

Appendix B

Public Involvement

B1. E-mail Updates

B2. Press Releases

**B3. Public Update Meeting
Summaries**

B1. E-mail Updates

June 03, 2010

RE: Southeast High Speed Rail Update, Richmond to Raleigh

Note: Please do not reply to this email as it will not be seen. Thank you.

GENERAL UPDATE – June 2010

This update is going to everyone who has furnished emails to our project team. If it has reached you in error you may call our toll free number (1-800-749-7245) and ask to be removed (be sure to leave your email address and phone number with area code).

Completion of Tier II Draft Environmental Impact Statement (DEIS), Richmond to Raleigh, and Schedule of Public Hearings

North Carolina, Virginia, and the Federal Railroad Administration have released the DEIS. The press release is included below.

The announcement includes the dates and locations for the eight public hearings that are scheduled in Virginia and North Carolina (four in each state).

The entire document can be viewed at the project web site, www.sehsr.org, along with the detailed design maps that will be displayed at the public hearings.

Following the public hearings, our next steps will be to recommend a preferred alignment in Fall 2010, conduct a Final EIS on that preferred alignment by mid-2011, followed by the Record of Decision by late 2011. The Record of Decision is a federal document that confirms the adequacy of the planning and design work done by the states, and allows the states to apply for federal funds to complete the project.

Thank you for your continued interest in the SEHSR project. Please continue to visit the project web site, www.sehsr.org, for periodic updates on work progress.

If you have any questions, please feel free to call the North Carolina Department of Transportation (NCDOT) or the Virginia Department of Rail and Public Transportation (DRPT) project manager at the numbers below.

Marc Hamel
Interim SEHSR Tier II EIS Project Manager
NCDOT Rail Division
919-733-7245 ext 270.

Christine Fix
Rail Planning Coordinator
DRPT
804-786-1052



c/o NC Department of Transportation Rail Division

1553 Mail Service Center, Raleigh, NC 27699-1553

Date: June 3, 2010

Contact: Patrick Simmons NCDOT 919-733-7245 x 263 pbsimmons@ncdot.gov

Release No:

Jennifer Pickett DRPT 804-786-7432 jennifer.pickett@drpt.virginia.gov

North Carolina and Virginia to Hold Public Hearings for Southeast High Speed Rail

Environmental Impact Statement analyzes high-speed passenger rail between Richmond, Va. and Raleigh, N.C.

RALEIGH — North Carolina, Virginia and the Federal Railroad Administration announce the completion of a draft environmental statement that is a key step toward implementing high-speed rail service in the two states and the Southeast. The Tier II Draft Environmental Impact Statement covers the portion of the Southeast High Speed Rail (SEHSR) corridor between Richmond, Va., and Raleigh, N.C.

The SEHSR project proposes to implement approximately 162 miles of high-speed rail as part of an overall plan to extend high-speed passenger rail service from the Northeast Corridor (Boston to Washington, D.C.) southward through Virginia to Charlotte, N.C. The Richmond to Raleigh portion includes nearly 100 new bridges/overpasses that, when combined with existing bridges/overpasses, will create a fully grade-separated system to ensure the safety of passengers and train crews, motorists and the surrounding community.

“New high-speed rail service on the East Coast will provide people with more attractive travel choices and help manage traffic congestion on highways,” said Thelma Drake, agency director of DRPT.

Patrick Simmons, director of rail for NCDOT, stated, “This document represents eight years of engineering and environmental work along with public involvement, and is a major milestone toward implementing high speed rail in North Carolina and Virginia. This portion of the corridor provides improved north/south service, and it will also facilitate important east/west connectivity.”

“This is a significant step in completing the high-speed rail line from North Carolina to Washington, D.C.” said Federal Railroad Administrator Joseph Szabo. “We are very pleased with the multi-state cooperation and agreements with the freight railroads, which will serve as a model for other states in pushing high-speed rail beyond their borders.”

A series of eight public hearings has been scheduled throughout the corridor during the month of July. These hearings will provide the public an opportunity to review and comment on the proposed designs and the associated environmental impacts. Based on input from the public and regulatory agencies, a recommendation report (recommending a preferred alternative) will be prepared, followed by a Final Environmental Impact Statement and final designs.

Southeast High Speed Rail service would provide business and leisure travelers with an alternate transportation option for trips between 100-500 miles. The planned service would have top speeds of 110 miles per hour with targeted average speeds of 85-87 mph.

North Carolina was recently awarded \$520 million in federal recovery funds for improvements that will enable higher track speeds and increased frequencies along the corridor between Raleigh and Charlotte and \$25 million for projects to improve reliability of existing service from Raleigh north to Virginia. Virginia was also awarded \$75 million in federal recovery funds for improvements to the Richmond to Washington, D.C., part of the corridor.

Dates and locations for the public hearings are listed below. An open house will be held from 5-7 p.m. followed by a formal public hearing at 7 p.m. Eastern Standard Time:

Hearing for Warren County, N.C.

July 13, 2010

Northside Elementary School

164 Elementary Avenue, Norlina

**Hearing for Brunswick
and Mecklenburg Counties, VA**

July 15, 2010

Southside VA Community College

Christiana Campus

109 Campus Drive, Alberta

Hearing for Richmond, VA

July 20, 2010

Virginia DMV Cafeteria, 1st floor

2300 W. Broad Street, Richmond

Hearing for Chesterfield County, Colonial Heights, and Petersburg, VA

July 21, 2010

Union Station

103 River Street, Petersburg

Hearing for Dinwiddie County, VA

July 22, 2010

Sunnyside Elementary School

10203 Sunnyside Road., McKenney

Hearing for Wake County, N.C.

July 26, 2010

Raleigh Convention Center

500 South Salisbury Street, Raleigh

Hearing for Vance County, N.C.

July 27, 2010

Aycock Elementary School

305 Carey Chapel Road., Henderson

Hearing for Franklin County, N.C.

July 29, 2010

Franklinton High School Gym

6948 N. Cheatham Street, Franklinton

There are several options to provide comments on the document:

- Sign up at a public hearing to publicly deliver verbal comments. Verbal comments are limited to three minutes per person and groups are requested to provide comments through one spokesperson whenever possible.
- Provide verbal comments privately at a public hearing.
- Provide written comments at a public hearing.
- Provide written comments at any time during the public comment period using the online comment form at www.sehsr.org
- Mail written comments at any time during the public comment period to: SEHSR Comments, NCDOT Rail Division, 1553 Mail Service Center, Raleigh, NC 27699-1553 or SEHSR Comments, Public Information Office, DRPT, 600 E. Main St, Suite 2102, Richmond, VA 23219.

Comments must be received or postmarked by August 30, 2010. For more information, visit www.sehsr.org

NCDOT

DRPT

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August 26, 2010

RE: Southeast High Speed Rail Update, Richmond to Raleigh

Note: Please do not reply to this email as it may not be seen. Thank you.

GENERAL UPDATE – August 2010

This update is going to everyone who has furnished emails to our project team. If it has reached you in error you may call our toll free number (1-877-749-7245) and ask to be removed (be sure to leave your email address and phone number with area code).

Public Comment Period Extended to September 10, 2010

The deadline for public comments on the Tier II Draft Environmental Impact Statement (DEIS), Richmond to Raleigh portion, has been extended from August 30 to September 10, 2010.

Following are the two press releases, one in each state, announcing this extension. Each release explains how to submit comments.

Thank you for your continued interest in the SEHSR project. Please continue to visit the project web site, www.sehsr.org, for periodic updates on work progress.

If you have any questions, please feel free to call the North Carolina Department of Transportation (NCDOT) or the Virginia Department of Rail and Public Transportation (DRPT) project manager at the numbers below.

Marc Hamel
Interim SEHSR Tier II EIS Project Manager
NCDOT Rail Division
919-733-7245 ext 270.

Christine Fix
Rail Planning Coordinator
DRPT
804-786-1052



Richmond, VA to Raleigh, NC - Tier II Environmental Impact Statement

www.sehsr.org

c/o NC Department of Transportation Rail Division
1553 Mail Service Center, Raleigh, NC 27699-1553
919-733-4713

Date: August 24, 2010
pbsimmons@ncdot.gov
Release No:

Contact: Patrick Simmons NCDOT 919-733-7245 x 263
Courtney Ware DRPT 804-225-3746 courtney.ware@drpt.virginia.gov

SOUTHEAST HIGH SPEED RAIL PROJECT COMMENT PERIOD EXTENDED
Comments will be accepted until September 10

RALEIGH – Due to the volume of comments received, North Carolina, Virginia and the Federal Railroad Administration (FRA) have extended the comment period on the Tier II Draft Environmental Impact Statement, which covers the portion of the Southeast High Speed Rail (SEHSR) corridor between Richmond, V.A. and Raleigh, N.C. Comments will be accepted on the document until September 10, 2010. The Richmond to Raleigh portion of SEHSR is an integral part of moving forward with the overall Washington, D.C. to Charlotte corridor.

“While we received significant popular support for the project, we also learned a great deal from concerned property owners, business people and community leaders on how to improve the project,” said NCDOT Rail Division Director Patrick Simmons. “These meetings were a great way for us to hear what citizens along the corridor think about our plans.”

Thelma Drake, agency director of DRPT, stated, “This document represents a key step toward implementing high speed rail service on the East Coast. The large public response confirms the importance of this project.”

More than 2,200 people attended the eight public hearings, four in Virginia and four in North Carolina. Citizens had an opportunity to speak face to face with rail officials and make comments for the record.

The deadline was extended from August 30. Comments should be mailed to:

SEHSR Comments
NCDOT Rail Division
1553 Mail Service Center
Raleigh, NC 27699-1553

SEHSR Comments
Public Information Office, DRPT
600 E. Main St
Suite 2102
Richmond, VA 23219

The public also can submit their comments electronically through the project web site at www.sehsr.org.

After the comment period ends, the project team will meet to review all of the public and agency comments, and develop a recommendation report. Once the FRA reviews the recommendation report, the Tier II Final Environmental Impact Statement will be completed. Another series of public hearings will be scheduled after the FRA issues the Record of Decision for the project. A Record of Decision for the project means the federal government has granted approval to start acquiring right of way and begin the final detailed design that would lead to construction, subject to funding.

The Richmond to Raleigh portion of the SEHSR would run approximately 162 miles. Existing rail lines and rail rights of way will be used as much as possible. The project will reduce traffic congestion, increase safety along the train corridor and serve long-distance business and leisure travelers between and beyond Virginia and North Carolina.

NCDOT

DRPT



Date: August 24, 2010
pbsimmons@ncdot.gov
Release No:

Contact: Patrick Simmons NCDOT 919-733-7245 x 263
Courtney Ware DRPT 804-225-3746 courtney.ware@drpt.virginia.gov

Southeast High Speed Rail Project Comment Period Extended

Comments will be accepted until September 10, 2010

RICHMOND — Due to the volume of comments received, North Carolina, Virginia and the Federal Railroad Administration (FRA) have extended the comment period on the Tier II Draft Environmental Impact Statement which covers the portion of the Southeast High Speed Rail (SEHSR) corridor between Richmond, VA and Raleigh, NC. Comments will be accepted on the document until September 10, 2010.

“While we received significant popular support for the project, we also learned a great deal from concerned property owners, business people and community leaders on how to improve the project,” said NCDOT Rail Division Director Pat Simmons. “These meetings were a great way for us to hear what citizens along the corridor think about our plans.”

Thelma Drake, agency director of DRPT, stated, “This document represents a key step toward implementing high speed rail service on the East Coast. The large public response confirms the importance of this project.”

The SEHSR project proposes to implement approximately 162 miles of high speed rail as part of an overall plan to extend high speed passenger rail service from the Northeast Corridor (Boston to Washington, D.C.) southward through Virginia to Charlotte, NC. The Richmond to Raleigh portion includes nearly 100 new bridges/overpasses that, when combined with existing bridges/overpasses, will create a fully grade-separated system to ensure the safety of passengers and train crews, motorists and the surrounding community.

A series of eight public hearings were held in Virginia and North Carolina in July to provide the public an opportunity to review and comment on the proposed designs and the associated environmental impacts. After the close of the public comment period, a recommendation report will be developed, based on input from the public and regulatory agencies, followed by a Final Environmental Impact Statement. Another series of public hearings will be scheduled after the FRA issues a Record of Decision for the project. A Record of Decision for the project means the federal government has granted approval to start acquiring right of way and begin the final detailed design that would lead to construction, subject to funding.

The public may comment on the draft document by using the online comment form at www.sehsr.org or by mailing comments to:

SEHSR Comments
NCDOT Rail Division
1553 Mail Service Center
Raleigh, NC 27699-1553

SEHSR Comments
Public Information Office, DRPT
600 E. Main St
Suite 2102
Richmond, VA 23219

Comments must be received or postmarked by September 10, 2010. For more information, visit www.sehsr.org

NCDOT

DRPT

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November 02, 2010

RE: Southeast High Speed Rail Update, Richmond to Raleigh

Note: Please do not reply to this email as it may not be seen. Thank you.

GENERAL UPDATE – November 2010

This update is going to everyone who has furnished email addresses to our project team. If it has reached you in error you may call our toll free number (1-877-749-7245) and ask to be removed (be sure to leave your email address and phone number with area code).

Public Comments Now Under Review

The SEHSR planning and engineering team wants to thank all who attended one of our eight public hearings and/or one of the several public hearings held by local municipalities this summer, and the many of you who submitted comments through the public review process.

We received over 1,800 comments from individuals and agencies in Virginia and North Carolina. We heard your comments, and are at work now compiling and analyzing the input and evaluating options. The public input will be considered along with other data and constraints in the selection of a recommended alternative. We anticipate this work to take several more months.

We want to thank you again for your interest in this project and for your comments and suggestions. Please continue to visit the project web site, www.sehsr.org, for periodic updates on work progress.

If you have any questions, please feel free to call the North Carolina Department of Transportation (NCDOT) or the Virginia Department of Rail and Public Transportation (DRPT) project manager at the numbers below.

Marc Hamel
SEHSR Tier II EIS Project Manager
NCDOT Rail Division
919-733-7245 ext 266

Christine Fix
Rail Planning Coordinator
DRPT
804-786-1052

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November 02, 2010 E-mail Update

July 11, 2011

RE: Southeast High Speed Rail Update, Richmond to Raleigh

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GENERAL UPDATE – July 2011

This update is going to everyone who has furnished email addresses to our project team. If it has reached you in error you may call our toll free number (1-877-749-7245) and ask to be removed (be sure to leave your email address and phone number with area code).

Public Update Meetings Now Being Scheduled

Following is a press release for a Public Update Meeting being held on Thursday, July 14, regarding two new rail alignments in Brunswick County, Virginia. Several additional update meetings will be scheduled in Virginia and North Carolina in the coming months.

We want to thank you for your interest in this project. Please continue to visit the project web site, www.sehsr.org, for periodic updates on work progress.

If you have any questions, please feel free to call the North Carolina Department of Transportation (NCDOT) or the Virginia Department of Rail and Public Transportation (DRPT) project manager at the numbers below.

Marc Hamel
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919-733-7245 ext 270

Emily Stock
Manager of Rail Planning
DRPT
804-786-1052



Contact: Courtney Ware DRPT 804-225-3746 courtney.ware@drpt.virginia.gov

Release No:

Update Meeting for Southeast High Speed Rail Project
*New rail alignments developed in Brunswick County for the Southeast High Speed Rail,
Richmond, Va. to Raleigh, NC Tier II Environmental Impact Statement*

RICHMOND, Va. — In the summer of 2010, the Virginia Department of Rail and Public Transportation (DRPT) and the North Carolina Department of Transportation (NCDOT) held a series of Public Hearings on a Draft Tier II Environmental Impact Statement (DEIS) for the Richmond, Va. to Raleigh, NC portion of the SEHSR corridor. The SEHSR project proposes to implement approximately 162 miles of high speed rail as part of an overall plan to extend high speed passenger rail service from the Northeast Corridor (Boston to Washington, D.C.) southward through Virginia to Charlotte, NC.

Over 1,800 individuals, local governments and agencies provided comments on the DEIS. In

response to comments, new rail alignments have been developed in two of the project's sections in Virginia. The two areas affected are in Brunswick County, north of Alberta between the Nottoway River and Flat Rock Road (project Section D), and south of Alberta, between Millville Road and the Meherrin River (project Section G).

The new rail alignments will be presented to the public at a Project Update Meeting on Thursday, July 14, 2011, at the Southside VA Community College, Christanna Campus, 109 Campus Drive, Alberta, VA 23821. The meeting is an open-house style meeting, and the public is invited to stop by anytime between 5:00 p.m. -8:00 p.m.

Maps with the new designs are on the project website www.sehsr.org. Comments may be submitted at the Project Update Meeting, on the web site, or by mail to SEHSR Comments, NCDOT Rail Division 1553 MSC, Raleigh, NC 27699-1553. Comments must be submitted by August 15, 2011. Public comments on the new alignments will be used in the evaluation of alternatives for the Final Environmental Impact Statement (FEIS). All Section D and G alternatives are still under consideration – no decisions have been made on recommended alternatives at this time.

A Project Update Meeting will be held in Raleigh, NC in late summer, to present a newly developed rail alignment in downtown Raleigh. A series of smaller update meetings will be scheduled in Virginia and North Carolina later in the fall to obtain comments on newly developed roadwork in areas where the rail alternatives are on common alignment.

A Recommendation Report is expected to be published this fall. The report will identify the DRPT's and NCDOT's recommended preferred rail alternatives in each of the 26 project sections. Based on federal concurrence, the preferred alternatives will be presented in the Tier II Final Environmental Impact Statement (FEIS). The FEIS is projected to be published late 2012, followed by a Record of Decision from the Federal Railroad Administration in 2013.

DRPT

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September 23, 2011

RE: Southeast High Speed Rail Update, Richmond to Raleigh

Note: Please do not reply to this email as it may not be seen. Thank you.

GENERAL UPDATE – September 2011

This update is going to everyone who has furnished email addresses to our project team. If it has reached you in error you may call our toll free number (1-877-749-7245) and ask to be removed (be sure to leave your email address and phone number with area code).

Public Update Meeting Scheduled for Raleigh

In the summer of 2010, the North Carolina Department of Transportation Rail Division (NCDOT) and the Virginia Department of Rail and Public Transportation (DRPT) held a series of Public Hearings on a Draft Tier II Environmental Impact Statement (DEIS) for the Richmond, VA, to Raleigh, NC, portion of the SEHSR corridor. The SEHSR project proposes to implement approximately 162 miles of high speed rail as part of an overall plan to extend high speed passenger rail service from the Northeast Corridor (Boston to Washington, D.C.) southward through Virginia to Charlotte, NC.

Over 1,800 individuals, local governments and agencies provided comments on the DEIS. In response to comments, a new rail alternative, “NC5”, has been developed for downtown Raleigh, NC, between Whitaker Mill Road and W. Cabarrus Street (at the Boylan Wye). The new alignment was developed to minimize impacts to communities and to the freight operations within the Norfolk Southern and CSX rail yards.

The new alternative for downtown Raleigh will be presented to the public at a Project Update Meeting on Tuesday, September 27, 2011, at the Raleigh Convention Center, 500 S. Salisbury Street, Raleigh, NC 27601. The meeting is an open-house style meeting, and the public is invited to stop by anytime between 4:00 p.m. and 7:00 p.m.

Maps with the new designs are on the project website www.sehsr.org. Comments may be submitted at the Project Update Meeting, on the web site, or by mail to: SEHSR Comments, NCDOT Rail Division 1553 MSC, Raleigh, NC 27699-1553. Comments must be submitted by October 27, 2011. Public comments on the new alignment will be used in the evaluation of alternatives for the Final Environmental Impact Statement (FEIS). All alternatives in Raleigh are still under consideration – no decisions have been made on

recommended alternatives at this time.

A similar Public Update Meeting was held in Alberta in July regarding two new rail alignments in Brunswick County, Virginia. A series of smaller update meetings will be scheduled at other locations and municipalities throughout the corridor in early 2012 to obtain comments on some newly developed roadwork. The new roadwork designs have been developed in response to comments on the DEIS.

A Recommendation Report is expected to be published by the end of this year. The report will identify NCDOT's and VA DRPT's recommended preferred rail alternative in each of the 26 project sections. Based on federal concurrence, the preferred alternatives will be presented in the Tier II FEIS, projected to be published in late 2012, followed by a Record of Decision from the Federal Railroad Administration in 2013.

We want to thank you for your interest in this project. Please continue to visit the project web site, www.sehsr.org, for periodic updates on work progress.

If you have any questions, please feel free to call the North Carolina Department of Transportation (NCDOT) or the Virginia Department of Rail and Public Transportation (DRPT) project manager at the numbers below.

Marc Hamel
SEHSR Tier II EIS Project Manager
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919-733-7245 ext 270

Emily Stock
Manager of Rail Planning
DRPT
804-786-1052

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February 04, 2013

RE: Southeast High Speed Rail Update, Richmond to Raleigh

Note: Please do not reply to this email as it may not be seen. Thank you.

GENERAL UPDATE – February 2013

This update is going to everyone who has furnished email addresses to our project team. If it has reached you in error you may call our toll free number (1-877-749-7245) and ask to be removed (be sure to leave your email address and phone number with area code).

SEHSR Project Update Meeting – Chesterfield County, Virginia

Tuesday, February 26, 5:00 pm to 8:00 pm

Chesterfield County Public Safety Training Center, 6610 Public Safety Road, Chesterfield, VA 23832

The public is invited to attend a Project Update Meeting for the Southeast High Speed Rail Project. In response to comments on the Draft Environmental Impact Statement (DEIS), revisions have been made to proposed bridges and underpasses, rail crossing closures and other roadwork throughout the corridor, including modifications at the following locations in Chesterfield County, Virginia:

- Station Road
- Chester Road
- Hopkins Road
- Centralia Road
- Curtis Street
- West Street
- Woods Edge Road
- Walthall Industrial Parkway
- Pine Forest Drive

Below is the text of the Press Release announcing this meeting. Please note that maps showing the revised roadwork for Chesterfield County are on the project website www.sehsr.org.

Four previous Public Update Meetings have been held since the Draft Environmental Impact Statement (DEIS) public hearings in 2010: Brunswick County/Alberta VA (July 2011), downtown Raleigh NC (September 2011), north Wake County/Wake Forest NC (May 2012), and Vance County/Henderson NC (September 2012).

Thank you for your interest in this project. Please continue to visit the project web site, www.sehsr.org, for periodic updates on work progress.

If you have any questions, please feel free to call the North Carolina Department of Transportation (NCDOT) or the Virginia Department of Rail and Public Transportation (DRPT) project manager at the numbers below.

Marc Hamel
SEHSR Tier II EIS Project Manager
NCDOT Rail Division
919-707-4705

Emily Stock
Manager of Rail Planning
DRPT
804-786-1052

FOR IMMEDIATE RELEASE

January 24, 2013

Contact: Lynne McCarthy

Phone: (804) 786-4443

Email: Lynne.McCarthy@drpt.virginia.gov

Transportation Officials to hold Southeast High Speed Rail Project Update Meeting for Chesterfield County, VA

Revisions to proposed roadwork presented at public meeting

Richmond — On Tuesday, February 26, 2013 at the Chesterfield County Public Safety Training Center, the public will have an opportunity to learn about revisions to proposed bridges and underpasses, rail crossing closures and other roadwork in Chesterfield County, that are part of the Southeast High Speed Rail (SEHSR) project.

Revisions were developed throughout the corridor in response to public comments following summer 2010 public hearings on the Southeast High Speed Rail, Richmond, VA to Raleigh, NC Tier II Draft Environmental Impact Statement (DEIS). The SEHSR project would implement nearly 162 miles of

higher performance rail as part of an overall plan to extend higher speed passenger rail service from the Boston, MA to Washington, D.C. southward through Richmond, Virginia to Charlotte, NC.

In May, 2012 the Virginia Department of Rail and Public Transportation (DRPT) and the North Carolina Department of Transportation Rail Division (NCDOT) submitted the Southeast High Speed Rail Tier II Environmental Impact Statement (EIS) Recommendation Report to the Federal Railroad Administration (FRA). The Recommendation Report identifies the two states' recommendations to FRA for the preferred rail alternative for each of the 26 sections of the SEHSR corridor between Richmond, VA, and Raleigh, NC. In Chesterfield County, all rail alternatives follow the same alignment along the existing rail right-of-way. The preferred alternatives and associated road work will be presented in the upcoming Tier II Final Environmental Impact Statement (FEIS), expected to be published in late 2013. That will be followed by a Record of Decision (ROD) from FRA and a second round of public hearings.

At the February 26th Project Update Meeting, the public will be able to view maps of the preferred rail alternative and revised road work in Chesterfield County including modifications at these locations:

- Station Road
- Chester Road
- Hopkins Road
- Centralia Road
- Curtis Street
- West Street
- Woods Edge Road
- Walthall Industrial Parkway
- Pine Forest Drive

The Project Update Meeting will be held at the Chesterfield County Public Safety Training Center located at 6610 Public Safety Road, Chesterfield, VA 23832. A briefing for elected officials will be held at 4:00 p.m., followed by an open house meeting for the public from 5:00 p.m. to 8:00 p.m. No formal presentations will be made at the open house meeting.

Maps presenting the preferred alternative and revised roadwork for Chesterfield County are on the project website www.sehsr.org.

B2. Press Releases



Richmond, VA to Raleigh, NC – Tier II Environmental Impact Statement

c/o Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

www.sehsr.org



Date: July 8, 2011

Contact: Courtney Ware DRPT 804-225-3746 courtney.ware@drpt.virginia.gov

Update Meeting for Southeast High Speed Rail Project

New rail alignments developed in Brunswick County for the Southeast High Speed Rail, Richmond, Va. to Raleigh, NC Tier II Environmental Impact Statement

RICHMOND, Va. — In the summer of 2010, the Virginia Department of Rail and Public Transportation (DRPT) and the North Carolina Department of Transportation (NCDOT) held a series of Public Hearings on a Draft Tier II Environmental Impact Statement (DEIS) for the Richmond, Va. to Raleigh, NC portion of the SEHSR corridor. The SEHSR project proposes to implement approximately 162 miles of high speed rail as part of an overall plan to extend high speed passenger rail service from the Northeast Corridor (Boston to Washington, D.C.) southward through Virginia to Charlotte, NC.

Over 1,800 individuals, local governments and agencies provided comments on the DEIS. In response to comments, new rail alignments have been developed in two of the project's sections in Virginia. The two areas affected are in Brunswick County, north of Alberta between the Nottoway River and Flat Rock Road (project Section D), and south of Alberta, between Millville Road and the Meherrin River (project Section G).

The new rail alignments will be presented to the public at a Project Update Meeting on Thursday, July 14, 2011, at the Southside VA Community College, Christanna Campus, 109 Campus Drive, Alberta, VA 23821. The meeting is an open-house style meeting, and the public is invited to stop by anytime between 5:00 p.m. -8:00 p.m.

Maps with the new designs are on the project website www.sehsr.org. Comments may be submitted at the Project Update Meeting, on the web site, or by mail to SEHSR Comments, NCDOT Rail Division 1553 MSC, Raleigh, NC 27699-1553. Comments must be submitted by August 15, 2011. Public comments on the new alignments will be used in the evaluation of alternatives for the Final Environmental Impact Statement (FEIS). All Section D and G alternatives are still under consideration – no decisions have been made on recommended alternatives at this time.

A Project Update Meeting will be held in Raleigh, NC in late summer, to present a newly developed rail alignment in downtown Raleigh. A series of smaller update meetings will be scheduled in Virginia and North Carolina later in the fall to obtain comments on newly developed roadwork in areas where the rail alternatives are on common alignment.

A Recommendation Report is expected to be published this fall. The report will identify the DRPT's and NCDOT's recommended preferred rail alternatives in each of the 26 project sections. Based on federal concurrence, the preferred alternatives will be presented in the Tier II Final Environmental Impact Statement (FEIS). The FEIS is projected to be published late 2012, followed by a Record of Decision from the Federal Railroad Administration in 2013.

DRPT



Richmond, VA to Raleigh, NC – Tier II Environmental Impact Statement

c/o NC Department of Transportation Rail Division
1553 Mail Service Center, Raleigh, NC 27699-1553
919-733-4713

www.sehsr.org



Date: September 22, 2011

Contact: Marc L. Hamel NCDOT 919-733-7245 x 270 mhamel@ncdot.gov

Transportation Officials to Update Plan for Downtown Raleigh Southeast High Speed Rail Project

New alternative will be presented at public meeting

RALEIGH — A new rail alternative for downtown Raleigh will be presented next week, resulting from public comments from the North Carolina Department of Transportation's Rail Division (NCDOT) and the Virginia Department of Rail and Public Transportation (VADRPT) summer 2010 environmental public meetings. The series of public meetings, known as the Public Hearings on a Draft Tier II Environmental Impact Statement (DEIS), was held for the Richmond, Va. to Raleigh portion of the Southeast High Speed Rail (SEHSR) corridor. The SEHSR project would implement nearly 162 miles of higher performance rail as part of an overall plan to extend higher speed passenger rail service from the Boston, Mass. to Washington, D.C. southward through Virginia to Charlotte.

Over 1,800 individuals, local governments and agencies provided comments on the DEIS. In response to comments, a new rail alternative, "NC5", has been developed for downtown Raleigh between Whitaker Mill Road and the vicinity of the Amtrak station. The new alignment was developed to minimize impacts to the -resident and to the freight operations within the Norfolk Southern and CSX rail yards.

The new alternative will be presented to the public at a Project Update Meeting on Tuesday, Sept. 27, at the Raleigh Convention Center, 500 S. Salisbury St., Raleigh, NC 27601. The meeting will be open house style, and the public is invited to stop by anytime between 4 p.m. and 7p.m. (when the meeting closes).

Maps with the new designs are on the project website www.sehsr.org. Comments may be submitted at the Project Update Meeting, on the website, or by mail to: SEHSR Comments, NCDOT Rail Division 1553 MSC, Raleigh, NC 27699-1553. Comments must be submitted by October 27, 2011. Public comments on the new alignment will be used in the evaluation of alternatives for the Final Environmental Impact Statement (FEIS). All alternatives in Raleigh are still under consideration – no decisions have been made on recommended alternatives at this time.

A series of smaller update meetings will be scheduled at other locations and municipalities throughout the corridor later in the fall to obtain comments on some newly developed roadwork in response to comments on the DEIS.

A recommendation for the rail alternative is expected to be published this fall. The report will identify NCDOT's and VA DRPT's recommended preferred rail alternatives in each of the 26 SEHSR project sections. Based on federal approval, the preferred alternatives will be presented in the Tier II FEIS. That is projected to be published late 2012, followed by a Record of Decision, which is the final environmental document, from the Federal Railroad Administration in 2013.

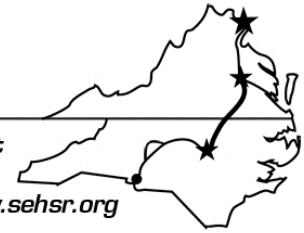
NCDOT

SOUTHEAST HIGH SPEED RAIL

Richmond, VA to Raleigh, NC - Tier II Environmental Impact Statement

C/o NC Department of Transportation Rail Division
1553 Mail Service Center, Raleigh, NC 27699-1553

www.sehsr.org



Date: May, 2012

Contact: Marc L. Hamel NCDOT 919-707-4705

Southeast High Speed Rail Project Recommends Rail Alternatives to FRA

Recommendation Report presents preferred rail alternatives between Richmond, VA., and Raleigh, NC

Raleigh – The Virginia Department of Rail and Public Transportation (DRPT) and the North Carolina Department of Transportation (NCDOT) have submitted the Southeast High Speed Rail (SEHSR) Tier II Environmental Impact Statement (EIS) Recommendation Report to the Federal Railroad Administration (FRA). The report is available to the public via the SEHSR website www.sehsr.org and DRPT's website www.drpt.virginia.gov.

The Recommendation Report identifies the two States' recommendations to FRA for the preferred rail alternative for each of the 26 sections of the SEHSR corridor between Richmond, VA, and Raleigh, NC (R2R). The recommendations are based on public, local government, and agency comments received on the Draft EIS, which was published in May of 2010 and presented to the public in a series of meetings along the corridor in Virginia and North Carolina. Other inputs include assessment of community and environmental impacts, operability, constructability and costs.

A draft of the Recommendation Report was made available to the public in February 2012. Based on new information received in response to the draft report, one change to a recommended alternative was made within a short section of the project in Wake Forest, NC. All other recommendations have been carried forward in the final report. North Carolina's Board of Transportation concurred with the report on March 8, 2012, and it was adopted by the Virginia Commonwealth Transportation Board (CTB) on March 14, 2012.

Once approved by FRA, the preferred alternatives identified in the Recommendation Report will be presented in the forthcoming Tier II Final Environmental Impact Statement (FEIS), anticipated to be published in early 2013, followed by a Record of Decision (ROD) from FRA and a second round of public hearings.

The 162-mile Richmond to Raleigh segment of SEHSR is an integral part the overall Washington, D.C., to Charlotte rail corridor. Existing rail lines and rail rights of way will be used as much as possible to accommodate recommended improvements. The project will reduce traffic congestion, increase safety along the train corridor and serve long-distance business and leisure travelers between and beyond Virginia and North Carolina.

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Virginia Department of Rail and Public Transportation

The Smartest Distance Between Two Points

www.drpt.virginia.gov

Date: May 2012

Contact: Marc L. Hamel NCDOT 919-707-4705

Contact: Judith Gifford VA DRPT 804-371-6920

Southeast High Speed Rail Project Recommends Rail Alternatives to FRA

Recommendation Report presents preferred rail alternatives between Richmond, VA, and Raleigh, NC

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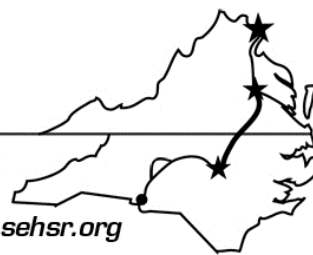
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Richmond, VA to Raleigh, NC – Tier II Environmental Impact Statement

c/o NC Department of Transportation Rail Division
1553 Mail Service Center, Raleigh, NC 27699-1553
919-733-4713

www.sehsr.org



Date: May 7, 2012

Contact: Marc L. Hamel NCDOT 919-707-4705 mhamel@ncdot.gov

Transportation Officials to hold Southeast High Speed Rail Project Update Meeting for Wake Forest and north Raleigh

Revisions to proposed roadwork presented at public meeting

RALEIGH — The North Carolina Department of Transportation's Rail Division will present information to the public on revisions to proposed bridges and underpasses, rail crossing closures and other roadwork in Wake Forest and north Raleigh on Tuesday, May 15 at the North Raleigh Hilton. The revisions highlight the area between Durant Road and Whitaker Mill Road along the Southeast High Speed Rail (SEHSR) corridor.

Revisions were developed throughout the corridor in response to public comments following the NCDOT and Virginia Department of Rail and Public Transportation (VADRPT) summer 2010 public hearing meetings on environmental issues, known as the Tier II Draft Environmental Impact Statement (DEIS). The SEHSR project would implement nearly 162 miles of higher performance rail as part of an overall plan to extend higher speed passenger rail service from the Boston, MA to Washington, D.C. southward through Virginia to Charlotte.

NCDOT and VADRPT recently submitted the SEHSR Tier II Environmental Impact Statement (EIS) Recommendation Report to the Federal Railroad Administration (FRA). The Recommendation Report identifies the two states' recommendations to FRA for the preferred rail alternative for each of the 26 sections of the SEHSR corridor between Richmond, VA, and Raleigh. The preferred alternatives will be presented in the upcoming Tier II Final Environmental Impact Statement (FEIS), expected to be published in early 2013. That will be followed by a Record of Decision (ROD) from FRA and a second round of public hearings.

At the May 15th Project Update Meeting, the public will be able to view maps of the preferred rail alternative and revised road work in project sections U and V, including modifications at these locations in downtown Wake Forest and north Raleigh: Elm Avenue, Steeple Run Drive, Durant Road, New Hope Church Road, and Wolfpack Lane. The preferred rail alternative in Section U represents a change from the alternative put forth in the February 2012 Draft Recommendation Report. The affected area is in the vicinity of Rogers Road in Wake Forest.

The Project Update Meeting will be held at the North Raleigh Hilton located at 3415 Wake Forest Road, Raleigh, NC 27609. The meeting will be open house style, and the public is invited to stop by anytime between 4 p.m. and 7 p.m. No formal presentations will be made.

Maps presenting the preferred alternative and revised roadwork for sections U and V will be on the project website www.sehsr.org prior to the meeting.

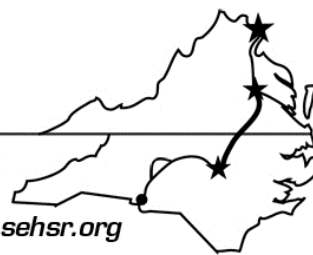
NCDOT



Richmond, VA to Raleigh, NC – Tier II Environmental Impact Statement

c/o NC Department of Transportation Rail Division
1553 Mail Service Center, Raleigh, NC 27699-1553
919-733-4713

www.sehsr.org



Date: September, 2012

Contact: Marc L. Hamel NCDOT 919-707-4705 mhamel@ncdot.gov

Transportation Officials to hold Southeast High Speed Rail Project Update Meeting for Henderson

Revisions to proposed roadwork presented at public meeting

RALEIGH — The North Carolina Department of Transportation's Rail Division will present information to the public on revisions to proposed bridges and underpasses, rail crossing closures and other roadwork in Henderson on Tuesday, September 11th at the Aycock Recreation Center. The revisions highlight the area between Main Street and Nicholas Street along the Southeast High Speed Rail (SEHSR) corridor.

Revisions were developed throughout the corridor in response to public comments following the NCDOT and Virginia Department of Rail and Public Transportation (VADRPT) summer 2010 public hearing meetings on environmental issues, known as the Tier II Draft Environmental Impact Statement (DEIS). The SEHSR project would implement nearly 162 miles of higher performance rail as part of an overall plan to extend higher speed passenger rail service from the Boston, MA to Washington, D.C. southward through Virginia to Charlotte.

In May, 2012 NCDOT and VADRPT submitted the SEHSR Tier II Environmental Impact Statement (EIS) Recommendation Report to the Federal Railroad Administration (FRA). The Recommendation Report identifies the two states' recommendations to FRA for the preferred rail alternative for each of the 26 sections of the SEHSR corridor between Richmond, VA, and Raleigh. The preferred alternatives will be presented in the upcoming Tier II Final Environmental Impact Statement (FEIS), expected to be published in early 2013. That will be followed by a Record of Decision (ROD) from FRA and a second round of public hearings.

At the September 11th Project Update Meeting, the public will be able to view maps of the preferred rail alternative and revised road work in Henderson, including modifications at these locations: Andrews Avenue, Nicholas Street, Belmont Drive, and a new roundabout at Beckford Drive, Garnett Street and Main Street.

The Project Update Meeting will be held at the Aycock Recreation Center located at 307 Carey Chapel Road, Henderson, NC 27537. The meeting will be open house style, and the public is invited to stop by anytime between 4 p.m. and 7 p.m. No formal presentations will be made.

Maps presenting the preferred alternative and revised roadwork for Henderson will be on the project website www.sehsr.org prior to the meeting.

NCDOT



www.sehsr.org

FOR IMMEDIATE RELEASE

January 24, 2013

Contact: Lynne McCarthy

Phone: (804) 786-4443

Email: Lynne.McCarthy@drpt.virginia.gov

**Transportation Officials to hold Southeast High Speed Rail
Project Update Meeting for Chesterfield County, VA**

Revisions to proposed roadwork presented at public meeting

Richmond — On Tuesday, February 26, 2013 at the Chesterfield County Public Safety Training Center, the public will have an opportunity to learn about revisions to proposed bridges and underpasses, rail crossing closures and other road work in Chesterfield County, that are part of the Southeast High Speed Rail (SEHSR) project.

Revisions were developed throughout the corridor in response to public comments following summer 2010 public hearings on the on the Southeast High Speed Rail, Richmond, VA to Raleigh, NC Tier II Draft Environmental Impact Statement (DEIS). The SEHSR project would implement nearly 162 miles of higher performance rail as part of an overall plan to extend higher speed passenger rail service from the Boston, MA to Washington, D.C. southward through Richmond, Virginia to Charlotte, NC.

In May, 2012 the Virginia Department of Rail and Public Transportation (DRPT) and the North Carolina Department of Transportation Rail Division (NCDOT) submitted the Southeast High Speed Rail Tier II Environmental Impact Statement (EIS) Recommendation Report to the Federal Railroad Administration (FRA). The Recommendation Report identifies the two states' recommendations to FRA for the preferred rail alternative for each of the 26 sections of the SEHSR corridor between Richmond, VA, and Raleigh, NC. In Chesterfield County, all rail alternatives follow the same alignment along the existing rail right-of-way. The preferred alternatives and associated road work will be presented in the upcoming Tier II Final Environmental Impact Statement (FEIS), expected to be published in early 2013. That will be followed by a Record of Decision (ROD) from FRA and a second round of public hearings.

At the February 26th Project Update Meeting, the public will be able to view maps of the preferred rail alternative and revised road work in Chesterfield County including modifications at these locations:

- Station Road
- Chester Road
- Hopkins Road
- Centralia Road
- Curtis Street
- West Street
- Woods Edge Road
- Walthall Industrial Parkway
- Pine Forest Drive

The Project Update Meeting will be held at the Chesterfield County Public Safety Training Center located at 6610 Public Safety Road, Chesterfield, VA 23832. A briefing for elected officials will be held at 4:00 p.m., followed by an open house meeting for the public from 5:00 p.m. to 8:00 p.m. No formal presentations will be made at the open house meeting.

Maps presenting the preferred alternative and revised roadwork for Chesterfield County are on the project website www.sehsr.org.

B3. Public Update Meeting Summaries

**Southeast High Speed Rail Richmond, VA to Raleigh, NC
Tier II Environmental Impact Statement
Project Update Meeting**

Sections D and G in Brunswick County, VA
Thursday July 14, 2011
Southside Virginia Community College, Alberta, VA

4:00 pm – 5:00 pm Local Officials Briefing
5:00 pm – 8:00 pm Public Update Meeting (open house format)

Attendance: 60

Comments: By the conclusion of the comment period, 14 comments were received: seven for Section D; six for Section G; three were for other sections or not specific to a section.

Section D	Section G
5 in favor of VA4	3 in favor of VA4
1 in favor of VA1	1 opposed to VA4
	1 undecided
1 request for design modification to Rawlings Rd. alignment	1 comment also relayed concern about future access to property and family cemetery.
	1 comment in favor of project, requesting that planning document enable eventual double track & electrification of corridor.

Public Officials

Eight public officials attended the meeting: Fletcher Hartsell (VA-NC High Speed Rail Compact), Hollis Ellis (Commonwealth Transportation Board), Melissa Parrish (Mayor of Alberta), Leslie Sullivan (Brunswick County Planning), Marc Finney and Bernard Jones (Brunswick County Board of Supervisors), and Gail Moody and Robyn Fowler (Southside Planning District Commission). The public officials were given a project update by Kevin Page of DRPT and Craig Young of Baker presented the maps of the new VA4 alternatives in Sections D and G of the project. Their questions pertained primarily to the property impacts associated with the new alternatives. There were also a few questions related to the National Register eligibility of the Tourist Guest House historic resource.

Citizens

The majority of the local citizens who attended the meeting owned property that would be impacted by one or more of the project alternatives. Several of the attendees owned property that would not be impacted by any of the alternatives presented at the July 2010 public hearings, but would be impacted by the new VA4 alternatives. These citizens were quite concerned about the potential impacts and several were opposed to the project in general. The majority were directed to a VDOT right-of-way agent who provided them with information about the property valuation and acquisition process. All were encouraged to provide their comments, especially their preference for alternative, via a comment sheet or the project website.

Several local citizens attended the hearing who owned property along the project in sections other than D and G. They were directed to smaller maps of those areas that showed the project alternatives as presented in the July 2010 public hearings. Their questions and concerns were also focused on potential property impacts.

In addition, there were several attendees who came out to show their support of the project.

Newspapers/Organizations

Charles Wilson of the Brunswick Times-Gazette covered the meeting. Michael Testerman of the Virginia Association of Railway Patrons also attended the meeting.

Southeast High Speed Rail Richmond, VA to Raleigh, NC Tier II Environmental Impact Statement Project Update Meeting

Section V between Whitaker Mill Road and the Boylan Wye in downtown Raleigh, NC
Tuesday, September 27, 2011
Raleigh Convention Center, Raleigh, NC

4:00 pm – 7:00 pm Public Update Meeting (open house format)

Attendance:
212

Comments:

By the conclusion of the comment period 71 comments were received. Of those who indicated a preference for an alternative, the majority expressed a preference for the newly developed alternative NC5.

Alternative	Preference for Alternative
No Preference /None	11
NC1	3
NC2	3
NC3	3
NC5	51

Public Officials

Local officials were briefed on the new alternative in advance of the Public Update Meeting. In July 2011, the designs for NC5 were shared with the City Council and the Passenger Rail Task Force through a series of drop-in meetings, and the response was positive.

Citizens

Many people expressed appreciation that public comments on the alternatives in the Draft Environmental Impact Statement had been listened to and used to develop the new alternative. Most who expressed a preference for alternative NC5 based their preference on the fact that it minimizes impacts to neighborhoods, freight operations, and historic resources. The importance of providing mitigation for noise and vibration impacts was noted by some. The proposed pedestrian bridge at Jones Street was well received and many expressed hope that it would be an artfully designed feature for the area; however there were also two comments suggesting that a pedestrian bridge is nice, but not well suited to bicyclists. Four people expressed concern that the proposed closure of Hargett Street would negatively impact connectivity, particularly pedestrian and bicycle connectivity to downtown and to the City's planned Union Station. One commenter was concerned about the effect of alternative NC5 on FEMA floodplains and the Pigeon House Branch stream, and questioned if new railroad fill and bridge piers could raise floodplain levels; this individual also asked if detailed hydraulic analysis was conducted for alternative NC5.

None of the three who stated a preference for NC1 provided additional comments. All three of those who expressed a preference for NC2 based the preference partially on cost.

Two individuals stated that they were opposed to the project: one based on cost; and one on the belief that taxes should not be used to fund transportation projects. In contrast, many people expressed strong support for the project, with six people saying it couldn't happen fast enough.

Media/Organizations

Representatives from at least five media sources attended the meeting: the News & Observer, the Indy, and television stations WTVD 11, News 14, and WRAL.

SUMMARY

Southeast High Speed Rail Richmond, VA to Raleigh, NC, Tier II Environmental Impact Statement Project Update Meeting

Section U, Wake Forest, NC
Section V, Raleigh, NC north of Whitaker Mill Road
Tuesday, May 15, 2012
North Raleigh Hilton, Raleigh, NC
4:00 pm – 7:00 pm (open house format)

Attendance:

166

Local Officials

The new road work designs presented at the meeting were developed in coordination with staff from the City of Raleigh and the Town of Wake Forest; therefore no public official briefing was held before the public meeting. Staff members from Raleigh, Wake Forest, and the Capital Area MPO attended the meeting, as did two members of the Raleigh City Council.

Comments:

There were 45 written comments submitted at the meeting, and 4 submitted by mail.

Public input was requested regarding two alternative designs in Section V for Wolfpack Lane and the surrounding area. Alternative A consists of a new bridge over the railroad at Wolfpack Lane, connecting to Highwoods Boulevard to the east. Alternative B consists of what was proposed for Wolfpack Lane in the DEIS (closure of the existing at grade crossing) along with additional improvements to the road work in the New Hope Church Road area to accommodate traffic diverted from the Wolfpack Lane closure.

Comments in favor of Alternative A= 17

Comments in favor of Alternative B= 4

Specific questions were asked about fencing, right of way impacts, or property access near the new Elm Avenue bridge design and the Ligon Mill Road bridge in Wake Forest, and on Leslieshire Drive next to the new Durant Road bridge design, and near Whittaker Mill Road in Raleigh.

Six comments were received regarding the proposed Elm Avenue grade separation. One commenter was in favor of the proposed bridge; four were opposed to property impacts; and the Town requested visualization for their use in reconsideration of impacts.

There were several comments related to the recommended preferred alternative in Section U, Alternative NC1. Eleven people were opposed to impacts to Thales Academy brought about by NC1, while four comments were provided in support of NC1.

Twelve people expressed general opposition to the project as a whole, and two expressed support for the project. Other comments included a desire for additional information regarding the “business case” for the project, and a comment in opposition to completely grade-separating the corridor.

Media/Organizations

Representatives from at least three media sources attended the meeting: the Wake Forest Gazette, the Wake Weekly, and News 14.

SUMMARY

Southeast High Speed Rail Richmond, VA to Raleigh, NC, Tier II Environmental Impact Statement Project Update Meeting

Section P, Henderson, NC
Tuesday, September 11, 2012
Aycock Recreation Center, Henderson, NC
4:00 pm – 7:00 pm (open house format)

Attendance:
110

Local Officials

The new road work designs presented at the meeting were developed in coordination with staff and City Council members from the City of Henderson, therefore no public official briefing was held before the public meeting. A staff member from the Vance County Planning Department and a staff member from the Kerr Tar Council of Governments attended the meeting.

Comments:

Most discussions with people who attended the meeting were focused on potential impacts to individual properties.

Mr. Wright Garrett, a representative of Carter Bank and Trust attended the meeting to find out if the project designs had changed near the bank. Comments on the DEIS designs were received from bank representatives indicating concern about the designs which would change the existing access to the bank. The designs remain the same; however Marc Hamel (NCDOT) talked through the designs with Mr. Garrett, and pointed out possible driveway connections that could be worked out in final designs. The information appeared to allay the previous concerns.

There were 16 written comments submitted at the meeting, and two submitted by mail. A summary of the comments is below:

- Five commenters spoke in support of the project
- Nine comments were made regarding the need to include a station in Henderson
- One comment was made in support of the new roundabout at Main/Garnett/Beckford
- One comment was made regarding concern about impacts to a rental property at 137 Andrews Avenue
- One comment was made in opposition to the loss of existing at-grade crossings in general; one comment was made in opposition to the closure of the two at-grade crossings along Old Norlina Road which covers a distance of approximately one third mile, with concerns about the impact to emergency response time
- One comment was made stating that the commenter had expected a formal presentation
- One comment was generally opposed to the project and the length of time spent on project planning and environmental studies
- One comment was made suggesting that the maps and materials should be simplified for better understanding; this commenter also complained that the designs for the rest of the county were not presented.

Media/Organizations

There was no noticeable media representation at the meeting.

SUMMARY

Southeast High Speed Rail Richmond, VA to Raleigh, NC, Tier II Environmental Impact Statement Project Update Meeting

Chesterfield County, VA

Tuesday, February 26, 2013

Chesterfield County Public Safety Training Center, Chesterfield, VA

5:00 pm – 8:00 pm (open house format)

Attendance:

146

Local Officials

The new road work designs presented at the meeting were developed in coordination with staff and the Board of Supervisors from Chesterfield County. In addition to providing a briefing for local government representatives prior to the public meeting, Department of Rail and Transportation staff (DRPT) also met with the County Administrator the day before the public meeting and with the Board of Supervisors the following day. Ms. Dorothy Jaekle, Chair of the Board of Supervisors and several Chesterfield County staff members attended the meeting, as did representatives from the Richmond Regional Planning District Commission, and the City of Richmond.

Comments:

Most discussions with people who attended the meeting were focused on potential impacts to individual properties. Although property owners impacted by the grade separations were generally opposed to the designs, many other area residents were in favor of them. In particular, the additional bridge over the railroad at Woods Edge Road was well received.

Many people had concerns stemming from existing traffic problems. Existing traffic in the Centralia area was an issue that continued to be raised.

Several people who attended the meeting were adamantly against the project in general; however they did not represent a majority of the people that the staff spoke with.

There were 20 written comments submitted at the meeting and 2 by mail. A summary of the comments is provided below:

- Ten commenters were opposed to the project in general. The reasons included: a belief that benefits (such as improved travel time) don't outweigh the cost; belief that existing Amtrak service is sufficient; opposition to use of federal or local taxes to support the project; and concerns about lowered property values and disruption to the community.
- 2 commenters stated concerns regarding increased noise, with one request for a noise wall
- 2 comments were made expressing concerns about proposed speeds
- 2 comments were made regarding visual impacts associated with Centralia Road bridge
- Concern about displaced businesses was raised by two people
- Appreciation for pedestrian access at Curtis and West Streets was stated by one commenter
- 3 comments were made in appreciation of the presentation of materials and discussions at the meeting
- Appreciation was stated for the federal policy regarding use of American Made products
- One request was made by a business owner to retain freight rail access

- 2 comments about stations were received- one in support of continued use of existing Ettrick Station Support and one in support of Main Street Station in downtown Richmond, VA.
- 2 commenters wrote about concerns related to impacts to historic properties
- A concern was raised by one person regarding change in neighborhood access

Media/Organizations

Reporters from both the Village News and the Richmond Times attended the meeting. The East Coast Greenway also had representation.