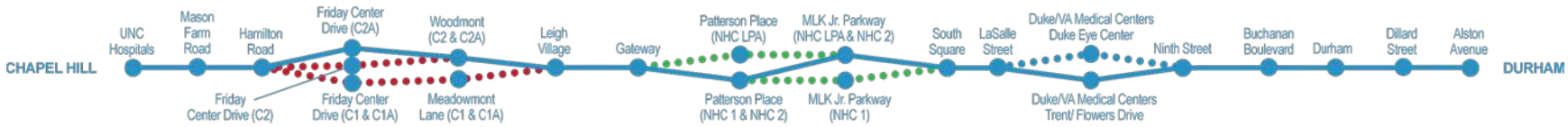


Table 9.3-16: How Public Comments Have Shaped the Proposed D-O LRT Project (through June 30, 2015)

Public Comments	How Public Comments Were Considered
Study other ways to cross New Hope Creek	Developed New Hope Creek Alternatives using public input
Consider studying other ROMF locations	Added a ROMF alternative at Alston Avenue
Cross Little Creek at its narrowest point	C1A Alternative was added back for study
Sidewalk and bicycle access	Bicycle parking and sidewalks were added to station plans
Between US 15-501 and Little Creek, consider running north of NC 54	Evaluated. The alignment would not serve the Friday Center, existing park-and-ride lot, or potential development opportunities near Woodmont Station
Consider at-grade alignment through downtown Durham and move Durham Station closer to Durham Performing Arts Center (DPAC)	Working with City of Durham and NCRR, revised the alignment through downtown Durham resulting in at-grade alignment in this area
Concern over Alston Avenue Station location, and whether or not its location adequately serves east Durham and NCCU	Evaluated. Substantial site constraints on the east side of Alston Avenue led to station site being relocated to west of Alston Avenue. Coordination with City of Durham and other stakeholders will continue to improve access to the station from surrounding neighborhoods and other destinations.



9.3.9 Public and Stakeholder Mailers, Print Materials, and Telephone Outreach

Project mailers were created and distributed by postal mail as listed in **Table 9.3-17**. The postal mailings were used to invite the public to project-related meetings and to contact potentially impacted property owners. Targeted outreach included members of the public who live within the project area, and mass outreach included the City of Durham and Town of Chapel Hill residents who may be interested in the proposed project but who do not necessarily live within the project corridor.

Project newsletters, fact sheets, comment forms, and surveys were also developed for distribution at small group meetings and for individual correspondence. These materials were produced to allow the public to receive educational materials about the project and to provide comments. The e-newsletter is distributed to over 3,000 participants; monthly updates are provided about the proposed D-O LRT Project.

In addition to traditional mailers, a poster distribution service was engaged to post flyers on bulletin boards in Chapel Hill, Carrboro, and Durham in approximately 100 separate locations, including:

- **Chapel Hill**: UNC campus, UNC Hospitals, poster kiosks on Franklin and Rosemary Streets, shops, restaurants and cafes, Farmers Market, Whole Foods, Weaver Street Market, and Chapel Hill Public Library
- **Carrboro**: Weaver Street Market, Art Center, Cat's Cradle, and Elmo's
- **Durham**: Duke University East and West campuses, Duke Medical Center, 9th Street, Broad Street, Whole Foods, Brightleaf Square, North Carolina Central University (NCCU) and Durham Technical Community College (DTCC)

Appendix J.2 provides a compilation of flyers, letters, and comment forms that were distributed.

9.3.10 Telephone Hotline

A project hotline (1-800-816-7817) was established in 2010 for the AA and continues to be used for the proposed D-O LRT Project through Project Development. A recording in English and Spanish instructs callers to select an option to speak to a member of the D-O LRT Project staff or leave a message and receive a return call. Phone calls are generally returned within 48 hours. There were a total of 30 calls received since the start of Scoping in 2012.

9.3.11 Project Website

A website, ourtranstifuture.com, was launched in May 2010 to provide the community with a consistent place on the internet to access project information and to provide input and comments. The ourtransitfuture.com website offers the public access to project updates and activities, public meeting announcements, public documents, presentation materials, and an interactive map that allows the public to input their address and see the relationship of their property to the proposed D-O LRT Project.

Figure 9.3-2 shows a summary of web usage in 2012, 2013, and 2014. In the past three years there has been a steady increase in traffic to the website as knowledge about and interest in the project has grown.

During November 2014, when public meetings were held, the number of website visits spiked to 6,889. Sixty percent of the visitors entered the site from the main page, but other commonly used pages were the D-O LRT Project page and the Affected Property Owners information page.

More than 61 percent of the visitors to the website were between the ages of 18 and 34, 16 percent were between the ages of 35 and 44, and 23 percent were age 45 or older. Additional information about the web statistics can be found in appendix J.5.

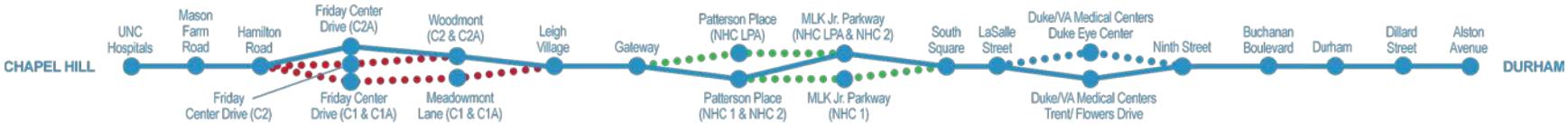


Table 9.3-17: Summary of Stakeholder Notifications

Timeframe	Method of Outreach	Topic	Number of Targeted Stakeholders/Addresses
Targeted Outreach			
August 2013	Postal mail	Delineation of the proposed D-O LRT Project, possible impacts to properties along proposed alignment	700
November 2013	Direct mail to addresses in mail carrier routes along the D-O Corridor	D-O LRT Project public meeting	5,415
November 2013	Postal mail	Noise baseline monitoring	140
May 2014	Phone calls and postal mail	Soil borings taken on affected properties	80
June 2014	Phone calls, emails, and hand delivery of invitations to targeted stakeholders	Business properties and apartment complexes potentially affected by the New Hope Creek alternatives	Owners, managers, and tenants of 8 apartment complexes and 39 properties
August 2014	Phone calls, postal mail	Residential property owners potentially affected by any portion of the alignment and/or any of the ROMF alternatives	285
January 2015	Phone calls, postal mail	Residential and business property owners potentially affected by the revised downtown Durham alignment	Estimated: 60
Mass Outreach			
October 2014	Water bill inserts	D-O LRT Fast Facts, public meetings regarding project DEIS, comment card about the project	Estimated: 70,000
October 2014	*Poster Guys* (poster distribution service)	November 2014 public meeting notification flyer	500 flyers placed in 100 locations
October 2014	Direct Mail	Project meeting regarding DEIS	More than 46,000

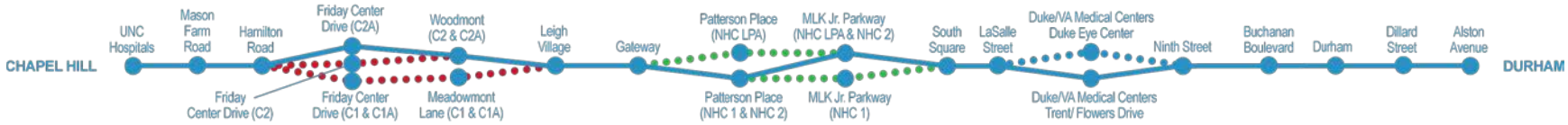
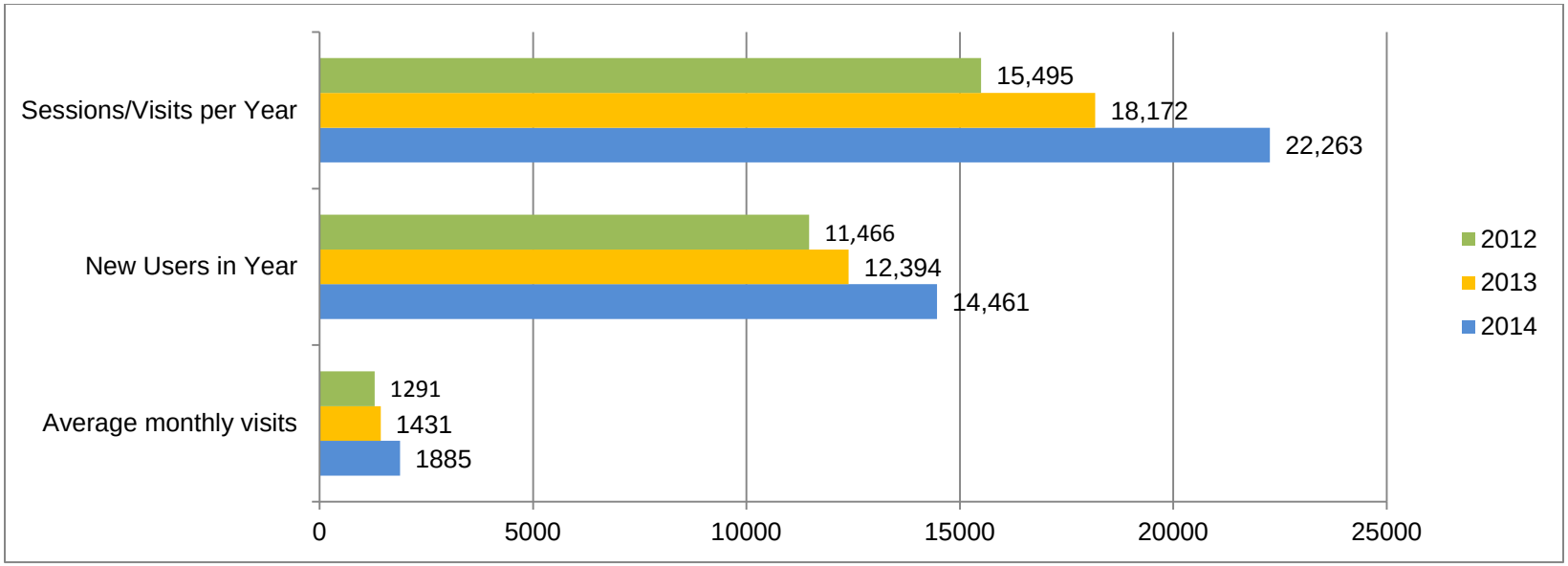
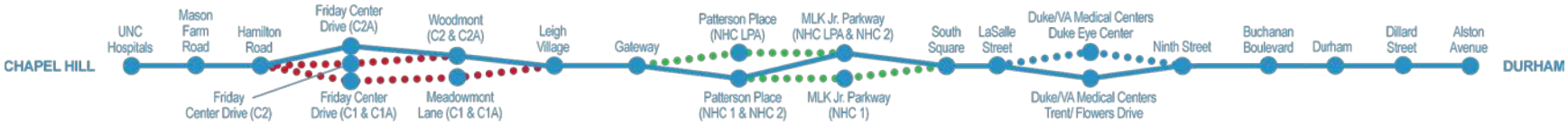


Figure 9.3-2: Growth in D-O LRT Project Website Usage



Source: Google Analytics April 30, 2015.



9.3.12 Social Media

Triangle Transit promotes and educates the public about the proposed D-O LRT Project on several social media channels under the Our Transit Future™ name. Social media resources include a Facebook page, facebook.com/OurTransitFuture; Twitter account, twitter.com/triangleotf; and Instagram account, instagram.com/triangleotf. As with the website, the project's Facebook, Twitter, and Instagram accounts were used to provide public meeting announcements, project updates, and as channels for the public to interact with the proposed D-O LRT Project process (**Table 9.3-18**).

9.3.13 D-O LRT Project Fly-Through Video and Renderings

Triangle Transit created a video of the proposed D-O LRT Project alignment using Google Earth's virtual tour capabilities and 3D modeling. The video, commonly referred to as the "fly-over" or "fly-through video," shows the alignment, alignment alternatives, station alternatives, ROMF alternatives, and environmental features of interest. The video aims to improve the public's understanding of project features such as at-grade and elevated tracks, generic station formats, and potential development. The video can be accessed at ourtransitfuture.com.

9.3.14 Media Outreach

As a companion to the outreach conducted directly by project staff, Triangle Transit established a media outreach program using local and regional media to help keep the public informed of the proposed D-O LRT Project's status. These efforts include news releases, newspaper articles, bus ads, and radio announcements. Media placements and media coverage about the project are listed in **Tables 9.3-19** and **9.3-20**, respectively. Examples of paid and pitched media can be found in appendix J.5.

9.3.15 Outreach to Environmental Justice (EJ) Communities

In accordance with the PIP, the D-O LRT Project Team observed Executive Order 12898, *Federal Action to Address Environmental Justice in Minority and Low-Income Populations*, and incorporated the guiding principles contained in FTA Circular 4703.1 on EJ. Project staff identified minority communities and low-income communities to include in the outreach efforts. Additional details about the outreach efforts in EJ communities are summarized in DEIS chapter 5 and section 4.2.

9.3.16 Limited English Proficiency (LEP) Communities

As part of the outreach efforts, Triangle Transit identified communities with high concentrations of persons with limited English proficiency (LEP). Examples of steps taken to ensure equal opportunity and access to the LEP populations include the following:

- Small group meetings with the residents of the Oak Creek Village Apartments, a primarily Latino apartment complex near US 15-501 and Garrett Road
- Staffing a project information booth at Durham's Annual Latino Festival
- Presentation at North Carolina Hispanic Heritage luncheon
- Staffing a project information booth at El Centro Health Fair
- Providing Spanish translator at all public open houses and public meetings; also provided at specific events and small group meetings upon request
- Providing Chinese translator at all public open houses and public meetings; also provided at specific events and small group meetings upon request
- Media placements in La Conexion, an Hispanic newspaper, and ESPN – Deportes, an American Spanish language digital cable and satellite sports television channel

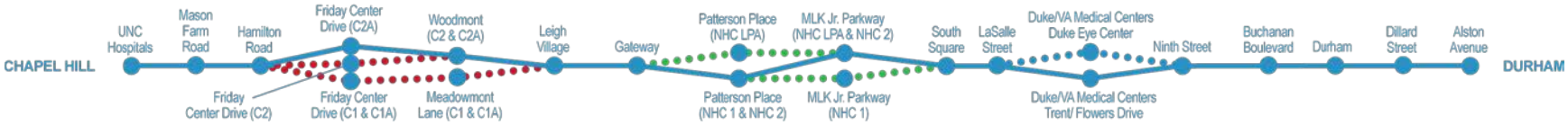


Table 9.3-18: Social Media Resources

Resource	Metrics
Facebook	437 Likes
Twitter	371 Followers
Instagram	24 Followers
Flicker	470 Views
YouTube (fly through video)	42 Subscribers, 1,701 Views

Note: Updated June 30, 2015.

Table 9.3-19: Media Placements in 2014

Media Outlet	Dates
The News & Observer Mobile App	October 13 - November 21
The News & Observer - Durham News	October 15, 18, 22, 25, 29; November 1, 5, 8, 12
The News & Observer - Chapel Hill News	October 15, 18, 22, 25, 29; November 1, 5, 8, 12
The News & Observer - Website Takeovers	November 5, 9, 12, 16
Mix 101.5 - Online Streaming	November 1 - November 21
Mix 101.5 - Radio Spots	November 5 - November 17
Triangle Tribune	October 5, 12, 19, 26; November 2, 9, 16
La Conexion	October 29-November 4; November 5-11
La Conexion Online	October 29 - November 20
The Herald Sun	October 31-November 2; November 7-9; November 14-16
INDYWeek	November 5, 12
INDYWeek Online	October 27 - November 16
INDYWeek Online	November 3-9
Duke Chronicle	November 3, 6, 10, 13, 17 - 20
Daily Tar Heel	October 31; November 3, 7, 10, 14, 17, 18
Campus Echo	November 5
ESPN 99.9 - The Fan, The Ticket, The Buzz	November 5 – 17
ESPN 1550am – Deportes	November 5 – 17
wralSportsfan.com	November 5 – 17
Audience Network	November 5 – 17
High School OT - Holiday Tournament	November 5 – 17

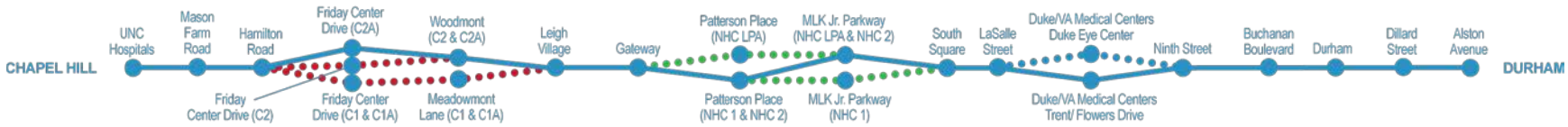


Table 9.3-20: Media Coverage (January 2012 to March 2015)

Media Outlet	Dates
Orange Politics	January 1, 2012
INDYWeek	February 15, 2012
INDYWeek	February 20, 2013
Daily Tar Heel	February 26, 2013
Daily Tar Heel	March 26, 2013
Chapel Hill Watch	March 29, 2013
Railway Age	November 15, 2013
Natural Resources Defense Council Staff Blog	November 15, 2013
WUNC 91.5	November 22, 2013
Chapel Hill News	December 3, 2013
The Herald Sun	February 25, 2014
WRAL	February 25, 2014
The News & Observer	February 25, 2014
WNCN	February 26, 2014
International Railway Journal	February 27, 2014
Chapel Hill Downtown Partnership	June 16, 2014
WNCT 9	August 20, 2014
Orange Politics	September 8, 2014
INDYWeek	September 24, 2014
The Herald Sun	September 28, 2014
Progressive Railroading	October, 2014
Mass Transit Magazine	October 22, 2014
Durham Skywriter	October 26, 2014
Trulia Agent	October 26, 2014
Town of Chapel Hill	November 3, 2014
UNC Health Care online/employees communication	November 6, 2014
Chapelboro	November 11, 2014
Environment Guru	November 15, 2014
The News & Observer	November 16, 2014
The Durham News	November 16, 2014
WUNC 91.5	November 17, 2014
The News & Observer	November 18, 2014

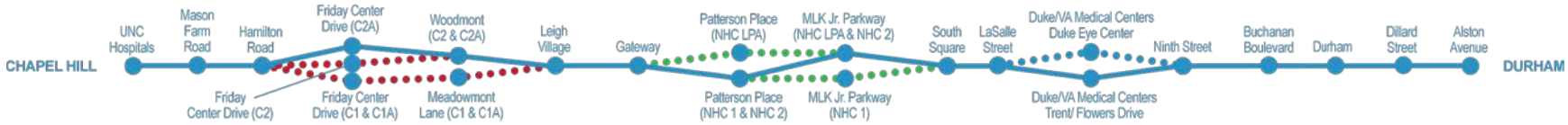
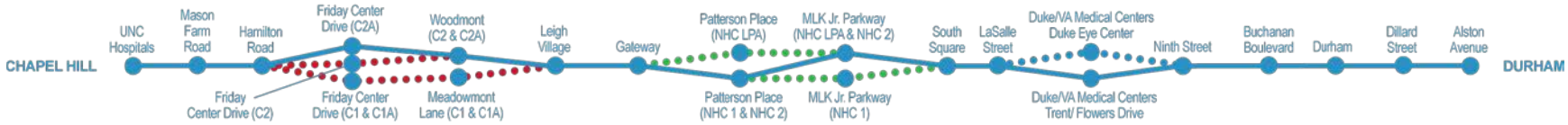


Table 9.3-20: Media Coverage (January 2012 to March 2015)

Media Outlet	Dates
Durham Chamber of Commerce	November 10, 2014 (approximate)
Granicus - Durham County	November 10, 2014 (approximate)
The Durham News	November 10, 2014 (approximate)
Durham Orange Friends of Transit	November 10, 2014 (approximate)
Capital Area Friends of Transit	November 10, 2014 (approximate)
Planners Web	November 10, 2014 (approximate)
The News & Observer	December 4, 2014
The Herald Sun	March 29, 2015
The Chapel Hill News	March 29, 2015
The News & Observer	March 31, 2015



9.4 Agency Coordination

The FTA is the lead federal agency on the proposed D-O LRT Project and Triangle Transit is the lead local agency.

Three other federal agencies – USACE, Federal Highway Administration (FHWA), and U.S. Environmental Protection Agency (EPA) – are cooperating agencies. A cooperating agency is any federal agency, other than a lead agency, that has jurisdiction, by law or special expertise, with respect to any environmental impact involved in a proposed project or project alternative.

Other agencies were determined to be participating agencies. Participating agencies are federal, state, tribal, regional, and local government agencies that may have an interest in the project. Nongovernmental organizations and private entities cannot serve as participating agencies. Participating agencies are listed below:

- U.S. DOI
- NCDOT
- NC State Historic Preservation Office
- NCDENR
- DCHC MPO
- Durham County
- Orange County
- City of Durham
- Town of Chapel Hill
- Triangle J Council of Governments
- UNC
- Duke University
- NCCU
- DTCC
- NCRR

Outcomes: Agencies learned about the proposed D-O LRT project, and what alternatives are considered in the DEIS. Cooperating and participating agencies also provided guidance on project decisions to help create a high quality transit service that addresses the needs of the local community.

A summary of comments from agencies is provided in **Table 9.4-1**. Correspondence from the agencies can be found in appendix G.

9.4.1 Advisory Committees

To increase stakeholder involvement in the proposed D-O LRT Project, Triangle Transit invited leaders from municipalities, universities, and businesses in the project area to participate in a Steering Committee. The Steering Committee members were asked to appoint members for the Technical Advisory and Communication Committees. The goals of each committee, meeting dates, and general activities/items for discussion are outlined below.

9.4.1.1 Steering Committee

The Steering Committee represents municipal, university, and other governmental business stakeholders in the D-O Corridor. The Steering Committee serves as a sounding board; identifies potential issues, policies, and developments within their jurisdictions/areas of expertise that would impact the project; provides accountability for feedback when the project team needs responses; and helps ensure coordination among the many stakeholders. Members of the Steering Committee are listed in appendix J.8. Steering Committee meetings are listed in **Table 9.4-2**. Steering Committee meeting summaries can be found in appendix J.8.

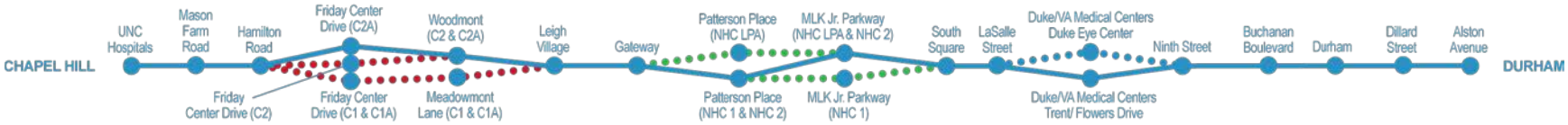


Table 9.4-1: Comments from Agencies with Jurisdiction and Stakeholders (through June 30, 2015)

Name	Comment	How it was considered
USACE	"We do not object to alternative C1 going forward for EIS alternatives analysis. However, a request to use government property for alternative C1 would not be authorized, given the availability of less damaging alternatives." (January 7, 2015)	C1 was eliminated from consideration; however, analysis of all alternatives would continue for purposes of the EIS.
	In a letter dated May 20, 2015, USACE stated that based on their preliminary review, and taking into account proposed avoidance, minimization, and enhancement measures, it appears that Alternatives C2/C2A may result in no adverse effect to the activities, features, or attributes that qualify Jordan Lake for protection under Section 4(f).	C2A was included in the NEPA Preferred Alternative.
VA Medical Center	"… we believe it would be more advantageous to place the station between Trent and Flowers, east of Fulton."(December 18, 2014)	Trent/Flowers Drive Alternative will be considered for final recommendation. Studies of both alternatives would continue as part of the EIS.
Durham County	Durham County Planning department provided comments regarding each of the ROMF sites expressing whether each was consistent with current zoning or Future Land Use Plans. In a letter dated May 28, 2015, Durham County expressed concerns over NHC LPA and noted that either NHC 1 or NHC 2 may be found to have *de minimis* impacts on potential County owned Section 4(f) resources.	Analysis of all ROMF site alternatives would continue for purposes of the EIS and coordination with Durham County would continue. NHC LPA is continuing for proposes of the DEIS. However, NHC 2 is included in the NEPA Preferred Alternative.

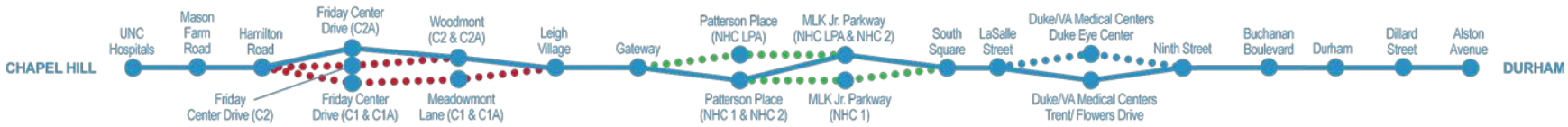


Table 9.4-1: Comments from Agencies with Jurisdiction and Stakeholders (through June 30, 2015)

Name	Comment	How it was considered
City of Durham	"…the City of Durham expressed a preference for utilizing Pettigrew Street over other possible alignments connecting Erwin Road to Alston Avenue. Triangle Transit has presented two preliminary options, a mixed traffic scenario and a transit-way scenario along Pettigrew Street. Based on feedback from the City of Durham, the transit-way scenario is preferred as the mixed traffic scenario has slower speeds, decreased ridership, increased capital and operating costs, and does not provide space to potentially collocate City water utilities under Pettigrew Street." In this letter dated January 16, 2015, Triangle Transit received the following requests: • Enhanced bike pedestrian access within the corridor • Evaluate impacts to utilities • Continue coordination with impacted stakeholders and property owners • Provide a complete traffic analysis to explore traffic impacts from at-grade crossings • Develop an alternative alignment that does not use the North Carolina Railroad corridor between Dillard and the Alston Avenue station. • Provide a thorough analysis of the trade-offs between locating the Alston Avenue Station west and east of Alston Avenue.	Bike and pedestrian amenities considered in station area planning Continued coordination with affected stakeholders and property owners. Continued coordination with NCDOT and the City of Durham with the traffic analysis Working with City of Durham and NCRR, revised the alignment through downtown Durham. Conducted a robust analysis of station concepts east of Alston Avenue in coordination with City of Durham and NCRR. Station east of Alston Avenue was determined to be infeasible. Station relocated to the west side of Alston Avenue.
Town of Chapel Hill	By resolution in 2012, the Town of Chapel stated, "Alternative alignments C1 and C2 should be further analyzed as part of the anticipated Environmental Impact Statement. The Town expresses a preference for alignment C2."	C2 will be considered; however, analysis of all alternatives would continue for purposes of the EIS.
NCRR	In a letter dated March 2, 2015, NCRR noted that it's in agreement with the proposed LRT alignment through downtown Durham	Working with City of Durham and NCRR, the LRT alignment through downtown Durham had been revised.
	In a letter dated May 20, 2015, NCRR expressed concern about utilizing the Brenntag property for a ROMF site at Alston Avenue. NCRR does not support the Alston Avenue ROMF location and encouraged the consideration of other locations.	Alternative sites will be considered; however, analysis of all alternatives would continue for purposes of the EIS.
	In a letter dated May 28, 2015, NCRR's Board of Directors authorized NCRR management to enter into lease negotiations with Triangle Transit for the NEPA Preferred Alternative to be in NCRR right-of-way.	Lease negotiations with NCRR have been initiated.
Duke University	"We strongly prefer the Trent-Flowers alternative as it is more consistent with the university's Master Plan." (January 12, 2015)	Trent/Flowers Drive Alternative will be considered for final recommendation. All studies would continue as part of the EIS.

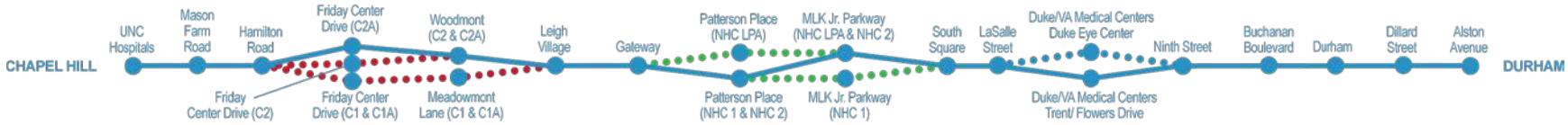
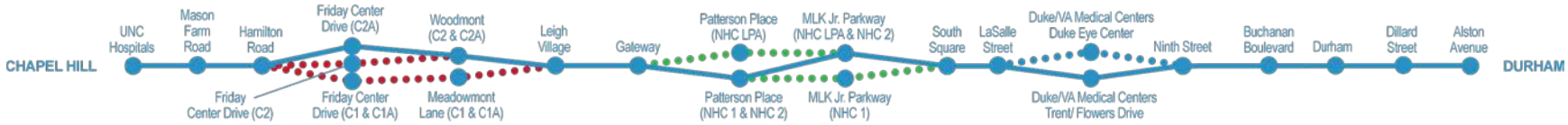


Table 9.4-1: Comments from Agencies with Jurisdiction and Stakeholders (through June 30, 2015)

Name	Comment	How it was considered
NC Central University (NCCU)	In a letter dated April 13, 2014, NCCU expressed a desire to have a LRT station at or near its campus in the event the LRT System is expanded in the future.	Triangle Transit has developed a partnership with NCCU for all existing and future bus connections to all transit modes and has committed to study a future LRT station at NCCU in the event the system is expanded.
UNC Chapel Hill	In a letter dated May 22, 2015, UNC Chapel Hill stated that taking into account mitigation, they do not anticipate that C2A and the alignment through UNC Open Space and Central Park South would adversely affect the use, activities, features, or attributes of the facilities.	C2A included in the NEPA Preferred Alternative.
NC Department of Cultural Resources – State Historic Preservation Office (SHPO)	In a letter dated January 6, 2015, SHPO acknowledged that the Archeological Resources APE document accurately outlines the APE as developed and agreed upon during coordination with FTA and the Office of State Archaeology.	Triangle Transit continued to coordinate with SHPO as the NEPA preferred alternative was defined.

Table 9.4-2: Committee Meetings (through June 30, 2015)

Committee Meeting	Date
Technical Advisory Committee	August 21, 2012
	August 27, 2013
	April 23, 2014
	March 3, 2015
	May 15, 2015
Steering Committee Meeting	November 22, 2013
	May 1, 2014
	October 31, 2014
	March 13, 2015
	May 20, 2015
Communication Advisory Committee	August 14, 2014
	March 12, 2015



9.4.1.2 Technical Advisory Committee

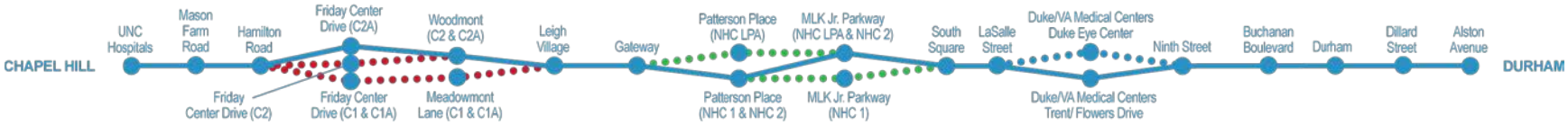
The Technical Advisory Committee (TAC) includes planning, transportation, and transit professionals from each of the entities represented on the Steering Committee, as well as the FTA, cooperating agencies, participating agencies, and NCRR. A list of TAC members is included in appendix J.8. The TAC members work with Triangle Transit in a consultative manner on analyzing quantitative data, statutes, regulations, plans, and policies within their respective jurisdictions. The TAC meetings provide an opportunity for members to receive in-depth technical updates from Triangle Transit. The TAC meetings are listed in **Table 9.4-2**. Meeting summaries can be found in appendix J.8. The TAC also receives updates on the project by email, and the committee has access to a secure SharePoint site to which technical reports and other project data are uploaded for review.

9.4.1.3 Communications Advisory Committee

The Communications Advisory Committee (CAC) consists of public affairs, community engagement, and communication professionals from the entities represented on the Steering Committee. A list of CAC members is included in appendix J.8. The CAC's goal is to facilitate and supplement Triangle Transit's community engagement efforts and give feedback on messaging and common questions. The CAC members work with Triangle Transit on an individual basis prior to formal meetings as a committee. The CAC meetings are listed in **Table 9.4-2**.

9.4.2 Summary of Agency and Stakeholder Comments

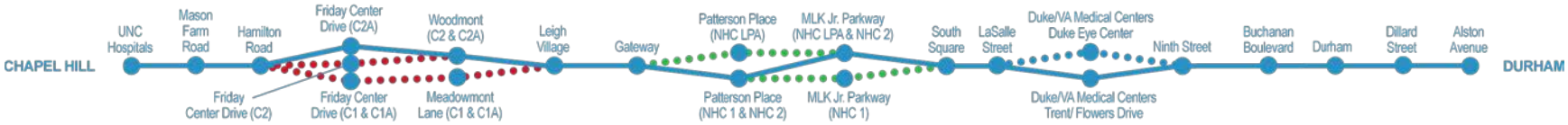
Through coordination with cooperating and participating agencies and with major stakeholders, Triangle Transit received feedback and guidance on the evaluation of alternatives. Coordination included weekly meetings with the FTA to provide updates, as well as hosting one-on-one meetings with cooperating agencies and stakeholders. Additional details about these meetings are provided in DEIS section 9.3.2. **Table 9.3-3** includes a list of these meetings hosted by Triangle Transit. **Table 9.4-2** provides a summary of comments received in letters from the corresponding agency or stakeholder.



9.5 Next Steps

The DEIS will be made publically available on the project website (ourtransitfuture.com) as well as various public locations listed on the distribution list in appendix D. Once the DEIS is published in the Federal Register and made public, the official public comment period begins. Triangle Transit has extended the original 30-day comment period to 45 days so as to provide sufficient time for public consideration of the 17-mile project. Per federal requirements, project staff must hold a public hearing at least 15 days after the DEIS is released. All substantive comments received during the 45-day period will be discussed and included in the FEIS. Triangle Transit's timeline for this official comment period is as follows:

- **August 28, 2015**: DEIS published in the Federal Register and 45-day comment period begins
- **September 15, 2015**: Public meeting
- **September 19, 2015**: Public meeting
- **September 29, 2015**: Public hearing
- **October 1, 2015**: Public hearing
- **October 12, 2015**: 45-day comment period ends

Comment Collection Methods

- **Public Hearing**: oral remarks transcribed by court reporter
- **Comment card**: accepted and provided at the Public Hearings and Public Workshops
- **Mail**:
  Triangle Transit
  P.O. Box 530
  Morrisville, NC 27560
- **Website**:
  ourtransitfuture.com
- **Email**:
  info@ourtransitfuture.com