

7 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Agency and public involvement are core elements in the NEPA process, and have always been a top priority for the SEHSR project team. Because of the length and associated complexity of this project, regular coordination with resource agencies, local, state, and federal officials, and the public has proven to be vital to the project.

The Federal Railroad Administration (FRA) has oversight of passenger and freight rail throughout the country and is the lead federal transportation agency for this project. Because of the extensive roadway work associated with this project, FRA invited the Federal Highway Administration (FHWA) to participate as a cooperating agency. The US Coast Guard, US Army Corps of Engineers (USACE), US Fish & Wildlife Service (USFWS), and US Environmental Protection Agency were also invited to participate as formal cooperating agencies. Input on the FEIS was solicited from all cooperating agencies in September and October 2014, prior to publication of the FEIS.

The North Carolina Department of Transportation (NCDOT) and the Virginia Department of Rail and Public Transportation (DRPT) serve as the lead state transportation agencies.

7.1 Tier II Agency Coordination

As stated in Section 7.1 of the DEIS, FRA issued a Notice of Intent (NOI) for filing a Tier II DEIS on May 22, 2003 (Volume 68, Number 99). On February 3, 2006, FRA issued a NOI for extending the northern terminus of the project from Collier Rail Yard in Petersburg, VA to Main Street Station in Richmond, VA (Volume 71, Number 23).

On June 7, 2010, FRA issued a Notice of Availability (NOA) for the Tier II DEIS and public hearings for the Southeast High Speed Rail, Richmond, VA, to Raleigh, NC Project (Volume 75, Number 108; Appendix A). In this notice, FRA established a comment period from May 28, 2010, through August 30, 2010, and invited all interested agencies and the public to comment on the DEIS. The NOA provided information on the dates and locations for the public hearings, information on availability of the DEIS for review, who to contact with questions, and how to provide comments.

In response to a high degree of interest in the project, as exhibited by robust attendance at the public hearings and a large number of comments submitted early in the comment period, FRA, NCDOT, and DRPT decided to extend the DEIS comment period. On August 19, 2010, FRA issued a notice of extension of comment period for the Tier II DEIS for the Southeast High Speed Rail, Richmond, VA to Raleigh, NC Project (Volume 75, Number 160; Appendix A). This notice extended the comment period to September 10, 2010.

7.1.1 AGENCY SCOPING MEETINGS

Section 7.1.1 of the DEIS described the scoping meetings that were held in 2003 at the beginning of the Tier II study. The following agencies were in attendance or participated in the scoping process by correspondence:

- Alberta Planning Commission
- City of Henderson
- The Chamber of Commerce of Warren County
- County of Dinwiddie
- Crater Planning District Commission
- Federal Railroad Administration
- Federal Highway Administration
- Henderson-Vance Chamber of Commerce
- Henderson-Vance Downtown Development Commission

- Kerr-Tar Rural Planning Organization
- NC Department of Transportation
- NC Railroad Company
- NC Department of Environment and Natural Resources
- NC Wildlife Resources Commission
- Norlina Community Development Association
- Southside Planning District Commission
- Town of La Crosse
- Town of McKinney
- Town of Wake Forest
- Triangle Transit Authority
- US Army Corps of Engineers
- US Coast Guard
- US Environmental Protection Agency
- US Fish and Wildlife Service
- Vance County Economic Development Commission
- VA Department of Conservation and Recreation
- VA Department of Environmental Quality
- VA Department of Historic Resources
- VA Department of Mines, Minerals, & Energy
- VA Department of Rail and Public Transportation
- VA Department of Transportation
- Warren County Planning Department.

7.1.2 ADVISORY COMMITTEE MEETINGS

Section 7.1.2 of the DEIS provided information on the Advisory Committee, which was established to help guide the project through the regulatory approval and planning processes. In addition to the agencies listed above, the following organizations and agencies have participated in the work of the Advisory Committee:

- Amtrak
- Brunswick County Board of Supervisors
- Mecklenburg County Board of Supervisors
- CSX Transportation
- Capital Area Metropolitan Planning Organization (CAMPO)
- Chesterfield County
- City of Colonial Heights
- City of Petersburg
- City of Raleigh
- City of Richmond
- Commonwealth Transportation Board
- Dinwiddie County Board of Supervisors
- Federal Transit Administration
- Franklin County Commissioners
- Kerr-Tar Regional Council of Governments (COG) (Region K)
- NC Department of Cultural Resources
- NC Board of Transportation
- Norfolk Southern
- Northern VA Transportation Commission
- Sprint – LTD
- Town of Kittrell

- Town of Franklinton
- Town of Youngsville
- Town of Middleburg
- Town of Norlina
- Triangle J COG
- VA Department of Agriculture & Consumer Services
- VA Department of Forestry
- VA Department of Health, Office of Drinking Water
- VA Department of Game & Inland Fisheries
- VA Outdoors Foundation
- Wake County Commissioners
- Warren County Commissioners.

In May 2010, the local, state, and federal government entities listed above were provided a copy of the DEIS, and invited to attend the public hearings and provide comments. Many of these agencies did provide comments. Following the public hearings, coordination with these entities shifted in focus to responding to the comments submitted. Refer to Chapter 8 for a summary of agency comments and responses.

7.1.3 AGENCY-SPECIFIC COORDINATION

The SEHSR team is dedicated to a proactive approach in dealing with regulatory agencies. As potential areas of concern were identified, the SEHSR team conducted prompt coordination with the appropriate agencies. These coordination activities are summarized below.

7.1.3.1 US FISH AND WILDLIFE SERVICE (USFWS)

In 2003, a population of the federally protected Michaux's sumac (*Rhus michauxii*) was found in the project study area in Brunswick County, VA. As detailed in Section 4.10, the SEHSR project team entered into informal consultations under Section 7 of the Endangered Species Act (ESA) with USFWS to minimize and/or mitigate for potential impacts to this endangered species. A meeting was held with USFWS on August 12, 2004 as part of the informal consultation, and a biological assessment (BA) was prepared. The BA was submitted to USFWS on September 29, 2004. On November 8, 2004, USFWS has issued a "not likely to adversely effect" determination for this population and therefore formal consultation was not required. A subsequent field meeting with representatives from USFWS and the project team was held on May 19th, 2010 to assess the condition of the previously identified sumac population. The population was re-delineated and the project team determined that the population had migrated further into the inactive railroad corridor. This updated delineation information was used in the selection of the preferred alternative for Section D (see Chapter 2 for detailed discussion). Correspondence and meeting minutes for coordination with USFWS are included in Appendix A.

After the project was extended to Richmond, additional protected species surveys were conducted to evaluate resources north of Collier Yard. In September 14, 2005, a pair of bald eagles was observed along the Appomattox River, just west of the City of Petersburg. On November 21, 2005, the SEHSR rail team began coordination with the VA Department of Game and Inland Fisheries to obtain additional information about bald eagle activity in the project study area. In February 2006, after leaf out, additional surveys were conducted to determine the location of bald eagle nests in the project area. On March 30, 2006 the USFWS was informed of the issue. Coordination with USFWS on April 17, 2006, resulted in an informal effects determination of "not likely to adversely effect" with the condition that the project is located more than 1,250 feet away from the nest.

Scheduling of a detailed re-survey for the Roanoke Loggerch will be conducted prior to project construction. The Information, Planning, and Conservation (IPaC) decision support system will be completed prior to Section 404 permitting. Both of these activities will be coordinated in the future with USFWS.

7.1.3.2 US ARMY CORPS OF ENGINEERS (USACE)

Several comments on the DEIS asked why the SEHSR project has not followed the Merger Process in North Carolina. Merger is a process to streamline the project development and permitting processes, agreed to by the US Army Corps of Engineers (ACE), North Carolina Department of Natural Resources (NCDENR), FHWA, and NCDOT, which provides a forum for appropriate agency representatives to discuss and reach consensus on ways to facilitate meeting the regulatory requirements of Section 404 of the Clean Water Act during the NEPA decision-making phase of transportation projects. At the outset of the SEHSR project, NCDOT and DRPT decided that a single, consistent process in both states should be used to obtain environmental regulatory agency input on the SEHSR project, given that Virginia does not have a Merger counterpart, and that FRA is the lead federal agency for the project. The project team therefore coordinated with USACE and both state water quality agencies in selection of the Least Environmentally Damaging Practicable Alternative (LEDPA) for each section of the project.

Refer to Section 7.1.2.2 of the DEIS for a description of the field delineations of waters of the United States, including streams and wetlands along the study corridor, that were conducted during development of alternatives presented in the DEIS. Section 7.1.2.2 of the DEIS section also provides a description of the verification and written concurrence that was provided by USACE.

In Virginia, the project team met on April 12, 2011, with USACE – Norfolk District, USFS, the Virginia Department of Environmental Quality (VDEQ), and the Virginia Department of Historic Resources to discuss new alternatives in Section D and Section G in Brunswick County, VA, and confirm the preferred alternatives in those sections; discuss recommendations for preferred alternatives in Sections B and L and confirm the preferred alternatives; and confirm the LEDPA for the remaining sections in Virginia. The proposed schedule for USACE field verifications was also discussed. A summary of this meeting is provided in Appendix A.

Field assessments for streams and wetlands in areas of non-common alignment for the preferred alternative in Virginia were completed in October 2012. Field assessments of the Keelers Mill Road area (DeWitt, VA, area), where revised designs fell outside the original study corridor, also took place in October 2012.

In April 2013, the project team conducted field visits with USACE- Norfolk District representatives to verify jurisdictional stream and wetland delineation in Virginia for areas of non-common alignment and the Keelers Mill Road area referenced above. During final design the project team will prepare and submit the appropriate permit application based on the field work from 2013, and conduct updated field review if required.

In July 2011, the project team completed a map and field review with the USACE- Wilmington District representative for jurisdictional wetland locations in North Carolina delineated outside the original study area and locations with significant changes since the 2004 determination. During final design the project team will prepare and submit the appropriate permit application based on the field work from 2013, and conduct updated field review if required.

On March 26, 2012, the project team contacted USACE- Wilmington District (and the NC Division of Water Quality) to provide information on a change to the recommended preferred alternative in Section U, in Wake Forest, NC, which resulted in selection of an alternative with greater stream and wetland impacts. Refer to Chapter 2 for discussion related to selection of the Preferred Alternative, and Section 4.1 for a discussion on the stream and wetland impacts.

7.1.3.3 STATE HISTORIC PRESERVATION OFFICES

The SEHSR project team coordinated with the Virginia Department of Historic Resources (VDHR) and the North Carolina Department of Cultural Resources State Historic Preservation office (HPO) to determine impacts to resources determined eligible for inclusion in the National Register of Historic Places (NRHP) under Section 106 of the National Historic Preservation Act. Section 3.12 describes the cultural resource investigations and eligibility determinations by VDHR and HPO. Section 4.12 describes the effects of the project on resources protected under Section 106. Historic resource correspondence is included in Appendix L.

The project team met with VDHR and HPO several times during the development of project alternatives for the DEIS to discuss impacts to historic resources. Measures to minimize and mitigate for impacts, as well as potential avoidance measures, were also discussed. Determination of effects meetings were held with VDHR on April 15, 2009, August 7, 2009, and November 20, 2009. Similar determination of effects meetings with HPO were held on August 20, 2008, September 2, 2009, and September 29, 2009.

Subsequent to publication of the DEIS in 2010, the SEHSR project team held additional meetings with VDHR and HPO to obtain updated determinations of effect as a result of design changes and to coordinate the determination of effect for resources not previously identified by the project.

In Virginia, the SEHSR project team corresponded with the HPO in a letter dated June 30, 2014, recommending effects for the Preferred Alternative for the Project. The HPO concurred in a written response dated July 29, 2014.

In North Carolina, the SEHSR project team held the following meetings with HPO after the publication of the DEIS:

- December 22, 2010 – to discuss comments received from municipalities and local businesses regarding the designs shown in the DEIS for three historic districts (Wake Forest Historic District, South Henderson Industrial Historic District, and Youngsville Historic District); to present possible design alternatives to address these issues; and to discuss possible changes in determinations of effect on the historic districts based on the possible design changes
- March 8, 2011 – to obtain effects determinations for the Wake Forest Historic District (based on updated designs) and Oakforest (resource in Wake Forest area previously omitted from evaluation), and to discuss comments from Capital Area Preservation on the Hartsfield House in Wake Forest
- July 25, 2011 – to obtain effects determinations for the NC5 alternative in downtown Raleigh and to obtain updated effects determinations for the Raleigh Electric Company Power House and the Joel Lane House based on design changes
- January 20, 2012 – to present new design concepts for a grade separation of Mason Street in the Franklinton Historic District; to obtain effects determinations for the new concepts; and to determine which concept to move forward with in the FEIS

- June 17, 2013 – to obtain effects for properties not previously identified in the DEIS and updated effects for resources where design changes have been made.

7.1.4 LOCAL OFFICIAL COORDINATION

Section 7.1.4 of the DEIS provided information about meetings that were held to solicit input at the regional and community level and used to develop the project designs. Representatives from local governments within the SEHSR study area were included in the SEHSR Advisory Committee and their cooperation was vital in the successful completion of the SEHSR DEIS. To maintain safety and speed requirements for effective high speed transport, many roads within the project study area were realigned, closed, or grade separated (bridged). Input from local mayors, planners, MPOs, water and sewer officials, EMS managers, and other officials was vital to ensure that the SEHSR project did not compromise community development plans, cut off local neighborhoods, or add an undue burden on users of transportation facilities in the project study area.

Coordination with local officials subsequent to the DEIS was primarily focused on responding to comments on the DEIS. In many cases, these comments led to design revisions as described in Chapter 2. In some instances, the comments resulted in a number of re-designs, and additional studies, requiring a greater level of coordination. Refer to Table 7-1 for a list of coordination meetings with local governments that were held as part of the development of designs presented in this FEIS.

Entity	Date	Attendees	Purpose
Chesterfield County, VA	8/9/2011	County staff, Virginia Department of Transportation (VDOT) staff, project team	Update County staff on the status of the overall project, present additional traffic analysis conducted for the Centralia Road area, discuss designs for Centralia Road
Chesterfield County, VA	1/31/2012	County Staff, Board of Supervisors, project team	Update County staff and Board of Supervisors on the project, discuss traffic analysis for Centralia Road area and review road designs
Chesterfield County, VA	3/21/2012	County staff, project team	Discussion of traffic and road designs in Chesterfield County

**Table 7-1
Meetings with Local Governments**

Entity	Date	Attendees	Purpose
Chesterfield County, VA	02/25/2013	DRPT staff, County staff	Discussion of traffic and road designs in Chesterfield County to be shown at 5/26/2013 Project Update Meeting
Chesterfield County, VA	02/27/2013	DRPT staff, County Board of Supervisors	Discussion of traffic and road designs in Chesterfield County shown at 5/26/2013 Project Update Meeting
City of Henderson, NC	11/17/2010	Mayor, City staff, project team	Discuss concerns expressed by Resolution 10-74 & comments on DEIS
City of Henderson, NC	4/25/2011	City Council, City staff, project team	Update City Council on design revisions made in response to comments on DEIS
City of Henderson, NC	3/15/2012	City staff, project team	Provide review of new designs for Andrews Ave area
City of Henderson, NC	5/14/2012	City Council, Mayor, City staff, project team	Update City Council on additional design revisions made in response to comments on DEIS that will be shown at the September 2012 Project Update Meeting
City of Raleigh, NC	2/22/2011	City staff, project team	Discuss City comments on DEIS and discuss design changes
Town of Franklinton, NC	9/7/2010	Board of Commissioners, Mayor, Town staff, NCDOT Rail Director, project team	Presentation to Board of Commissioners and respond to questions about the project

**Table 7-1
Meetings with Local Governments**

Entity	Date	Attendees	Purpose
Franklin County & Town of Franklinton, NC	1/20/2011	Franklin County Comprehensive Transportation Plan (CTP) Advisory Subcommittee, NCDOT, project team	Discuss local concerns related to proposed closure of Mason Street at-grade crossing, other connectivity issues, and coordination between the CTP and the SEHSR project
Town of Franklinton, NC	12/19/2011	Mayor, Town staff, NCDOT Division 5 staff, CAMPO staff, North Carolina State Historic Preservation Office (NC-HPO) staff, project team	Discuss design changes developed in response to comments on DEIS. Also provide additional background on Section 106 protections, in terms of how they affect design considerations, and a Question/Answer period provided by NC-HPO staff
Town of La Crosse, VA	5/14/2012	Town Council, Mayor, Town staff, Citizen, VDOT staff, project team	Review of history of coordination with Town which led to DEIS designs, review comments on DEIS, discuss recent comments from Council Member
Town of Wake Forest, NC	6/18/2012	Town staff, NC-HPO, NCDOT, project team	Discuss comments received on Elm Ave grade separation presented at Public Update Meeting, Revisit design & recommend concept to carry forward

**Table 7-1
Meetings with Local Governments**

Entity	Date	Attendees	Purpose
Warren County, NC Ridgeway Volunteer Fire Department (VFD)	4/18/2012	County Fire Marshall, County EMS, Ridgeway VFD Fire Chief, project team	Provide update on project, discuss potential impacts to fire department operations from SEHSR project and obtain additional information related to County Fire and EMS services
Warren County, NC	12/18/2012	County staff, County Manager, County Fire Marshall, Kerr-Tar COG/RPO, project team	Discuss potential alternative design for grade separation in Ridgeway, NC, determine which design (DEIS design or new) is preferred by the County
City of Richmond, VA	11/10/2014 & 12/1/2014 (by phone)	City staff, Virginia Department of Transportation (VDOT) staff, project team	Discuss proposed revisions to Maury Street grade separation

7.2 Tier II Public Involvement

Section 7.2 of the DEIS contained a description of the public involvement outreach that occurred prior to the June 2010 publication of the DEIS. What follows in this section is a description of the actions and efforts that took place since then, including the period of time when the DEIS public hearings were held.

7.2.1 MAILING LIST

A database containing contact information for state and federal environmental regulatory and resource agencies, elected officials, civic and business groups, local government agencies, and interested persons was developed at the beginning of the Tier I environmental study and updated throughout the study process. Following publication of the DEIS, the database has been maintained and updated primarily for email addresses, and used for electronic distribution of project updates and notification of public meetings. Interested individuals sign up through the project website and at public meetings. At the time of the FEIS preparation, the list contained approximately 5,000 active email addresses.

7.2.2 EMAIL UPDATES

An announcement regarding the release of the DEIS was distributed via email on June 3, 2010. The announcement included information about the public hearings, how to obtain additional information, and how to provide comments. Between August 2010 and the 2013 preparation of

the FEIS, five project updates/public meeting announcements have been provided via email using the database described above. Copies of the email updates are included in Appendix B.

7.2.3 SOCIAL MEDIA

In advance of the 2010 public hearings, the project began using Twitter as an additional means for reaching out to the public. Under the handle [@SEHSR](#), Tweets have announced the availability of the DEIS, provided reminders for public hearings and other meetings, provided updates on the project status, and relayed interesting high speed rail related news and facts. At the time of the FEIS preparation there were more than 500 followers.

7.2.4 PROJECT WEBSITE

The project website www.sehsr.org provides current information on the project including links to provide comments via email, as well as to sign up for the project mailing list. The site organizes other information on these tabs: Project History; Reports & Publications; News Releases; FAQs; Contacts/Links. The DRPT website <http://www.drpt.virginia.gov/> and the NCDOT Rail Division website <http://bytrain.org> also provide information on the project and a link to the project website.

The DEIS was made available on the SEHSR website on June 3, 2010, in conjunction with a press release announcing publication of the document. Information about the eight public hearings was posted, including downloadable files for the hearing handout materials. A link to a download page was provided for the hearing maps for each alternative for the 26 project sections. The comment form was available for individuals to download and return by mail, and a link to an internet version of the comment form was also provided.

A link to information about the public hearings in Spanish language was also posted on the website (Section 7.2.7 provides additional discussion regarding Limited English Proficiency).

Following publication of the DEIS and completion of the public hearings, the website has continued to be used for project updates, press releases and information about the five Project Update Meetings that were held between July 2011 and February 2013 (refer to Section 7.2.9 below, for more information about the Project Update Meetings).

A Draft Recommendation Report was made available on the website February 2012 along with information on how to provide comments. The final report submitted to FRA was made available on the website May 16, 2012. The report identified the recommended preferred rail alternative for each of the 26 sections of the project.

7.2.5 PRESS RELEASES

Press releases have continued to be used as a public outreach tool. NCDOT and DRPT issued a press release on June 3, 2010, announcing the completion of the DEIS and ways to view and comment on the document, along with information about the eight public hearings scheduled throughout the corridor.

Press releases were issued for each of the five public update meetings that were held between July 2011 and February 2013 (refer to Section 7.2.9 for more information about the Project Update Meetings).

A press release was issued February 9, 2012, announcing completion of the Draft Recommendation Report identifying recommended preferred rail alternatives for each of the 26 project sections. A press release was also issued on May 16, 2012, announcing that the final report had been submitted to FRA and was available on the project website.

All project press releases are also located on the project website.

7.2.6 PROJECT HOTLINE

The toll-free line (1-877-749-7245 or 1-877-749-RAIL) has been in place for more than 12 years. In the period of time between publication of the DEIS and the publication of the FEIS, more than 150 people called the hotline with questions about the project. Topics ranged from questions about the projected project timeline, the location of public hearings and other meetings, to questions about potential impacts to specific properties. All phone calls were returned and all questions from residents were answered satisfactorily. Maps and/or other printed materials were also mailed to individuals who requested them.

7.2.7 LIMITED ENGLISH PROFICIENCY

Wake County was the only county in the project area to meet the Limited English Proficiency threshold triggering the need for Spanish translation assistance with the project's public involvement. Thus, all public meetings and hearings in Wake County (including Raleigh and Wake Forest), had translators available. In addition, Spanish translations of all the handouts and display boards were available at the Wake County hearings and meetings, and all property owner notification letters for the county were mailed with both English and Spanish versions. Also, there was a link on the project website that takes the reader to info in Spanish about the project

7.2.8 DEIS PUBLIC HEARINGS

Following publication of the DEIS, FRA, DRPT, and NCDOT hosted eight public hearings (four in Virginia and four in North Carolina). Public hearing dates, locations, and approximate attendance at each of the meetings are shown in Table 7-2. The hearings allowed members of the public to view the proposed project designs, ask questions, and provide comments (either orally or via a comment form). Each hearing consisted of a 2-hour open-house meeting, followed by a presentation and time for citizens to provide formal comments.

In addition to the hearing maps showing the alternative designs, display boards provided information on: how to review the hearing maps and provide comments; information on how noise and vibration are evaluated; next steps in the study process; and reasons for bridging highway/railroad intersections. Printed handouts provided at the meeting consisted of:

- Schematic maps with tables that compared impacts and operational and physical characteristics for each alternative by project section;
- Hearing packet containing a project summary, history of the SEHSR corridor, study corridor map, frequently asked questions, information on right-of-way procedures and relocation assistance for each of the two states, information on how to provide comments, and a comment sheet.
- Map request forms that meeting attendees could complete at the hearing and submit to a "Print Station" to receive a section of the hearing maps, printed to scale, on 8.5" x 11" paper, displaying the alternative alignments in the location they requested.

Downloadable PDF versions of all the materials distributed during the public hearings were made available on the project website.

Over 2,000 people attended the hearings, which were publicized in the Federal Register, local newspapers, on the project website, through Tweets, email updates, and with a direct mailing to owners of property located within the project study area. More than 1,850 individuals and 50 agencies and organizations submitted comments to the project team. Many of the comments were several pages in length, and most covered multiple topics (refer to Chapter 8, Responses to Comments). As discussed earlier in this chapter, the high level of interest shown at the public hearings, and the large number of comments submitted, led FRA, NCDOT, and DRPT to extend

the comment period from August 30, 2010 to September 10, 2010. The extension of the comment period was publicized in the Federal Register, on the project website, and through a press release.

Table 7-2 DEIS Public Hearings			
Location	Date	Area Served	Attendance
Northside Elementary School, Norlina, NC	July 13, 2010	Warren County, NC	250
Southside VA Community College, Alberta, VA	July 15, 2010	Brunswick and Mecklenburg Counties, VA	183
Virginia DMV Cafeteria, Richmond, VA	July 20, 2010	City of Richmond, VA	193
Union Station, Petersburg, VA	July 21, 2010	City of Petersburg, VA	255
Sunnyside Elementary School, McKenney, VA	July 22, 2010	Dinwiddie County, VA	198
Raleigh Convention Center, Raleigh, NC	July 26, 2010	Wake County, NC	470
Aycock Elementary School, Henderson, NC	July 27, 2010	Vance County, NC	302
Franklinton High School, Franklinton, NC	July 29, 2010	Franklin County, NC	373

7.2.9 PROJECT UPDATE MEETINGS

As described in Chapter 2, comments on the DEIS led the project team to develop new rail alternatives in three project sections: Section D and Section G, both in Brunswick County, VA, and Section V in downtown Raleigh, NC. Project Update Meetings were held in mid-2011 to present the new rail alternatives to the public and obtain comments prior to selection of the preferred rail alternatives.

The project team also made numerous revisions to road work throughout the corridor based on comments on the DEIS, particularly in the areas of Chesterfield County, VA, and Henderson, Wake Forest and north Raleigh, NC. Project Update Meetings were held for these areas after the alternative designs had been developed to present the new designs and obtain comments.

The meetings followed an open-house format, which provided opportunity for citizens to view public hearing-style maps and ask questions one-on-one with members of the project team. In addition to project staff, VDOT or NCDOT Right of Way staff was on hand to answer questions about Right of Way and Relocation procedures. Similar to what was made available at the DEIS public hearings, maps were printed by request, showing the project designs in relation to individual properties. Project Update Meetings were announced using a variety of media: press releases, advertisements in local papers, announcements on the project website, through Twitter, email, and through letters to property owners. Interested citizens were encouraged to provide comments at the meetings or by mail, or on the project website. The meeting dates, locations, and approximate attendance at each of the Project Update Meetings are shown in Table 7-3. Summaries of the meetings and comments are found in Appendix B.

Throughout the history of the project, the use of direct mailings to property owners has been one of the most useful and reliable methods for communicating with citizens potentially impacted by the project. Announcements of Public Hearings and Project Update Meetings were sent via First Class Mail through the United States Postal Service. Mailing addresses were compiled using county tax parcel data.

On January 22, 2013, letters were mailed to 1,588 owners of property located in the study corridor in Chesterfield County, VA, to invite them to attend the Project Update Meeting on February 26, 2013. Twenty one days after the meeting, calls made to the project hotline suggested that there had been a problem with delivery of some of these direct-mail letters. Between March 18, 2013, and March 21, 2013, 17 people called the project hotline to complain that they had just received the letters. DRPT staff called back to speak with each individual, to offer an apology and provide information on the project. Additional follow-up phone calls were made as needed, in an attempt to ensure that direct contact was made with the individual who placed the hotline call. Meeting materials and maps were mailed or emailed to those who requested them.

It was impossible to determine the number of letters that were delayed in delivery; however many of the people who attended the meeting mentioned having received the property owner letter; indeed many had the letters in hand at the meeting. The project team contacted the US Postal Service for help in determining the extent of letters delayed in delivery, and an explanation. In addition, the project team lodged a complaint with the Postal Service, which promised an investigation. At the time of preparation of the FEIS, the US Postal Service had not been able to provide any additional information or explanation for the delay.

**Table 7-3
Post DEIS Project Update Meetings**

Location	Date	Area Served	Attendance
Southside VA Community College, Alberta, VA	July 14, 2011	Mecklenburg County, VA	60
Raleigh Convention Center, Raleigh, NC	Sept 27, 2011	Downtown Raleigh, NC	212
North Raleigh Hilton, Raleigh, NC	May 15, 2012	Wake Forest and north Raleigh, NC	166
Aycock Recreation Center, Henderson, NC	Sept 11, 2012	Henderson, NC	110
Public Safety Training Facility, Chesterfield County, VA	Feb 26, 2013	Chesterfield County, VA	146

7.2.10 SMALL GROUP INFORMATIONAL MEETINGS

One small group informational meeting was held subsequent to the DEIS, to address comments regarding impacts to a family cemetery from the proposed realignment of Keelers Mill Road in Dewitt, VA. The project team studied alternatives and developed a conceptual design that would avoid impacting the cemetery, yet still serve the local transportation needs. The project team scheduled a meeting with family members and others living near the cemetery to discuss the new conceptual design. On August 15, 2012, at the Virginia Department of Transportation (VDOT) District Office in Colonial Heights, VA, the project team and VDOT representatives met with 12 members of the nearby community to discuss the new concept. Based on the meeting and

additional design and environmental work, a revised design was completed that was favorably received and has been incorporated into the project designs (see Chapter 2).

On May 13, 2013 DRPT staff attended a Chesterfield County, VA, Matoaca District citizen's meeting to answer questions about the project.

The project team also met with individual property owners and businesses in instances when the team determined that additional coordination was needed to help address comments that had been provided.

7.3 Section 106 Coordination with Resource Owners

The project team coordinated with numerous individual property owners or officials with jurisdiction over resources protected under Section 106 of the NHPA, with particular focus on resources where the project alternatives would result in an adverse effect. The meetings and correspondence presented below is organized by resource location, north to south through the project corridor.

7.3.1 MEETINGS

Prior to publication of the DEIS, the SEHSR project team met with the following resource owners:

- Williams Bridge Company - May 12, 2009
- Chesterfield County, VA (historic districts and individual resource owners) - April 8, 2009; May 12, 2009
- Petersburg National Battlefield office - May 12, 2009
- Town of La Crosse, VA - July 22, 2003; December 10, 2004; January 30, 2006; May 10, 2006; and September 18, 2006
- Town of Henderson, NC - June 24, 2003; February 14, 2006; and September 20, 2007
- Town of Franklinton, NC - June 26, 2003, and May 9, 2008
- City of Raleigh, NC - July 15, 2003; January 13, 2005; September 21, 2005; April 7, 2008; and April 17, 2008; October 20, 2009.

Subsequent to publication of the DEIS, the SEHSR project team met with the following resource owners:

- City of Henderson, NC – On March 10, 2010, the project team met with representatives of the City of Henderson, Kerr Tar Regional Council of Governments, and HPO to provide an introduction to the project and background information on Section 106, describe potential impacts to historic resources in Henderson, and discuss potential mitigation for these impacts. Note that this meeting occurred prior to publication of the DEIS, but was inadvertently not discussed in the DEIS.
- Chapel of the Good Shepherd in Warren County, NC – On July 16, 2010, the project team met with representatives of the Chapel of the Good Shepherd (listed on the NRHP) to describe the project, potential impacts to the church, and possible mitigation for impacts. It should be note that subsequent to this meeting, an alternative was developed that would avoid the adverse effect on the resource.
- Raleigh Electric Company Power House and the Carolina Power and Light (CP&L) Company Car Barn and Automobile Garage in Raleigh, NC – On March 18, 2011, the project team met with the Advisory Council on Historic Preservation (ACHP), HPO, the City of Raleigh, and resource owners to discuss possibilities for a pedestrian crossing on West Jones Street over the railroad in the vicinity of the Raleigh Electric Company Power House and the Carolina Power and Light Company Car Barn and Automobile Garage resources (both of which are listed on the NRHP).

- Town of Franklinton, NC – On January 13, 2011, the project team met with representatives of the Town of Franklinton and HPO to provide clarification and background information on Section 106, the background on the eligibility of the Franklinton Historic District (eligible for the NRHP), and conceptual designs for a grade separation at Mason Street.
- Town of La Crosse, VA – On May 14, 2012, the project team met with Town of La Crosse representatives to review the proposed preliminary designs for the downtown area and discuss design constraints related to La Crosse Hotel (listed on NRHP). Subsequent correspondence led to Town representatives withdrawing request for pedestrian crossing near hotel due to the impacts to the resource.
- CSX Transportation – On January 31, 2013, the SEHSR project team met with representatives from CSX to explain the Section 106 coordination process, review the impacts of the project on the historic S-line corridor, and reiterate the invitation to CSX to participate as a consulting party. Subsequent to the meeting, CSX accepted consulting party status, which is granted to individuals and organizations with a demonstrated interest in a project due to their relationship to the project's effect on historic resources. Consulting parties share their views, offer ideas, and provide input on possible mitigation for adverse effects to historic resources.
- CSX Transportation – On October 17, 2014, the SEHSR project team held a web conference call with representatives from CSX to review the Section 106 coordination process and the impacts of the project on the historic S-line corridor. Subsequently, the project team provided CSX with information on potential mitigation concepts for their review and comment.
- City of Henderson, NC – On December 19, 2014, the project team met with property owners in the Henderson Historic District and South Henderson Industrial Historic District to obtain their input on potential mitigation for impacts to these historic districts..

7.3.2 CORRESPONDENCE

Letters were sent to all property owners located within the following historic districts inviting them to participate in the SEHSR Section 106 process:

- Henderson Historic District and South Henderson Industrial Historic District (NC)
- Franklinton Historic District (NC)
- Roanoke Park Historic District (Raleigh, NC).

7.3.3 CONSULTING PARTIES

The following entities were invited to participate as consulting parties under the Section 106 process for the SEHSR project (* indicates acceptance of invitation):

- Advisory Council on Historic Preservation*
- Alliance to Conserve Old Richmond Neighborhoods
- American Battlefield Protection Program*
- Atlantic Coast Line & Seaboard Air Line Railroad Historical Society
- Battersea, Inc.*
- Brunswick County Historical Society (VA)* (as part of the Southside Virginia Genealogical Society)
- Catawba Indian Tribe
- Central Virginia Battlefields Trust
- Chesterfield Historical Society (VA)*
- Civil War Preservation Trust*
- CSX Transportation*
- Dinwiddie County Historical Society (VA)

- Historic Richmond Foundation (VA)*
- Historic Petersburg Foundation (VA)
- Mecklenburg Historical Society (VA)
- National Park Service – Petersburg National Battlefield*
- National Park Service – Richmond National Battlefield*
- Preservation North Carolina*
- Raleigh Historic Development Commission (NC)*
- Southside Virginia Genealogical Society
- Virginia Council on Indians* (invitation accepted, but organization no longer active).

In addition to these organizations, letters were sent to all property owners located within the Henderson Historic District (NC), Franklinton Historic District (NC), and South Henderson Industrial Historic District (NC) inviting them to participate in the SEHSR Section 106 process. No historic societies were identified within the counties where these districts are located.