Appendix B

Public Involvement

1. Newsletters
2. Summaries of Small Group Meetings
3. Workshop Summaries

B1. Newsletters

- **June 2003, Newsletter mailed to distribution list**
- **March 2006, Newsletter mailed to distribution list**
- **July 2008, Project update sent via email to distribution list**
- **May 2009, Project update sent via email to distribution list**

SOUTHEAST HIGH SPEED RAIL BULLETIN

WASHINGTON, DC to CHARLOTTE, NC

Virginia Department of Rail and Public Transportation
North Carolina Department of Transportation

Summer 2003

SEHSR Tier II Studies Beginning

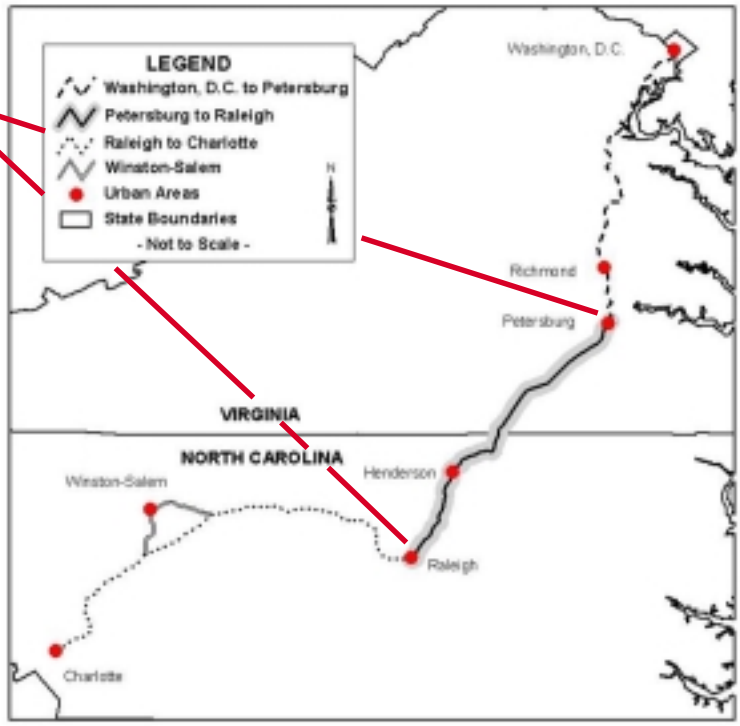
The Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) issued a Record of Decision on the Tier I Southeast High Speed Rail (SEHSR) project in October 2002. This federal document confirmed and approved the preferred study corridor recommended by the Tier I Final Environmental Impact Statement (EIS) (see map). Virginia and North Carolina are now proceeding with the next phase of the study process, Tier II.

Environmental studies in Tier II will provide more precise and detailed environmental analysis of several specific sections of the corridor (outlined below) through additional research, coordination, and field surveys. These studies would allow construction to begin.

Washington, DC to Petersburg, VA: Upgrades to the existing rail system are currently underway. Virginia Department of Rail and Public Transportation (VDRPT) is the lead agency on these activities. These upgrades include:

- improving crossings
- adding third track
- replacing and expanding bridges
- upgrading track
- improving station access.

Petersburg, VA to Raleigh, NC: This section is the focus of a detailed Tier II EIS. More detail regarding this study is provided on page 2. VDRPT and North Carolina Department of Transportation (NCDOT) are partners on this EIS.



Washington, DC to Charlotte, NC Southeast High Speed Rail Corridor

Raleigh, NC to Charlotte, NC: Upgrades to the existing rail system are currently underway. NCDOT is the lead agency on these activities. These upgrades include:

- implementing train traffic controls between Greensboro and Raleigh
- improving crossings
- increasing spirals and super elevation
- replacing double track
- realigning curves
- lengthening passing siding.

Winston Salem, NC Connection: This section will require additional environmental studies that will proceed according to Piedmont Authority for Regional Transportation (PART) plans for regional rail service.

★ Make Sure You Keep Getting the News ★

We need to hear from you! We are streamlining the SEHSR mailing list. Your response is critical if you wish to continue receiving information. Please complete and return the mailing list renewal form insert located inside this newsletter.

Work on this project is a joint effort of the Federal Railroad Administration, Federal Highway Administration, Virginia Department of Rail and Public Transportation and North Carolina Department of Transportation.

Petersburg, VA (Collier Yard) to Raleigh, NC

Virginia and North Carolina have formed a partnership to complete a Tier II Environmental Impact Statement (EIS) for this section. As owner of the right of way, CSX Transportation (CSXT) is also a vital partner in establishing service on this section of the SEHSR corridor.

This 138-mile route section was once a part of the Seaboard Air Line Railroad main line (known as the S-Line) between Raleigh and Richmond. The Raleigh to Norlina, NC portion of this section is an active CSXT freight line with two to four daily freight trains. However, CSXT took the Norlina to Petersburg section out of service in the mid 1980s and removed all track and signals.

Virginia and North Carolina will continue working with CSXT during the EIS process to reach an agreement concerning the use of the railroad right of way for the proposed SEHSR project.

The EIS will review alternatives to include activities such as track realignment, grade separation and rebuilding track infrastructure to facilitate passenger and freight operations. Priority considerations will include minimizing and avoiding potential impacts to environmental and social resources (such as wetlands, community parks, historic structures).

The first step of the process for the Petersburg to Raleigh EIS is understanding the issues and concerns important to the public, local officials, and regulatory agencies. NCDOT and VDRPT will hold meetings to gather comments on the proposed project and concerns related to proposed high speed rail in the study area.

Petersburg to Raleigh Project Timetable (Estimated)

Interagency Scoping	June 2003
Public Workshops	June - July 2003
Field Work	August - December 2003
Compile DEIS	January - October 2004
Public Hearings	November - December 2004
Compile FEIS	January - September 2005
Record of Decision	September - October 2005

Regulatory agencies will be invited to participate in formal scoping meetings. These meetings will be in mid-June in Virginia and North Carolina.

Public Workshops will be held in six locations in the study area (see list on the back page of this newsletter). They are specifically designed for the NCDOT and VDRPT to present project information to the public, and for the public to provide valuable insight regarding project issues and concerns.

Comments are also welcome by email, postal mail and the toll-free project hotline (1-877-749-7245) throughout the study process. You may call or write either contact person listed in the box below.

Additionally, information is available on the project website at www.sehsr.org.

Be sure your name stays on the mailing list by returning the form inserted in this newsletter.

Look for These Faces at the Upcoming Public Workshops

Mr. David Foster, PE
Rail Environmental Programs Manager
NCDOT-Rail Division
MSC 1553
Raleigh, NC 27699-1553
(919) 508-1917

Mr. Alan C. Tobias
Rail Passenger Project Manager
VDRPT
1313 E. Main St., Suite 300
Richmond, VA 23218-0590
(804) 786-1063

Keep Me on the Mailing List

Please check all that apply and complete the address information located below.

☐ I wish to receive information regarding the Petersburg (Collier Yard) to Raleigh section of the project.

☐ I wish to be notified when studies on other areas of the SEHSR are initiated.

☐ I can receive project information via email.

Email address: _____

Please print clearly.

SOUTHEAST HIGH SPEED RAIL

FOLD

Name _____ Title _____

Group Affiliation (if any) _____

Mailing Address _____

City, State, Zip _____

When completed:

- *Fold in half.*
- *Seal with a piece of tape to protect personal information.*
- *Drop in the mailbox.*
- *No postage is necessary.*

NOTE: If you do not respond, you will be removed from the mailing list and will no longer receive information regarding the SEHSR project from Washington, DC to Charlotte, NC.

SOUTHEAST HIGH SPEED RAIL

C/O NCDOT-RAIL DIVISION
ATTN: MR. DAVID FOSTER, PE
MSC 1553
RALEIGH, NC 27699-1553

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UNITED STATES

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POSTAGE WILL BE PAID BY ADDRESSEE

SOUTHEAST HIGH SPEED RAIL
C/O NCDOT - RAIL DIVISION
ATTN: MR DAVID FOSTER, PE
1553 MAIL SERVICE CENTER
RALEIGH NC 27690-9941

Southeast High Speed Rail - *A Brief History*

The proposed SEHSR project is part of a plan by the United States Department of Transportation and the states to develop a nationwide high speed rail network as one component of a nationwide intermodal transportation system. The purpose is to offer a competitive and attractive transportation alternative to air and auto travel within the SEHSR corridor.

Authorization for a program of national high speed rail corridors was included in the Intermodal Surface Transportation Efficiency Act of 1991 and continued in the Transportation Equity Act for the 21st Century.

A New Leader on the Project

Karen J. Rae is the Director of the Virginia Department of Rail and Public Transportation (VDRPT) and serves on Virginia Governor Mark Warner's dynamic transportation team. As part of this team, Ms. Rae is committed to delivering a high quality public and rail freight transportation system to the Commonwealth. Ms. Rae's key role is to be an advocate for alternative transportation choices in the state.

"The Southeast High Speed Rail Corridor represents a sound investment in creating a transportation alternative that improves both freight and passenger rail service."

Karen J. Rae, Director, VDRPT

Prior to her appointment by Governor Warner, Rae spent more than 25 years in public transportation and has served as manager of a variety of transit systems starting with a four vehicle system in Glens Falls, NY, a multi-modal transportation authority in Buffalo, NY and, most recently, with Capital Metro in Austin, TX, with nearly 500 vehicles.

She brings management experience dealing with passenger rail, public transportation, transportation demand management, rail freight, and demand response programs.

A Tool for Streamlining

Virginia and North Carolina are dedicated to environmental streamlining – the use of interagency agreements, modern technology, and other tools to reduce the time and cost associated with the environmental and engineering processes.

The Australian government spent 10 years developing a process for optimizing route selection. Virginia and North Carolina are working with Quantm Ltd. to use this process for the SEHSR. Quantm takes detailed information – engineering requirements, terrain variations, identified resources – and finds the optimal route for new transportation and transit facilities such as highways and railroads.

The SEHSR corridor is the first rail project on the east coast of the United States to use Quantm. This process has the potential to save considerable time and money by evaluating potential solutions to environmental and engineering issues simultaneously. It also allows more timely response to agency and public input. The project team will be able to evaluate the costs/benefits of potential solutions without delaying the project for extensive and/or additional environmental or engineering studies.

For More Information on the Southeast High Speed Rail Corridor:

Visit our Website at
www.sehsr.org
or
call the SEHSR Toll-Free Hotline:
1-877-749-7245.

SOUTHEAST HIGH SPEED RAIL
c/o NCDOT-Rail Division
Attn: Mr. David Foster, PE
MSC 1553
Raleigh, NC 27699-1553

Petersburg to Raleigh Public Workshop Schedule

Public comment is a vital part of this entire process. Please join us for one of the upcoming public workshops. These meetings will be held in an informal open house style, providing you the opportunity to ask questions and share your thoughts directly with the project team. Meetings will be from 4:00-7:30 pm at the following locations:

Date	City	Location
June 24	Kittrell, NC	Zeb Vance Elementary, *4800 Raleigh Road, Kittrell, NC*
June 26	Franklinton, NC	Franklinton Elementary, *431 S. Hillsborough Street, Franklinton, NC*
July 10	Dinwiddie, VA	Dinwiddie Elementary School, *13811 Boydton Plank Road, Dinwiddie, VA*
July 15	Raleigh, NC	Jane S. McKimmon Center, NCSU Campus *Corner of Gorman Street and Western Blvd., Raleigh, NC*
July 17	Wake Forest, NC	Wake Forest-Rolesville Middle School *1800 South Main Street, Wake Forest, NC*
July 22	La Crosse, VA	La Crosse Elementary, *1000 School Circle Road, La Crosse, VA*

For More Information on the Southeast High Speed Rail Corridor:

Visit our Website at **www.sehsr.org** or
call the SEHSR Toll-Free Hotline: **1-877-749-7245**.

SOUTHEAST HIGH SPEED RAIL

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

www.sehsr.org

Update on Southeast High Speed Rail (SEHSR) Environmental Study- March 2006

This update is to inform you that the Tier II SEHSR project study area has been extended approximately 30 miles north from Petersburg, VA, to Richmond, VA (see attached map).

A Tier I (program level) Environmental Impact Statement (EIS) was completed in 2002 for the Washington, DC, to Charlotte, NC, portion of the SEHSR. The Tier I document established the overall project purpose and need, as well as the preferred study corridor.

The current Tier II EIS under development will establish a specific alignment for high speed rail within the identified study corridor. The limits for this environmental study were initially set between Petersburg, VA, and Raleigh, NC. The Federal Rail Administration (FRA) has asked that the project be extended to Richmond, which would result in a total project corridor length of approximately 168 miles between Richmond, VA, and Raleigh, NC. The change will result in a more logical end-point for the project

This environmental document is a bi-state initiative on the part of Virginia and North Carolina and is being prepared by the North Carolina Department of Transportation (NCDOT) Rail Division and the Virginia Department of Rail and Public Transportation (VDRPT) under the direction of the FRA and the Federal Highway Administration (FHWA).

Meetings with elected officals and environmental resource agency representatives were held on February 24 & 25 regarding the project extension. Public workshops will be held from 4:00 – 7:30 p.m. on March 14 (Union Station, 103 River St., Petersburg, VA); and March 16 (Science Museum, 2500 Broad St., Richmond, VA).

Current projected milestones:

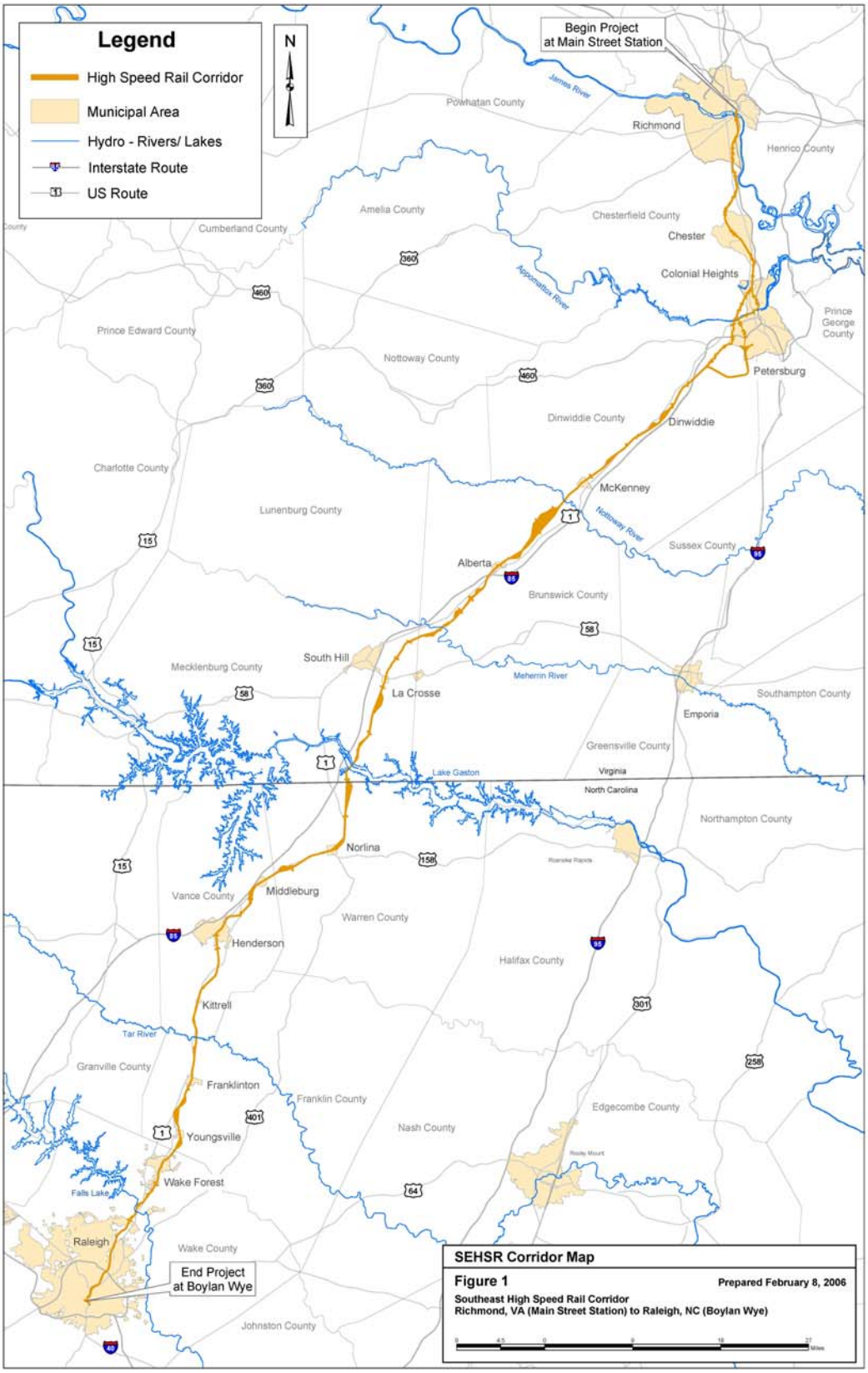
October 2007	Complete Draft EIS
April 2008	Public Hearings for Draft EIS in VA & NC
August 2008	Complete Final EIS
December 2008	Record of Decision from FRA

An executive summary of the DEIS is scheduled to be on the SEHSR website (www.SEHSR.org) by the end of October 2007. Please check the website for interim updates.

For more information, contact:

David B. Foster, NCDOT Rail Division, Rail Environmental Programs Manager, 919.733.7245 ext.266

Winston D. Phillips, VDRPT Rail Passenger Project Engineer, 804.786.3701


Legend
High Speed Rail Corridor
Municipal Area
Hydro - Rivers/ Lakes
Interstate Route
US Route
N
Begin Project at Main Street Station
End Project at Boylan Wye
Powhatan County
Richmond
Henrico County
Amelia County
Chesterfield County
Chester
Colonial Heights
Cumberland County
Prince Edward County
Nottoway County
Prince George County
Petersburg
Dinwiddie County
Dinwiddie
Charlotte County
McKenney
Lunenburg County
Sussex County
Alberta
Brunswick County
South Hill
Mecklenburg County
La Crosse
Emporia
Southampton County
Greensville County
Virginia
North Carolina
Lake Gaston
Northampton County
Norlina
Vance County
Middleburg
Warren County
Henderson
Halifax County
Kittrell
Granville County
Franklinton
Franklin County
Edgecombe County
Nash County
Youngsville
Wake Forest
Falls Lake
Raleigh
Wake County
Johnston County
James River
Appomattox River
Nottoway River
Meherrin River
Roanoke Rapids
Tar River
Rocky Mount
SEHSR Corridor Map
Figure 1
Prepared February 8, 2006
Southeast High Speed Rail Corridor
Richmond, VA (Main Street Station) to Raleigh, NC (Boylan Wye)

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 - July 2008

This update is going out to all of the public who have 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).

Overall Project Information and Updates

I want to encourage you to continue to follow the project through our web site, www.sehsr.org. This web site continues to be one of your best sources of information on the project. We try to update it periodically as major changes occur and as major work elements progress.

Grant Agreement for Richmond to Petersburg Extension

The initial project corridor extended from Petersburg, Virginia to Raleigh, North Carolina. The Federal Railroad Administration (FRA) requested the states extend the Tier II document to include the Richmond (at Main Street Station) to Petersburg portion of the corridor. This extension will evaluate the different options for passing through Petersburg and will take into consideration the ongoing Virginia Department of Rail and Public Transportation (VDRPT) study for connecting SEHSR to the Hampton Roads/Norfolk area.

The grant agreement was signed in January 2007, and the additional work began shortly thereafter. Virginia Rail Enhancement Fund grants are providing the funding for this extension.

The entire project corridor is now approximately 168 miles and extends from Richmond, Virginia, to Raleigh, North Carolina.

Summary Update: Richmond to Petersburg

Much of our fieldwork in the past year has focused in this new section. Environmental fieldwork in this portion of the corridor began with the collection of baseline data on wetlands and streams, archaeological sites, historic resources, and fresh water mussel

habitat. Much of this fieldwork is now complete, and the remaining portions are progressing.

Phase I historic architecture surveys were completed late last year. Approximately 22 individual resources and 6 potential historic districts were identified for further Phase II study, which currently is underway. These sites are primarily in the downtown Petersburg and Richmond areas of the project.

A preliminary archaeological scan also was completed in 2007. The scan used a predictability model to determine areas of high, medium, and low archaeological artifact probabilities. Based on the results from this model, a more detailed Phase I archaeological survey currently is underway.

Initial horizontal and vertical rail designs between Richmond and Petersburg are nearing completion, and the associated preliminary roadway designs are underway in the Richmond area, progressing southward. Noise and vibration fieldwork will be conducted following completion of the rail alignment designs.

Summary Update: Petersburg to VA-NC Line

Virtually all the environmental work noted above is complete for the portion of the project between Petersburg and the state line. The railroad horizontal and vertical alignment alternatives and the associated roadway designs in this section are ready for inclusion in the DEIS.

Summary Update: State Line to Raleigh

The environmental work is substantially complete between the VA-NC line and Raleigh. The initial railroad horizontal and vertical alignment alternatives also are complete along this section. Roadway designs are essentially complete from the VA-NC line through Franklin County, and are in progress through Wake County. The Franklin/Wake County sections are some of the most complex due to heavy development.

Section 106 consultation with the State Historic Preservation Offices in both Virginia and North Carolina is still required. Efforts to obtain the necessary effects determinations for the individual historic resources in each state will begin as the design work is finalized.

SEHSR Web Page Maps

If you have not visited our SEHSR web page recently, www.sehsr.org, please check out a major enhancement that we are excited about. Aerial images showing the current alternatives are now on the web site. By clicking on successively more detailed maps, from state to regional to local, one can see aerial photo mapping showing the proximity

of the alternative rail alignments currently being evaluated. We hope this will be useful to individuals who have an interest in the project.

The Summit: High Speed Rail for the East Coast

At the SEHSR web page is the summary of this October 2007 event held in Raleigh. The Summit gathered transportation professionals from state and federal government, private industry and academia in panel format to inform, discuss, exchange ideas and answer questions on the future of high speed rail on the east coast.

Update on Trail Concept

We are excited to announce the inclusion of a parallel trail concept into the SEHSR project. This is another "first" for this project, and a unique opportunity to provide additional "value added" for all the towns and communities along the corridor.

The initial idea of a trail came from several Virginia communities in 2006. From that beginning almost two years ago we now have funding from each state to include the additional environmental assessments for a multi-use trail/greenway into the ongoing SEHSR project

The trail concept would be a separate project, parallel to and outside the rail right of way, but within the Southeast High Speed Rail study corridor. As such, all environmental work being collected and analyzed for the rail project would be available for evaluation of the trail concept. That is what makes this such a unique opportunity.

Any construction project that uses public funds must have appropriate environmental documentation approved by the state and federal agencies. Clearing the environmental work at this time for the trail corridor represents a significant cost and time benefit over a piecemeal approach. This would allow trail proponents to apply for state and federal funds for the eventual completion of the trail.

The trail concept runs from just south of Petersburg, Virginia (at Burgess) to the north side of Raleigh at the Neuse River (approximately 116 miles), connecting all the cities and towns along the way. It could become an important link in the East Coast Greenway, a proposed trail that would traverse the eastern seaboard states from Maine to Florida.

The trail location would vary in proximity to the rail right of way, and would also cross from the east side to the west side as needed, using current or purposed grade separations (i.e. there will be no "at-grade" crossings of the trail and the main rail line)

For approximately 76 miles, where the proposed rail improvements will fall within the existing rail right of way, the trail concept is envisioned to be on a 30' trail cross section

on a 60’ right of way, completely outside the rail right of way. The minimum separation (between the tracks and the trail) would be 50-60 feet, and the average should be about 100 feet.

For the remaining 40 miles, where the rail alternatives are expected to go off of the existing rail right of way, the trail would likely use the old, inactive rail right of way.

The trail concept will follow the “preferred” rail alignment. As such, preliminary designs of the trail concept will not begin until after the preferred rail alignment is selected, following completion of the DEIS. Public involvement for the trail will be handled by the resource agencies in both states (VA Department of Conservation and Recreation, and the NC Department of Environment and Natural Resources).

Milestones

Additional coordination time in all aspects of the project is expected to push the public release of the DEIS until mid-2010. Further details will be posted on the web site as they are available.

Finally

I encourage you to continue to follow the project through our web site at www.sehsr.org.

If you have any questions, please feel free to call me at
919-733-7245 ext 266.

David B. Foster, PE,
SEHSR Tier II EIS Project Manager
Rail Environmental Program Manager, NCDOT Rail Division

May 28, 2009

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 – May 2009
This update is going to all of the public who have 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).

Overall Project Information and Updates

For your information, several new items have been posted recently to our the project web site, www.sehsr.org:

1. Graphic summarizing designs proposed between Richmond and Raleigh;

2. Trail Resource reference materials;

3. Preliminary Track Charts from Richmond to Raleigh; and

4. FRA's announcement on High Speed Rail and Intercity Passenger Rail workshops currently underway around the country.

The web site continues to be one of your best sources of information on the project. We try to update it periodically as major changes occur and as major work elements progress.

If you have any questions, please feel free to call me at
919-733-7245 ext 266.

David B. Foster, PE,
SEHSR Tier II EIS Project Manager
Rail Environmental Program Manager, NCDOT Rail Division

B2. Summaries of Small Group Meetings

	Date	Location	Group
1.	December 10, 2004	La Crosse, VA	Citizens
2.	January 30, 2006	La Crosse, VA	Citizens
3.	February 9, 2006	McKenney, VA	Citizens
4.	May 10, 2006	La Crosse, VA	Citizens
5.	September 18, 2006	La Crosse, VA	Citizens
6.	January 29, 2008	Youngsville, NC	Citizens
7.	February 20, 2008	Raleigh, NC	Verizon Embarq
8.	February 28, 2008	Richmond, VA	Verizon, Sprint
9.	November 10, 2008	Chesterfield County, VA	Dominion Power
10.	December 4, 2008	Petersburg, VA	Virginia St. Univ.

SOUTHEAST HIGH SPEED RAIL www.sehsr.org

PETERSBURG, VA TO RALEIGH, NC SECTION

1.877.749.7245 Toll-Free Project Hotline

MEMO TO: Meeting Participants

FROM: Craig Young

DATE: December 15, 2004

SUBJECT: Meeting minutes from the SEHSR Meeting held on December 10, 2004 in La Crosse, VA.

On December 10, 2004, a meeting was held to discuss the proposed SEHSR corridor and road crossings in the town of La Crosse, VA. The following people were in attendance:

Robert Tanner	Mayor, Town of La Crosse	434-757-7366
Preston Mitchell	Town Manager, Town of La Crosse	434-757-7367
F. A. Hendrick	Town of La Crosse	434-757-7367
Lillie B. Munford	Town of La Crosse	434-757-7730 434-949-1057
Michael W. Turner	Citizen, Town of La Crosse	434-757-7733
Angie Kellett	Mecklenburg County Economic Development	434-738-6388
Sandra F. Tanner	Virginia Tourism Corporation	434-689-2295
Drew Kepley	DesignCorps	540-344-6664
David Foster	NCDOT-Rail Division	919-733-7245 x266
Diana Young-Paiva	NCDOT-Rail Division	919-733-7245 x268
Alan Tobias	VDRPT	804-786-1063
Winston Phillips	VDRPT	804-786-3701
Kevin Page	VDRPT	804-786-3963
Craig Young	Buck Engineering	919-459-9041
Wayne Hyatt	Carter & Burgess (via Phone)	919-786-4120

The La Crosse Hotel

The Town of La Crosse has hired an Architect to design the renovation of the La Crosse Hotel, located on Central Avenue in downtown La Crosse. As part of this renovation, the architect has incorporated design features into the Hotel that would allow it to function as a train station should passenger service be restored to La Crosse. The first phase of the proposed design plans for the hotel include a transportation museum, waiting area/lobby, and public restrooms on the first floor. Wheelchair ramps compliant with Americans with Disabilities Act (ADA) requirements will provide access to the hotel for persons with physical disabilities. As part of Phase II, the proposed design includes a parking lot on the north side of the property, a ticket pavilion/kiosk between the proposed parking lot and the hotel, fire escape stairs and possibly an elevator to the second floor of the building with office space for the local Rails to Trails organization. The Town of La Crosse has applied for funding under the Transportation Equity Act for the 21st Century (TEA21) and the application is pending. In addition, a state budget amendment has been proposed that would set aside approximately $2 Million for the renovation of the building and an additional $1 Million for the construction of the parking lot and train station platform.

Rails to Trails

The Roanoke River Rails to Trails is a regional organization that has proposed a 174-mile loop facility utilizing existing rail beds which are no longer in service. In addition, the Governor of Virginia has proposed $3 Million in the current budget for the Rails to Trails project. La Crosse is located along a major east-west transportation corridor (US 58), as well as a primary North-South corridor (I-85). The town has the potential to become a central commuter hub for the Petersburg and Richmond, VA areas, as well as points south of the Virginia/North Carolina State Line. Currently, La Crosse is undergoing a revitalization of its downtown district and the inclusion of a rail stop is seen as a way to strengthen the growth of the downtown area. The Roanoke River Rails to Trails envisions the completed 174-mile loop project as serving the regional area with a multi-use trail similar to the Virginia Creeper trail in Damascus, VA. There is also local support for the trail and a doctor in the area has agreed to fund the construction of a 3-story parking deck if a high speed rail stop is located in La Crosse.

SEHSR Design Constraints

Discussions of the various design constraints pertaining to using the La Crosse Hotel as a train station were addressed. It is standard design practice to locate station platforms in a tangent (straight) section of track in order to provide the required ADA accessibility to the train cars from the platform. In addition, horizontal curves in the rail line require super-elevation of the tracks to safely move the train through the curve at the desired speed. This super-elevation would present a problem at the station platform by causing the rail cars to tilt due to the elevation difference between the tracks, thus prohibiting easy ingress and egress from the station platform to the train cars for persons with physical limitations. The platforms will typically be 800’ to 1000’ in length.

Decisions on station locations will be made at a later date. The Town of La Crosse will forward letters supporting the rail station from local businesses and the two industrial parks to NCDOT for consideration and inclusion of a La Crosse train station in the Draft Environmental Impact Statement (DEIS).

Road Crossings

The meeting included a discussion of the proposed SEHSR road crossings in the Town of La Crosse. It was pointed out that the only proposed “at grade” crossing along the SEHSR corridor in Virginia is located in La Crosse. The current design proposes to close the crossings at Pine Street, Main Street, St. Tammany Rd., and Morris Town Circle and realign the traffic movements to grade separations north and south of town. A new “at grade” crossing is proposed in the old Norfolk and Western right of way that crosses at Centennial Park, as well as a “grade separated” crossing that would realign Morris Town Circle and Marengo Rd. south of downtown La Crosse. The Rails to Trails corridor crosses the proposed SEHSR line in the same location as the proposed “at grade” crossing at Meredith St. This Rails to Trails facility would parallel the extension of Meredith St. on the east side of the SEHSR corridor.

After a group discussion, it was decided that the following design changes would be investigated:

- Extend the tangent section of the rail line south past the Hotel, then transition to the spiral curve section and tie back into the proposed rail corridor alignment north of the proposed “grade separated” crossing at Morris Town Circle.
- Realign Main Street to create an “at grade” crossing that crosses the proposed SEHSR corridor at a 90 degree angle, in the vicinity of its existing skewed crossing. An investigation of the impacts to the existing parking at the Post Office would be required

- Eliminate the proposed “at grade” crossing at Meredith Street and the associated roadwork.
- Eliminate the proposed “grade separated” crossing at Morris Town Circle and the associated roadwork.

These revisions to the design will allow the Main Street crossing to remain open, will provide a longer tangent section in front of the La Crosse Hotel in hopes that it will serve as the train station if a stop is included for La Crosse, and will reduce the cost of the project by eliminating the proposed grade separated crossing south of downtown. The existing US 58 grade separation will function as the “emergency” crossing when the Main Street “at grade” crossing is closed due to train traffic. Options for providing a safe and convenient crossing for the Rails to Trails corridor will be investigated.

Action Items

- Town of La Crosse will provide NCDOT with letters of support from local businesses and industry in the area.
- NCDOT or VDRPT will forward the design constraints pertaining to the station to the Architect.

Cc: Julie Hunt, Carter & Burgess
Wayne Hyatt, Carter & Burgess
File

SOUTHEAST HIGH SPEED RAIL www.sehsr.org

PETERSBURG, VA TO RALEIGH, NC SECTION

1.877.749.7245 Toll-Free Project Hotline

MEMO TO: File

FROM: Craig Young, P.E.

DATE: February 1, 2006

SUBJECT: Meeting minutes from the SEHSR Meeting held on January 30, 2006 in La Crosse, VA.

On January 30, 2006, a meeting was held to discuss the proposed SEHSR corridor and road crossings in the town of La Crosse, VA. The following people were in attendance:

Robert Tanner	Mayor, Town of La Crosse
Jonathon Wells	Town Manager, Town of La Crosse
F. A. Hendrick	Town of La Crosse
Lillie B. Munford	Town of La Crosse
Sandra F. Tanner	Virginia Tourism Corporation
J.B. Jones	Citizen, Town of La Crosse
Ryan Rash	Citizen, Town of La Crosse
Jason Wines	Citizen, Town of La Crosse
Steve Porter	Citizen, Town of La Crosse
Wes McAdden	Business Owner, Town of La Crosse
Len Hines	Citizen, Town of La Crosse
Lisa Young	Citizen, Town of La Crosse
David Foster	NCDOT-Rail Division
Jason Orthner	NCDOT-Rail Division
Sam Hayes	VDOT – Richmond District
Glenda Gibson	Gibson Engineers
Mike Pekarek	Gibson Engineers
Wayne Hyatt	Moffatt & Nichol
Harrison Marshall	Buck Engineering
Craig Young	Buck Engineering

Project Background

David Foster began the meeting by discussing the Southeast High Speed Rail (SEHSR) project history. Planning for the project began in 1999 as part of the Tier I Draft Environmental Impact Statement (DEIS) and extended along a twelve study corridors stretching from Washington D.C. to Charlotte, NC. The Tier I DEIS took three years to complete and resulted in the selection of the current "study corridor" between Petersburg, VA and Raleigh, NC being studied under the Tier II DEIS. In the last few months, the project limits have been extended from Petersburg, VA to Richmond, VA, resulting in a total project corridor length of approximately 170 miles. The proposed project will be designed to handle both passenger rail as well as existing and future freight rail service. In addition, passing sidings, five miles in length, will be included every 10 miles to allow for optimum passenger service.

The primary goal of North Carolina Department of Transportation Rail Division (NCDOT Rail) and the Virginia Department of Public Transportation and Rail (VDRPT), in conjunction with the Federal Rail Authority (FRA), is to provide a safe and efficient mode of transportation that can economically compete with current modes of transportation, e.g. comparable travel times and costs, including automotive and air travel. Under the current designs, the passenger trains will be capable of achieving a maximum speed of 110 miles per hour (mph), with a desired average speed of 85-87 mph. The current maximum speed on the existing A-line in VA and the S-Line in NC is 79 mph. Benefits of the proposed SEHSR project are estimated to be reductions in highway and airport congestion.

The proposed project will provide two stops between Petersburg, VA and Raleigh, NC each day. The current plan is investigating the feasibility of providing one stop in Henderson, NC and one in La Crosse, VA. A total of four high speed rail trains will travel this corridor each day; two express trains that will provide non-stop service between Petersburg, VA and Raleigh, NC are planned in addition to two additional high speed rail trains that will have one stop (either in Henderson, NC or La Crosse, VA) each day.

Safety Issues
Jason Orthner, NCDOT Rail, led a discussion of the safety issues involved with an at-grade railroad crossing, particularly with regard to a high speed rail corridor.

The proposed project is currently required to provide a safe and efficient design for both the railroad *and* the intersecting roadways. All efforts are being made to consolidate and grade-separate (bridge) at-grade crossings of the rail line with the roadways in the project area. The existing intersection of Main Street and the rail line in downtown La Crosse has several safety concerns, as viewed from a railroad safety perspective. These concerns were highlighted by Jason and are listed below:

- The sight distance at the intersection is poor due to the skew, or severe, angle of the intersection, which could lead to an increase in potential collisions between trains and cars at the intersection
-
- From an operation and safety standpoint, it is desirable to separate the train traffic from the roadway traffic completely, thereby eliminating the potential for a collision between the two
- In the event of a collision, the FRA requires that the rail line is shutdown, sometimes for extended periods of time. If this were to occur in downtown La Crosse, traffic flow along Main Street would not be possible until the rail line was back up and operating
- In the event of equipment failure (crossing gates and signals) at an at-grade crossing, all trains are required by FRA to come to a complete stop at the crossing before proceeding. This would severally hamper a high speed rail system

SEHSR Design Constraints
Wayne Hyatt (Moffatt & Nichol) led a discussion of the various design constraints pertaining to maintaining traffic flow in downtown La Crosse, and still being able to provide a safe and efficient railroad corridor. A list of these constraints is detailed below:

- The US 58 overpass north of downtown La Crosse
- The existing at-grade crossing at Main Street in downtown La Crosse
- A church south of downtown La Crosse
- A cemetery located south of downtown La Crosse
- Existing grades/elevations in town

Wayne discussed numberous options that were evaluated for at grade crossings and the problems with each. Wayne went on to describe the roadway configuration in downtown La Crosse, as proposed by the current preliminary designs developed by Gibson Engineers. The benefits of the proposed design were addressed and are listed below:

- The use of retaining walls to conserve parking
- Access issues for the fire station
- Access to downtown La Crosse
- Access to the La Crosse Hotel and its possible use as the train station for La Crosse
- The proposed greenway and pedestrian underpass of the railroad

After Wayne's presentation of the proposed designs, the floor was opened for comments and questions. In general the officials and citizens present were concerned with the following issues:

- The location of the next proposed grade separated crossing south of downtown La Crosse
- Multiple people in attendance were interested in how the proposed project would affect their immediate property and access to existing roads in the area
- A discussion concerning the potential station location at the La Crosse Hotel occurred, in particular, how the proposed grade separation in the downtown area would affect parking at the station

- How would the traffic flow through downtown La Crosse be affected by the proposed design, and would the businesses in downtown La Crosse be negatively affected by this new configuration.
- The project schedule, including the completion date of the DEIS and when earliest possible date that construction on the project could begin. A brief discussion of project funding also occurred

With no further questions, the meeting adjourned at 8:30 PM.

Cc: Alan Tobias – VDRPT
Winston Phillips - VDRPT

SOUTHEAST HIGH SPEED RAIL www.sehsr.org

PETERSBURG, VA TO RALEIGH, NC SECTION

1.877.749.7245 Toll-Free Project Hotline

MEMO TO: File

FROM: Craig Young, P.E.

DATE: February 16, 2006

SUBJECT: Meeting minutes from the SEHSR Meeting held on February 9, 2006 in McKenney, VA.

On February 9, 2006, a meeting was held to discuss the proposed SEHSR corridor and road crossings in the town of McKenney, VA. The following people were in attendance:

Michael Stone	Dinwiddie County Board of Supervisors
Ralph Masons	Resident – Town of McKenney
M.A. Williams	Resident – Town of McKenney
Ronnie Bridgmian	Resident – Town of McKenney
Virginia Howard	McKenney Town Council
G.L. Abernathy	McKenney Town Council
R.L. Hawthorne	McKenney Town Council
Anissa Garnett	McKenney Town Council
Charles Mansfield	McKenney Town Council
Carl Craig	McKenney Town Council
Melvin Alsbrooks	McKenney Town Council
Joseph Lyle	D.W. Lyle Corp.
Patricia Lewis	Patty's Hair Cuttery
Wendell Tucker	McKenney Fire Department
David Foster	NCDOT-Rail Division
Jason Orthner	NCDOT-Rail Division
Alan Tobias	VDRPT
Winston Phillips	VDRPT
Sam Hayes	VDOT – Richmond District
Glenda Gibson	Gibson Engineers
Mike Pekarek	Gibson Engineers
Craig Young	Buck Engineering

Project Background

David Foster began the meeting by discussing the Southeast High Speed Rail (SEHSR) project history. The Tier I Draft Environmental Impact Statement (DEIS) was begun in 1999 and evaluated twelve study corridors stretching from Washington D.C. to Charlotte, NC. The Tier I DEIS took three years to complete and resulted in the selection of the current "study corridor" between Petersburg, VA and Raleigh, NC being studied under the Tier II DEIS. In the last few months, the project limits have been extended from Petersburg, VA to Richmond, VA, resulting in a total project corridor length of approximately 170 miles. The proposed project will be designed to handle both passenger rail as well as existing and future freight rail service. Passing sidings, five miles in length, will be included approx. every 10 miles to allow freight and passenger trains to effectively use the system.

The primary goal of North Carolina Department of Transportation Rail Division (NCDOT Rail) and the Virginia Department of Public Transportation and Rail (VDRPT), in conjunction with the Federal Rail Authority (FRA), is to provide a safe and efficient mode of transportation that can economically compete with current modes of transportation, e.g. comparable travel times and costs, including automotive and air travel. Under the current designs, the passenger trains will be capable of achieving a maximum speed of 110 miles per hour (mph), with

a desired average speed of 85-87 mph. The current maximum speed on the existing A-line in VA and the S-Line in NC is 79 mph. Reductions in highway and airport congestion were discussed as benefits

The proposed project will provide two stops between Petersburg, VA and Raleigh, NC each day. The current plan is investigating the feasibility of providing one stop in Henderson, NC and one in La Crosse, VA. A total of four high speed rail trains will travel this corridor each day; two express trains that will provide non-stop service between Petersburg, VA and Raleigh, NC are planned in addition to two additional high speed rail trains that will have one stop (either in Henderson, NC or La Crosse, VA) each day.

As part of the planning process, the project team has to address multiple issues for both the rail and roadway designs ranging from potential impacts to threaten and endangered species, and identification and avoidance of historic properties and archaeological sites, to the design of roadway detours and the maintenance of rail and road traffic.

Safety Issues

David Foster discussed some of the safety issues involved with the SEHSR project, particularly the at-grade railroad crossings. The proposed project is currently required to provide a safe and efficient design for both the railroad *and* the intersecting roadways. All efforts are being made to consolidate and grade-separate (bridge) at-grade crossings of the rail line with the roadways in the project area.

SEHSR Design
Glenda Gibson (Gibson Engineers) led a discussion of the proposed designs in downtown McKenney. A list of the proposed design details are included below:

- construct the SEHSR project within existing old railroad corridor in McKenney
- grade separate the intersection of Doyle Blvd. and the SEHSR corridor (using the required 23' of clearance from the top of the track to the bottom of the bridge structure), resulting in an approximately 18' cut section within the existing rail right of way through McKenney
- realign Old School Rd. and First Street intersections with Doyle Blvd., just south of their current locations, in order to create a four-way intersection
- close the Railroad Street intersection with Doyle Blvd.

Visualizations of the Cut Section
NCDOT prepared a set of visualizations to aid the local officials and citizens of McKenney in understanding what the proposed project may look like once it is constructed. Glenda presented these visualizations to the town council and discussed the various aspects of how the cut section would look. There was some discussion about using a retaining wall versus the proposed 2:1 grassed slopes. Glenda explained the benefits of the proposed 2:1 grassed slopes, including lower construction costs, less on-going maintenance, and a more aesthetically pleasing overall design. David also addressed the visual aspect of the cut section in McKenney and invited the Town Council members to take a field trip to High Point, NC to look at the cut section on the North Carolina Railroad as it passes through the City of High Point. In addition, David is obtaining photographs of an urban cut section in Solano Beach, CA and will send copies of these pictures to the town council for their information.

Roadway Alignments in McKenney
Glenda and David fielded multiple questions from the town council and the citizens concerning the proposed roadway alignments and realignments in downtown McKenney. The project proposes minor grade adjustments at the First Street/Doyle Blvd. intersection, as well as a minor realignment of the intersection. In addition, there was some discussion about the proposed realignment of Factory Street and how access to businesses would be maintained. The project team will look at additional realignments of Factory Street that would could potentially provide better traffic flow in the downtown area.

Utility Conflicts
The town of McKenney inquired about potential impacts to their existing sewer and water systems from the proposed cut section along the rail line. A brief explanation of their current system ensued, including the location of the existing sewer and water lines, and Gibson Engineers sketched the existing utility system on the displayed designs. All utility conflicts will be resolved during the final design stage of the project. The

discussion also addressed the current impact to McKenney's well house, south of town. NCDOT Rail and Gibson Engineers will reassess the proposed designs to try and avoid impacting the Town's water supply.

Rail Stations
The Town Council asked about a possible station in downtown McKenney as part of this project. David explained that the Draft Environmental Impact Statement (DEIS) will propose a stop in La Crosse, Va and Henderson, NC. However, the design will not limit the possibility of a station in McKenney as part of a regional rail system. Sam Hayes encouraged the Town to push forward with their own planning process regarding a station for future conventional rail service. David mentioned that the Town also stands to benefit from improved freight rail access that will potentially use the SEHSR project.

Schedule
The project schedule was presented as follows:

- DEIS – Oct/Dec 2007
- Pubic Hearings – April/May 2008
- Final EIS (FEIS) – August 2008
- Record of Decision (ROD) – December 2008

David explained that while the project planning is currently underway, funding for right of way acquisition or construction has not occurred yet and that NCDOT and VDRPT are actively pursuing this funding in anticipation of the completion of the final environmental document in late 2008.

With no further questions, the meeting adjourned.

CMY/

Attachments: (copies of the meeting sign-in sheet)

MEMO TO: File

FROM: Craig Young, P.E.

DATE: May 17, 2006

SUBJECT: Meeting minutes from the SEHSR Meeting held on May 10, 2006 in La Crosse, VA, 4 p.m. to 7 p.m. at the fire station

On May 10, 2006, a meeting was held to discuss the proposed SEHSR corridor and road crossings in the town of La Crosse, VA. The following people were in attendance:

Robert Tanner	Mayor, Town of La Crosse
Jonathon Russell	Town Manager, Town of La Crosse
Sandra Tanner	VA Tourism Corp & La Crosse Councilwoman
Ashley N. Bilyeu	South Hill Enterprise (Newspaper)
Robert Hahuke	Town of La Crosse Policeman
Teresa Parrish	Citizen – Town of La Crosse
Debra L Seamans	Citizen – Town of La Crosse
Kellie Pearce	Citizen – Town of La Crosse
J.B. Cook, Jr.	Citizen – Town of La Crosse
Buster Perkinson	Citizen – Town of La Crosse (Former Station Agent)
Sarah Perkinson	Citizen – Town of La Crosse
Steve Stanley	Citizen – South Hill, VA (Best Western Hotel Manager)
William B. Tanner	Citizen – Town of La Crosse
Donna Smith	Citizen – Town of La Crosse
Charles Smith	Citizen – Town of La Crosse
Winston Phillips	VDRPT
David Foster	NCDOT-Rail Division
Jason Orthner	NCDOT-Rail Division
Glenda Gibson	Gibson Engineers
Craig Young	Buck Engineering

Project Background

David Foster began the meeting by discussing the Southeast High Speed Rail (SEHSR) project history. Planning for the project began in 1999 as part of the Tier I Draft Environmental Impact Statement (DEIS) and extended along a twelve study corridors stretching from Washington D.C. to Charlotte, NC. The Tier I DEIS took three years to complete and resulted in the selection of the current "study corridor" between Petersburg, VA and Raleigh, NC being studied under the Tier II DEIS. In the last few months, the project limits have been extended from Petersburg, VA to Richmond, VA, resulting in a total project corridor length of approximately 170 miles. The proposed project will be designed to handle both passenger rail as well as existing and future freight rail service. South of Petersburg the system is designed with passing sidings, five miles in length, approximately every 10 miles to allow for optimum flow of passenger and freight service.

The primary goal of North Carolina Department of Transportation Rail Division (NCDOT Rail) and the Virginia Department of Public Transportation and Rail (VDRPT), in conjunction with the Federal Rail Authority (FRA), is to provide a safe and efficient mode of transportation that can economically compete with current modes of transportation, e.g. comparable travel times and costs, including automotive and air travel. Under the current designs, the passenger trains will be capable of achieving a maximum speed of 110 miles per hour (mph), with a desired average

speed of 85-87 mph. The current maximum speed on the existing A-line in VA and the S-Line in NC is 79 mph.

A total of four round-trip high speed trains will travel this corridor each day; two round-trip express trains that will provide non-stop service between Petersburg, VA and Raleigh, NC and two additional round-trip high speed trains that will have one stop (either in Henderson, NC or La Crosse, VA) each day.

Safety Issues
Jason Orthner, NCDOT Rail, led a discussion of the safety issues involved with an at-grade railroad crossing, particularly with regard to a high speed rail corridor.

The proposed project is currently required to provide a safe and efficient design for both the railroad *and* the intersecting roadways. All efforts are being made to consolidate and grade-separate (bridge) at-grade crossings of the rail line with the roadways in the project area. The existing intersection of Main Street and the rail line in downtown La Crosse has several safety concerns, as viewed from a railroad safety perspective. These concerns were highlighted by Jason and are listed below:

- The sight distance at the intersection is poor due to the severe angle of the intersection, which could lead to an increase in potential collisions between trains and cars at the intersection
- From an operation and safety standpoint, it is desirable to separate the train traffic from the roadway traffic completely, thereby eliminating the potential for a collision between the two
- In the event of a collision, the FRA requires that the rail line is shutdown, sometimes for extended periods of time. If this were to occur in downtown La Crosse, traffic flow along Main Street would not be possible until the rail line was back up and operating
- In the event of equipment failure (crossing gates and signals) at an at-grade crossing, all trains are required by FRA to come to a complete stop at the crossing before proceeding. This would severally hamper a high speed rail system
- When the train stops across the crossing, it would limit mobility in the town including possibly blocking emergency vehicles.

SEHSR Design Constraints
Glenda Gibson (Gibson Engineers) led a discussion of the various design constraints pertaining to maintaining traffic flow in downtown La Crosse, and still being able to provide a safe and efficient railroad corridor. A list of these constraints is detailed below:

- The US 58 overpass north of downtown La Crosse
- The existing at-grade crossing at Main Street in downtown La Crosse
- A church south of downtown La Crosse
- A cemetery located south of downtown La Crosse
- Existing grades/elevations in town

Glenda discussed numerous options that were evaluated for at grade crossings and the problems with each. She went on to describe the roadway configuration in downtown La Crosse, as proposed by the current preliminary designs. The benefits of the proposed design were addressed and are listed below:

- The use of retaining walls to conserve parking
- Access issues for the fire station
- Access to downtown La Crosse
- Access to the La Crosse Hotel and its possible use as the train station for La Crosse
- The proposed greenway and pedestrian underpass of the railroad
- Noise reduction (no train horn blowing required because of the grade separation)

After Glenda's presentation of the proposed designs, the floor was opened for comments and questions and a general discussion involving the following topics ensued:

Q. A citizen requested that the project team investigate the addition of an at-grade crossing just south of the existing crossing at Main Street in the downtown area. She stated that this would allow Main Street to remain open on the west side of the proposed rail corridor and would; therefore, maintain the visibility and viability of downtown La Crosse.

A. The project team reiterated the safety concerns involved with at-grade rail crossings (e.g., vehicular conflict point between cars and trains, not a sealed corridor through town therefore no way to keep people off the tracks) and emphasized that this corridor is being designed to handle high speed trains operating at a maximum speed of 110 mph. In addition, an at-grade crossing would require that any passing train blow their horn as they approach the crossing. This would substantially increase the noise levels in the downtown area. Mr. Foster agreed that the team would re-visit the possibility of an at-grade crossing in the area of Jones Street immediately south of the down town area. However, based on the team's further discussion with the citizens present through the entire meeting (note: the individual who asked for the investigation had to leave early), it was determined that a grade separation in the Jones Street area would be investigated rather than an at-grade crossing (based on the benefits presented for grade separations versus the danger/difficulties caused by at-grade crossings)

Q. A citizen stated that the proposed project would have a negative impact on property values in the downtown La Crosse area. She stated that property values would substantially decrease due to an increase in noise, vibration and visual impacts from the proposed project.

A. The project team discussed the potential for right of way impacts to various properties throughout downtown La Crosse. They also detailed the right of way process and the studies that are required by the Federal Rail Administration to address the potential noise and vibration impacts from the project. Visual impacts were taken into account during the conceptual design of the proposed bridge in downtown La Crosse and a special bridge rail and lights were included, similar to those on the Martin Luther King St. bridge in downtown Petersburg, that resemble a more historical downtown urban design. The retaining walls on the bridge were also modified to include a textured, molded concrete design that resembles stone blocks as opposed to the standard concrete finish on typical highway bridge structures. These design features were all developed in conjunction with the elected officials from the Town of La Crosse and reflect the ideas and suggestions that the project team received from the town.

Q. A citizen asked why this particular corridor was being studied for the high speed rail project.

A. The Federal Rail Administration (FRA) originally identified a route from Washington, D.C. to Charlotte, NC as one of five viable high speed rail corridors. Beginning in 1999, a Tier I Environmental Impact Statement was prepared for this route. The completed environmental document, signed in 2002, looked at multiple corridor alternatives between the two cities and selected the current corridor based on the overall human and natural environment impacts associated with each alternative.

Q. A citizen asked about their current driveway access.

A. The current preliminary designs, in most occasions, are not detailing individual driveway access at this time. Rather, those details will be handled during the right of way and final design stages of the project. It should be noted that NCDOT and VDRPT are required to maintain access to all existing properties. If a situation occurs where access can not be provided, then the State is required to purchase the property, in its entirety, at a fair market value. The purchase price is developed using market appraisals and the final purchase price is negotiated between the property owner and the State.

Q. A citizen asked if this project was "set in stone?" Specifically, they wanted to know if a train will definitely come through La Crosse.

A. The project team stated that the current corridor being studied under the Tier II Environmental Impact Statement was the preferred corridor from the Tier I and that corridor passes through the downtown area of La Crosse.

Q. A citizen asked where the funding for the project comes from.

A. The project team stated that the funding for planning of this project is being shared between NCDOT, VDRPT, and FRA. They also clarified that no funding from the local municipalities is being used for planning. Construction funding is anticipated to be joint federal/state based on the creation of a federal funding source. If La Crosse were to construct a rail station, as proposed, then the funding specific to the station would be the responsibility of the town, with the possibility of state/federal enhancement funds, or similar sources.

Q. A citizen asked if the town can pass an ordinance that would limit the speed of the trains as they travel through the town's incorporated limits.

A. Historically, the private rail companies have honored such ordinances, but current interstate regulations would exempt the high speed rail system from these ordinances.

Q. A citizen asked who would own and operate the train?

A. The project team stated that it is yet to be determined who would own and operate the actual train sets. It is possible that the Southeast High Speed Rail Compact would ultimately own the SEHSR rail line and equipment, and the operator could be Amtrak or another competing operator.

Q. There was general concern with pedestrian and vehicular access to the U.S. Post Office on Main Street. A question was raised as to whether or not the project team could investigate the possibility of moving the Post Office out of the downtown area to a more accessible location.

A. The project team stated that this suggestion will be considered.

<u>General Discussion</u>

- A suggestion to consider adding a pedestrian overpass, south of the proposed station, was discussed. The project team will investigate adding a pedestrian crossing in the vicinity of the Post Office. One option would be to provide the crossing as part of the station platform; however, it was also determined that this pedestrian crossing would be needed regardless of the final station location. The project team will study various options for providing pedestrian access to the southern portion of the downtown area.
- A request was made to investigate adding a vehicular underpass (road under) at Jones Street and the proposed rail corridor, south of downtown La Crosse. The project team stated that this idea would be looked at to determine whether or not it is feasible from a design standpoint.

With no further questions, the meeting adjourned at 7:00 PM.

Cc: Winston Phillips- VDRPT
Alan Tobias – VDRPT

MEMO TO: File

FROM: Craig Young, P.E.

DATE: September 26, 2006

SUBJECT: Meeting minutes from the SEHSR Meeting held on September 18, 2006 in La Crosse, VA, 5 p.m. to 7 p.m. at the fire station

On September 18, 2006, a meeting was held to discuss the proposed SEHSR corridor and road crossings in the town of La Crosse, VA. The following people were in attendance:

Robert Tanner	Mayor, Town of La Crosse
Jonathon Russell	Town Manager, Town of La Crosse
Charlie Wilson	South Hill Enterprise
Lillie B. Munford	La Crosse Town Council
L. Ryland Rash, Jr.	Citizen – Town of La Crosse
L. W. Perkinson, Jr.	Citizen – Town of La Crosse
Sara H. Perkinson	Citizen – Town of La Crosse
Terisa Parrish	Citizen – Town of La Crosse
Debra L Seamans	Citizen – Town of La Crosse
F.A. Hendrick	La Crosse Town Council
Jon Slaunwhite	Palladian Homes, LLC
John Ray	Palladian Homes, LLC
William B. Tanner	Citizen – Town of La Crosse
Eugene Kleis, Sr.	Citizen – Town of La Crosse
Paul Minos	Citizen – Town of La Crosse
Vanessa Lewis	Citizen – Town of La Crosse
Helen Valentine	Citizen – Town of La Crosse
Winston Phillips	VDRPT
Mark Wittkofski	VDRPT
David Foster	NCDOT-Rail Division
Mike Pekarek	Gibson Engineers
Craig Young	Buck Engineering

Project Background

David Foster began the meeting by discussing the Southeast High Speed Rail (SEHSR) project history. Planning for the project began in 1999 as part of the Tier I Draft Environmental Impact Statement (DEIS) and extended along a twelve study corridors stretching from Washington D.C. to Charlotte, NC. The Tier I DEIS took three years to complete and resulted in the selection of the current "study corridor" between Petersburg, VA and Raleigh, NC being studied under the Tier II DEIS. In the last few months, the project limits have been extended from Petersburg, VA to Richmond, VA, resulting in a total project corridor length of approximately 170 miles. The proposed project will be designed to handle both passenger rail as well as existing and future freight rail service. South of Petersburg the system is designed with passing sidings, five miles in length, approximately every 10 miles to allow for optimum flow of passenger and freight service.

The primary goal of North Carolina Department of Transportation Rail Division (NCDOT Rail) and the Virginia Department of Public Transportation and Rail (VDRPT), in conjunction with the Federal Rail Authority (FRA), is to provide a safe and efficient mode of transportation that can economically compete with current modes of transportation, e.g. comparable travel times and costs, including automotive and air travel. Under the current designs, the passenger trains will be

capable of achieving a maximum speed of 110 miles per hour (mph), with a desired average speed of 85-87 mph. The current maximum speed on the existing A-line in VA and the S-Line in NC is 79 mph.

A total of four round-trip high speed trains will travel this corridor each day; two round-trip express trains that will provide non-stop service between Petersburg, VA and Raleigh, NC and two additional round-trip high speed trains that will have one stop (either in Henderson, NC or La Crosse, VA) each day.

David Foster then went on to discuss the various safety issues involved with an at-grade railroad crossing, particularly with regard to a high speed rail corridor. The proposed project is currently required to provide a safe and efficient design for both the railroad *and* the intersecting roadways. All efforts are being made to consolidate and grade-separate (bridge) at-grade crossings of the rail line with the roadways in the project area. The existing intersection of Main Street and the rail line in downtown La Crosse has several safety concerns, as viewed from a railroad safety perspective.

At the previous public meeting with the citizens of La Crosse, held on May 10, 2006, requests were made for the SEHSR Project Team to go back and look at the possibility of providing a grade-separated (road under rail) crossing south of the downtown La Crosse

After David's presentation of the proposed designs, the floor was opened for comments and questions and a general discussion involving the following topics ensued:

Q. A citizen requested that the project team investigate the addition of an at-grade crossing just south of the existing crossing at Main Street in the downtown area. She stated that this would allow Main Street to remain open on the west side of the proposed rail corridor and would; therefore, maintain the visibility and viability of downtown La Crosse.

A. The project team reiterated the safety concerns involved with at-grade rail crossings (e.g., vehicular conflict point between cars and trains, not a sealed corridor through town therefore no way to keep people off the tracks) and emphasized that this corridor is being designed to handle high speed trains operating at a maximum speed of 110 mph. In addition, an at-grade crossing would require that any passing train blow their horn as they approach the crossing. This would substantially increase the noise levels in the downtown area. Mr. Foster agreed that the team would re-visit the possibility of an at-grade crossing in the area of Jones Street immediately south of the down town area. However, based on the team's further discussion with the citizens present through the entire meeting (note: the individual who asked for the investigation had to leave early), it was determined that a grade separation in the Jones Street area would be investigated rather than an at-grade crossing (based on the benefits presented for grade separations versus the danger/difficulties caused by at-grade crossings)

Q. A citizen stated that the proposed project would have a negative impact on property values in the downtown La Crosse area. She stated that property values would substantially decrease due to an increase in noise, vibration and visual impacts from the proposed project.

A. The project team discussed the potential for right of way impacts to various properties throughout downtown La Crosse. They also detailed the right of way process and the studies that are required by the Federal Rail Administration to address the potential noise and vibration impacts from the project. Visual impacts were taken into account during the conceptual design of the proposed bridge in downtown La Crosse and a special bridge rail and lights were included, similar to those on the Martin Luther King St. bridge in downtown Petersburg, that resemble a more historical downtown urban design. The retaining walls on the bridge were also modified to include a textured, molded concrete design that resembles stone blocks as opposed to the standard concrete finish on typical highway bridge structures. These design features were all developed in conjunction with

the elected officials from the Town of La Crosse and reflect the ideas and suggestions that the project team received from the town.

Q. A citizen asked why this particular corridor was being studied for the high speed rail project.

A. The Federal Rail Administration (FRA) originally identified a route from Washington, D.C. to Charlotte, NC as one of five viable high speed rail corridors. Beginning in 1999, a Tier I Environmental Impact Statement was prepared for this route. The completed environmental document, signed in 2002, looked at multiple corridor alternatives between the two cities and selected the current corridor based on the overall human and natural environment impacts associated with each alternative.

Q. A citizen asked about their current driveway access.

A. The current preliminary designs, in most occasions, are not detailing individual driveway access at this time. Rather, those details will be handled during the right of way and final design stages of the project. It should be noted that NCDOT and VDRPT are required to maintain access to all existing properties. If a situation occurs where access can not be provided, then the State is required to purchase the property, in its entirety, at a fair market value. The purchase price is developed using market appraisals and the final purchase price is negotiated between the property owner and the State.

Q. A citizen asked if this project was “set in stone?” Specifically, they wanted to know if a train will definitely come through La Crosse.

A. The project team stated that the current corridor being studied under the Tier II Environmental Impact Statement was the preferred corridor from the Tier I and that corridor passes through the downtown area of La Crosse.

Q. A citizen asked where the funding for the project comes from.

A. The project team stated that the funding for planning of this project is being shared between NCDOT, VDRPT, and FRA. They also clarified that no funding from the local municipalities is being used for planning. Construction funding is anticipated to be joint federal/state based on the creation of a federal funding source. If La Crosse were to construct a rail station, as proposed, then the funding specific to the station would be the responsibility of the town, with the possibility of state/federal enhancement funds, or similar sources.

Q. A citizen asked if the town can pass an ordinance that would limit the speed of the trains as they travel through the town’s incorporated limits.

A. Historically, the private rail companies have honored such ordinances, but current interstate regulations would exempt the high speed rail system from these ordinances.

Q. A citizen asked who would own and operate the train?

A. The project team stated that it is yet to be determined who would own and operate the actual train sets. It is possible that the Southeast High Speed Rail Compact would ultimately own the SEHSR rail line and equipment, and the operator could be Amtrak or another competing operator.

Q. There was general concern with pedestrian and vehicular access to the U.S. Post Office on Main Street. A question was raised as to whether or not the project team could investigate the possibility of moving the Post Office out of the downtown area to a more accessible location.

A. The project team stated that this suggestion will be considered.

General Discussion

- A suggestion to consider adding a pedestrian overpass, south of the proposed station, was discussed. The project team will investigate adding a pedestrian crossing in the vicinity of the Post Office. One option would be to provide the crossing as part of the station platform; however, it was also determined that this pedestrian crossing would be needed regardless of the final station location. The project team will study various options for providing pedestrian access to the southern portion of the downtown area.
- A request was made to investigate adding a vehicular underpass (road under) at Jones Street and the proposed rail corridor, south of downtown La Crosse. The project team stated that this idea would be looked at to determine whether or not it is feasible from a design standpoint.

With no further questions, the meeting adjourned at 7:00 PM.

Cc: Winston Phillips- VDRPT
Alan Tobias – VDRPT

Southeast High Speed Rail (SEHSR) project meeting
January 29, 2008
Youngsville, NC

The following people were in attendance (from sign-up sheet):

Brenda Robbins, Youngsville Town Administrator
William Jackson
Stan Norek
Ben Hudson
Jim Moss
Donnie Tharrington
Jesse Preddy
Graham Stallings
Max Rogers, Franklin County (Plng Supervisor)
Julie Bollinger, NCDOT, RPO Rep
Joe Johnson
J. W. Weathers
Dr. Al Corpening, Youngsville Commissioner
David Foster, Project Manager, NCDOT Rail
Glenda Gibson, Gibson Engineers
Larry Sams, NCDOT Rail

The purpose of the meeting was to meet informally with local officials and interested citizens to discuss preliminary SEHSR project designs for Youngsville.

David Foster, Project Manager, provided an overview and history of the project. He also highlighted national demographics which indicate that NC is squarely in the middle of one of the nation's 10 emerging "mega regions", and discussed the huge population and transportation growth projected for NC and the Triangle region in particular.

Glenda Gibson, President, Gibson Engineers, discussed the project team's objective to grade separate (or bridge) as many highway/railroad crossings as possible between Richmond and Raleigh. Grade separations (versus at-grade crossings) enhance safety, allow unimpeded traffic flow, accommodate future traffic growth, eliminate potential traffic tie-ups due to equipment failure or stopped trains, reduce trespassing, and eliminate horn noise. She indicated that grade separations, while more expensive initially, are frequently closer in cost in the long run due to eliminating ongoing signal and grade crossing maintenance costs.

Ms. Gibson highlighted major design issues facing Youngsville, including large numbers of trucks through downtown, and the difficulty of building a bridge to get Main Street over the rail corridor without destroying downtown. This ultimately led to the option of lowering the tracks through town, similar to what has been proposed for McKinney, Virginia, as part of the SEHSR project, and similar to what was done in High Point in the 1930's.

The preliminary designs include the following:
- lower tracks through town
- grade separate Main Street over the railroad
- consolidate existing Pine Street grade crossing
- consolidate existing Winston Street grade crossing
- grade separate new highway bridge over railroad north of town, rerouting NC 96 eastward toward Fleming Rd, and then southward connecting with Cross Street.

In response to specific questions and/or comments expressed by attendees, the following informational items surfaced. These are arranged by topic rather than in chronological order.

Operational Issues

1. In this area, the SEHSR would operate initially on a single track with a 5 mile passing siding every 10 miles on average. The system could be expanded to dual tracks in the future as necessary.

2. The system is designed to enhance passenger AND freight (including intermodal freight) and will be designed to accommodate new freight users along the corridor.

3. The SEHSR corridor is being designed for the highest speed (110 mph) trains, with limited stops between Petersburg and Raleigh. Once built, however, additional regional or commuter trains could operate in the corridor, providing service to towns not served by the higher speed limited-stop trains.

4. Future commuter parking issues are beyond the scope of the current SEHSR project at this stage, and would be considered as part of any future rail station planning process.

Design Issues

1. Since we are doing an environmental document, our design “footprints” represent a worst case scenario in terms of impacts. In many cases, these impacts can be reduced in final design.

2. The lowered track design has an added benefit of allowing maximum flexibility to add additional bridge crossings with minimal disruption in the future. There would be no new at-grade crossings allowed, however.

3. In these designs, the track would be lowered approximately 30 feet at its maximum near Main Street, gradually flaring back to grade roughly one mile both north and south of town.

4. There typically would be protective fencing on the top of retaining walls near Main Street, and possibly along the 2:1 grass slopes elsewhere.

5. Drainage should not be an issue since the corridor gently slopes to the south. Existing and future sewer lines can be accommodated in final design.

Other Observations, Issues, and/or Concerns

1. By 2030, NC's population is expected to grow by 4 million people.

2. Subject to a federal funding partner, we could have a 3 to 5 year build-out after 2010, and possibly be operational in 2015.

3. The town was encouraged to think long term. High Point was offered as an example of where tracks were lowered in the 1930's. While the proposal was met initially with some opposition and skepticism, it proved to be a visionary move that allowed the city to grown and prosper by removing all railroad conflicts in the downtown area.

4. Concern was expressed that a 3rd crossing might be needed in the future at some location. It was suggested that Winston Street would be logical location.

5. Concern was expressed about the design to reroute NC96 from north of town near Fleming Road through town on Cross Street via a new Cross Street extension.

6. Instead of Cross Street, it was suggested that a routing to the east down Fleming Road to Nassau Street should be considered. NCDOT expressed concern over increased impacts to residents from this alternative.

7. It was suggested that a routing down US1, to NC98, and then to NC96 should be considered.

8. It was suggested that a roundabout should be considered at the intersection of the new location bypass and a Cross Street extension north of town.

lhs
02/11/2008

Memorandum to File

To:	File	Date:	January 26, 2010
From:	Michael Baker Engineering, Inc. Craig Young	Subject:	Utilities Coordination for Southeast High Speed Rail (SEHSR) Project

Background

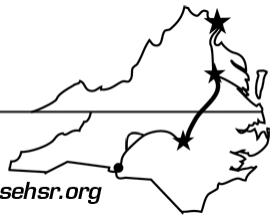
In February 2008, representatives from the Virginia Department of Rail and Public Transportation (VDRPT) and the North Carolina Department of Transportation (NCDOT), Michael Baker Engineering (Baker), and Gibson Engineers (Gibson) met with utility companies to discuss potential conflicts associated with construction of the proposed Southeast High Speed Rail (SEHSR) project.

The first meeting took place in Raleigh on February 20, and included NCDOT, Baker, Verizon, and EMBARQ. The meeting began with a project overview, and stated NCDOT's intention to purchase 30 to 60 feet wide sections of CSX S-Line right-of-way for the SEHSR project. NCDOT used existing CADD files to estimate fiberoptic impacts associated with the project. Utility representatives expressed the need to minimize impacts to "repeater" stations, which are difficult and expensive to move. These sites, also known as "Central Office" or "CO" sites, are located in the vicinity of Henderson (Bear Pond Rd.), Wake Forest, and Raleigh (corner of Wolfpack Lane and Tarheel Drive). These CO sites serve as switching stations andconsist of large underground vaults. There are no lateral fiberoptic lines, or "tap lines", located at intersecting roadways. The average depth of the fiberoptic cable is approximately 42 inches. Verizon will provide information on two cables coming from Gresham Lake Rd. to Tarheel Ln. They also requested that a mid-marker be added to the rail mileposts shown on the mapbooks. EMBARQ noted that their cables ran from Norlina to Wake Forest and that Bell South covered the Raleigh area.

The second meeting took place in Richmond on February 28 and included representatives from VDRPT, NCDOT, Baker, Gibson Engineers, Verizon, and Sprint. The meeting began with a project overview. Utility representatives requested maps with potential fiberoptic cable conflicts shown in red. Impact estimates were to be sent to MCI/Verizon. They would prefer impacts be tabulated for longer splices if possible. Conflicts were considered for impacts within 1.5 feet (vertical) and 10 feet (horizontal). For MCI, any removal of dirt is considered to be a conflict, a minimum of 36 inches of cover must be maintained. The utility companies stated that their preference would be to avoid having cables covered by tracks. Most of the existing fiberoptic cable is directly buried and would cost $35 to $40 per foot to move. There are two independent, major lines along I-95 on CSX right of way. There are controlled environmental vaults (CEVs) at roughly 15-mile intervals (Dinwiddie, Cress, La Crosse). Sprint asked to be kept in the loop and will be added to the Advisory Committee. Sprint will also provide utility mapping for the Main Street Station/Dock St. area in downtown Richmond, VA. Qwest has lines at the James River Bridge crossing. David Foster will send contact information to Qwest.

SOUTHEAST HIGH SPEED RAIL

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



www.sehsr.org

MEETING SUMMARY

SUBJECT: **SEHSR- Dominion Power, VA**
Project review and discussion

DATE: November 10, 2008

A Southeast High Speed Rail (SEHSR) meeting was held with representatives from Dominion Power in Chesterfield County, VA on November 10, 2008. The following people were in attendance:

Jerry Settle	Dominion	jerry.settle@dom.com
Stephanie Bagby	Dominion	stephanie.bagby@dom.com
Martha Ragland	Dominion	martha.ragland@dom.com
Bernie Ferguson	Dominion	bernie.ferguson@dom.com
Christine Fix	VADRPT	christine.fix@drpt.virginia.gov
David Foster	NCDOT Rail	dbfoster@ncdot.gov
Larry Sams	NCDOT Rail	lsams@ncdot.gov
Glenda Gibson	Gibson Engineers	glenda.gibson@gibsonengineers.com
Mike Pekarek	Gibson Engineers	mike.pekarek@gibsonengineers.com
Craig Young	Baker Engineering	cmyoung@mbakercorp.com

A copy of the sign-in sheet, with e-mail addresses, is attached at the end of these meeting minutes. The purpose of the meeting was to discuss:

- SEHSR project status
- Potential issues and concerns related to SEHSR project and the potential impacts to Dominion power transmission lines located throughout the project corridor

A summary of the discussions is provided below.

1. Project Status and Purpose

David Foster (NCDOT Rail) provided the following project summary:

- The current project schedule is as follows:
  - Draft Environmental Impact Statement (DEIS) – Summer 2010
  - Public Hearings – Late 2010
  - Selection of the Preferred Alternative – Late 2010
  - Final Environmental Impact Statement (FEIS) – Fall 2011

- Record of Decision (ROD) – End of 2011
- Final Designs/Permits/Secure Federal Funding – Beginning in early 2012
- Right of Way Acquisition – 2012
- Construction – Late 2013/Early 2014 with a 3-5 year build-out

- The SEHSR Design Team's approach is to grade-separate all rail crossings throughout the length of the project, from Raleigh, NC to Richmond, VA. Where crossings are currently at-grade, they will either be re-designed with the rail over or under the road; or the at-grade crossing will be consolidated to a grade-separated crossing in the vicinity, and the roads changed as appropriate to make the traffic system function efficiently.
- The proposed high speed rail corridor will include high speed passenger service and conventional freight service, as well as the potential for conventional passenger service at a future date.
- Since major funding will be sought for the construction of rail as well as all associated roadway work, both components are being designed as part of this project.
- Three alternative alignments are being evaluated for the project, identified in Virginia as VA1, VA2, and VA3.
- High speed rail between Richmond and Centralia will run at a maximum of 79 mph on existing CSX tracks. Between Centralia and Dunlop, trains will run on a new track, set 30 feet to the east of the existing track. Between Dunlop and Collier Yard, a new track will be constructed 30 feet to the east of the existing track along the VA1 alternative.

2. Detailed Alignment Discussions

Glenda Gibson (Gibson Engineers) led the discussion of proposed roadway design options for the three alignments. Glenda pointed out that the majority of the utility conflicts with the SEHSR project are a result of the proposed grade separated road crossings. The SEHSR Team presented the preliminary roadway designs, beginning in Richmond and working south along the SEHSR corridor, and discussed the potential for utility conflicts with each design. Input from Dominion Power representatives regarding the preliminary roadway designs was received and a summary of the major design discussions is included below (note: for purposes of simplification, the summary below does not include proposed road/rail crossings where no utility conflicts are anticipated):

<u>Manchester Road./Maury Street Area</u>

- The proposed design includes grade separating the existing Maury St. (road over rail) in its current location. This may result in a conflict with the transmission tower located north of Maury St.

<u>Goode Street</u>

- The proposed design provides a grade separation (road over rail) at this crossing. Goode Street would cross the railroad via a bridge, come to a "T" intersection on the east side of the tracks, and then cross over the floodwall before coming back down and tying into the existing ground elevation north of the flood wall. This design was developed as a way to provide a safe crossing for Goode Street and the SEHSR corridor, while still providing access to the large industrial facility located on the east side of the rail corridor. Impacts to the power transmission lines east of the railroad may result from this proposed design.

Commerce Street

- Dominion representatives commented that there are multiple transmissions lines traveling in multiple directions in the vicinity of Commerce Street.

Ruffin Road

- The proposed roadway designs for the Ruffin Road crossing include a grade separation (road under rail); therefore, no major utility conflicts are anticipated at this location.

Alternatives through Petersburg

- Alternative 1 follows the existing CSX A-Line south out of Dunlop, passes through Ettrick Station, and then continues over the Appomattox River via a new bridge to the east of, and immediately adjacent to, the existing railroad bridge. It continues south along the CSX A-line, reaching Collier Yard, where it transitions westward along the inactive CSX Burgess Connector. Dominion representatives stated that utility conflicts for this alternative appear to be minor.
- Alternative 2 follows the abandoned "Old AAP line" south out of Dunlop, passes through Colonial Heights, and then continues over the Appomattox River via the existing railroad bridge piers (a new superstructure will be constructed). South of the Appomattox River, Alternative 2 parallels the river, north of the existing NS rail line before traveling up on a bridge structure and crossing the NS line near Upper Appomattox Street and Battersea Plantation. Alternative 2 rejoins Alternative 1 at this location and is predominantly the same in its proposed design. Dominion commented that this alternative could affect access to their power substation, Harvell Station, which is located along the Appomattox River north of the proposed SEHSR rail line. Glenda explained that access to this power substation is being maintained via a new roadway configuration along Fleet Street/Chesterfield Ave./University Ave.
- Alternative 3 is similar to Alternative 2, except in the area south of the Appomattox River in Downtown Petersburg, where it crosses over the NS line via a bridge in the vicinity of Fleet Street/Squaw Alley and then follows upper Appomattox Street west until it intersects with the A-line near Battersea

Plantation. Dominion representatives commented that this alternative appears to have greater impacts to the Harvell power substation property. Glenda commented that access to the substation will be maintained as described in the Alternative 2 discussion above.

3. Other Issues

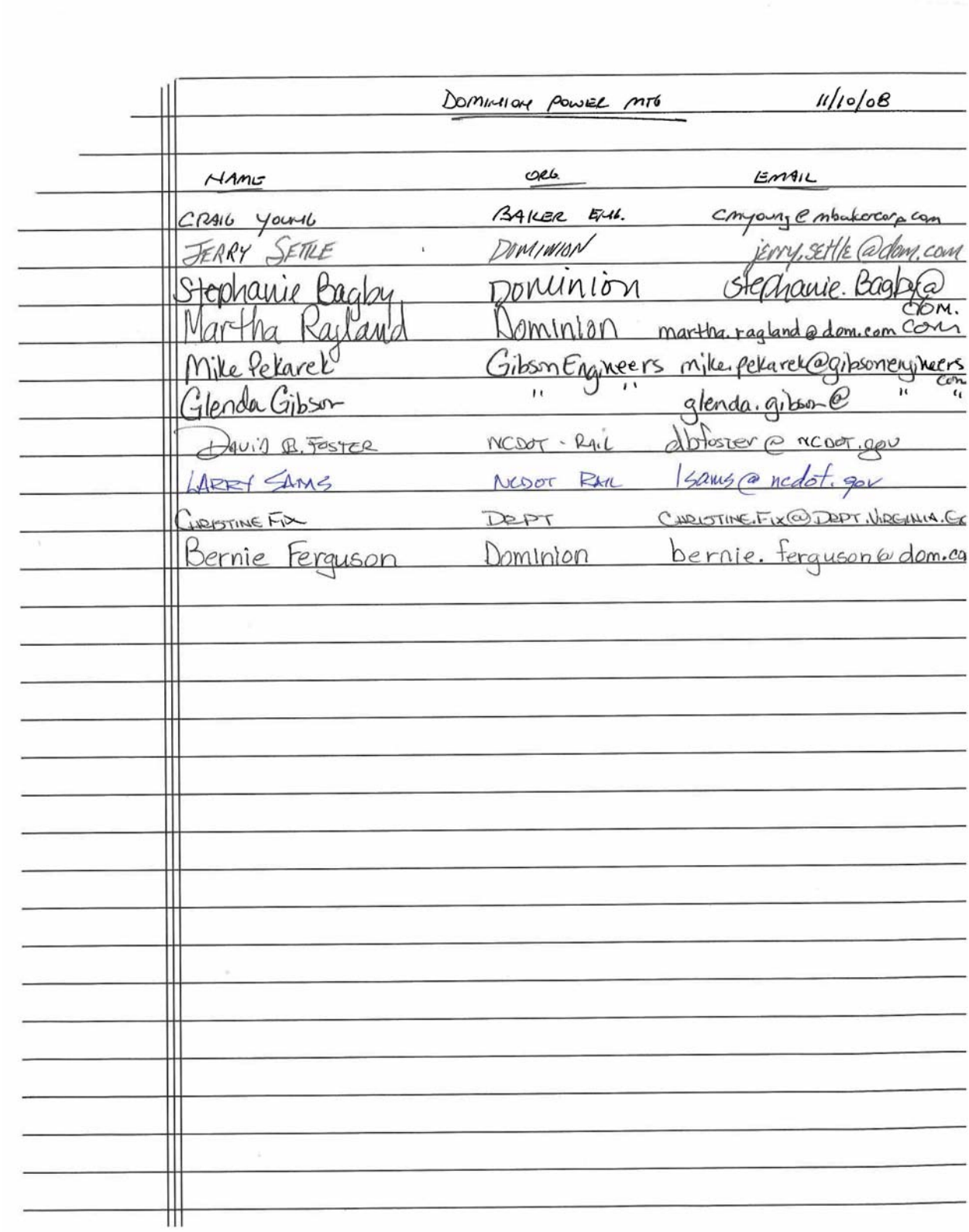
- The group discussed the need to include cost estimates for the three design alternatives in the Draft Environmental Impact Statement (DEIS). Dominion representatives agreed to provide a rough cost estimate for the associated utility impacts prior to April 2009 so that this information can be incorporated into the DEIS prior to its completion.

4. Project To-Do's and Assignments

- ☐ Dominion will provide to NCDOT Rail a copy of their GIS data for their power line locations
- ☐ In order for Dominion to generate the cost estimates, Gibson Engineers will provide Dominion Power the preliminary roadway design files (road centerlines only), along with the vertical elevations at the proposed crossings, in a Microstation .DGN file format.
- ☐ Gibson Engineers will provide the road names .dgn file to Dominion Power so that their staff will have a point of reference when working with the roadway design files.

For more information, contact:
David B. Foster, NCDOT Rail Division, Rail Environmental Programs Manager, 919.733.7245 x266 *Toll Free*
Christine Fix, VDRPT, Strategic Planning Manager, 804.786.1052 *1-877-749-7245*

Sign-In Sheet



DOMINION POWER MTG 11/10/08

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SOUTHEAST HIGH SPEED RAIL MEETING SUMMARY

SUBJECT: **Introductory Meeting with Virginia State University Officials**

DATE: December 4, 2008

A Southeast High Speed Rail (SEHSR) meeting was held at Virginia State University in Petersburg, VA, on December 4, 2008. The following people were in attendance:

David Meadows, Virginia State University, VP for Administration and Finance
John Mitchell, Virginia State University, VP for Capital Outlays and Facilities
Christine Fix, VA DRPT
David Foster, NCDOT Rail Division
Larry Sams, NCDOT Rail Division
Keith Lewis, Martin/Alexiou/Bryson
Glenda Gibson, Gibson Engineers
Mike Pekarek, Gibson Engineers
Diana Young-Paiva, Michael Baker Engineering

The purpose of the meeting was to:

- provide an overview of the SEHSR project and the current SEHSR project status
- discuss the latest preliminary roadway and railroad design alternatives through the Virginia State University (VSU) campus
- obtain input from VSU officials and discuss any potential issues and concerns

A summary of the discussions is provided below.

Project Status and Purpose

David Foster (NCDOT Rail) provided the following project summary:

- The current project schedule is as follows:
    - Draft Environmental Impact Statement (DEIS) – Summer 2010
    - Public Hearings – Late 2010
    - Selection of the Preferred Alternative – Spring/Summer 2011
    - Final Environmental Impact Statement (FEIS) – Fall 2011
    - Record of Decision (ROD) – End of 2011
    - Final Designs/Permits/Secure Federal Funding – Beginning in early 2012
    - Right of Way Acquisition – 2012
    - Construction – Late 2013/Early 2014 with a 3-5 year build-out

- The SEHSR Team asked for input from the VSU representatives for the proposed preliminary roadway designs that will be presented in the DEIS. VSU's master plan is posted on their website; the SEHSR design team has reviewed the plan and will use it as a resource.
- The SEHSR Design Team approach is that of grade-separating all rail crossings throughout the length of the project, from Richmond, VA, to Raleigh, NC. Where crossings are currently at-grade, either they will be re-designed with the rail over/under the road or the at-grade crossing will be removed and consolidated with a grade-separated crossing in the vicinity.
- The proposed high speed rail will include high speed passenger service, as well as freight service and potentially conventional passenger service.
- Major funding will be sought for the construction of all associated roadway work as well as all rail work, thus both rail and roadway components are being designed as part of this project.
- Three alternative alignments are being evaluated for each section of the project, identified in Virginia as VA1, VA2, and VA3 (note: the project is being analyzed in 26 sections). In the Petersburg area, VA 1 follows the active CSX A-line railroad on the west side through Ettrick Station and the research fields of VSU, crossing the Appomattox River adjacent to the existing railroad bridge. VA 2 and VA 3 split off at Dunlop, and follow the abandoned AAP-line to the east, through Colonial Heights, crossing the river in the same location as the old bridge; then along the south bank of the river and the active NS N-line, to rejoin the CSX A-line.

Detailed Alignment Discussions

Glenda Gibson (Gibson Engineers) led the discussion of proposed roadway design options for the three alignments, beginning near the north end of campus at Dupuy Road and working south.

VA 1 Alternative:

- Under this alternative, the rail design follows the existing active CSX A-line, and a new bridge over the river would be built adjacent to the existing railroad bridge.
- Dupuy Road is proposed to be slightly realigned and grade-separated with a bridge (road over rail).
- At Ettrick Station, the new rail would be located on the east side of existing track, within existing right of way (ROW).
- At River Road, the rail would go under the existing road bridge.
- The existing campus dirt road at-grade crossing (near the ponds) would be relocated closer to the river under the railroad, which would be on structure for the approach to the bridge over the river. The location of the access would be worked out with the University during the ROW acquisition stage of the project. It was noted that Alma Hobbs, the School of Agriculture Dean would need to be consulted with regard to alternate access for the research farm activities and any adverse impacts to the farm operations.

VA 2 Alternative:

- The main impact on VSU is from Fleet Street, which would be realigned to bridge over the active NS N-line railroad and the Appomattox River. On the north side of the river, the realigned Fleet Street would tie in with University Avenue, and a re-aligned Chesterfield Avenue would have a "T" intersection. The existing Fleet Street bridge would be kept open across the river, to provide property access; however, the road would be closed at the existing at-grade railroad crossing.
    - There were safety and security concerns about making the new realigned Fleet Street/University Avenue the through-traffic movement. Currently, Chesterfield Avenue and Fleet Street carry a large volume of commuter traffic. It is currently necessary for the University to gate and closes their adjacent access streets before the evening rush hour in order to prevent cut-through traffic.
    - Because of the above concerns, the design team proposed evaluating the viability of a round-about at the intersection of Chesterfield Avenue, realigned Fleet Street, and University Avenue. If a design is possible, it would eliminate the through-movement between Washington and University. It would also provide VSU with an enhanced southern entrance to the school.
    - The University has development plans for the land to the east of Fleet Street and north of the vacant building at the river's edge - a small event center and graduate student housing.
    - Developers have contacted the university regarding potential student-oriented mixed use commercial/residential development of land on the south side of the river, south west of Fleet Street (near Fort Henry Street). Because of this and in keeping with the VSU master plan, there is strong interest in maintaining pedestrian access across the river and across the railroad. The proposed Fleet Street Bridge is designed for pedestrian access.

VA 3 Alternative:

- Under this alternative, Fleet Street is maintained as the main vehicular traffic access across the river, and there are no impacts to the University.

DYP/

B3. Workshop Summaries

	Date	Location
1.	June 24, 2003	Henderson,/Kittrell, NC
2.	June 26, 2003	Franklinton, NC
3.	July 10, 2003	Dinwiddie, VA
4.	July 15, 2003	Raleigh, NC
5.	July 17, 2003	Wake Forest, NC
6.	July 22, 2003	La Crosse, VA
7.	July 24, 2003	Norlina, NC
8.	August 5, 2003	Petersburg, VA
9.	August 7, 2003	Alberta, VA
10.	March 14, 2006	Petersburg, VA
11.	March 16, 2006	Richmond, VA
12.	February 12, 2009	Boydton, VA
13.	February 19, 2009	Lawrenceville, VA
14.	February 26, 2009	Petersburg, VA
15.	May 7, 2009	Norlina, NC
16.	May 14, 2009	Henderson, NC
17.	May 21, 2009	Youngsville, NC
18.	June 4, 2009	Wake Forest, NC

A summary of each workshop follows this sheet

SEHSR Public Workshop Summary
Henderson/Kittrell, North Carolina

Zeb Vance Elementary School
June 24, 2003
4:00-7:30 PM

The workshop was held from 4:00 to 7:30 PM. A total of 67 members of the public including local and agency officials attended the Henderson/Kittrell Workshop.

Upon arrival, attendees were requested to sign in and note if they would like to be added to the project mailing list. Attendees were provided with the Summer 2003 SEHSR project newsletter and the workshop packet, which included the project summary, SEHSR corridor history, study corridor map, frequently asked questions, and a comment sheet. Additional comment sheets and a Spanish-translated version of the FAQ handout where also readily available.

During the informal workshop, attendees were invited to review maps of the study area with potential rail alignments shown over aerial photography. Project staff members from NCDOT, Buck Engineering, and Carter & Burgess were available for informal one-on-one questions and answers. David Foster gave a short presentation on the project twice during the evening. After each presentation, the floor was opened for questions and answers concerning the SEHSR project.

Copies of written comments received at the meetings are attached. Oral comments and questions received during workshop are categorized and summarized below:

Cost / Funding
- Will the project be subsidized?
- Less than 2% of trips in this corridor would follow rail. Revenue exceeds operations and doesn't cover capital costs.
- Are the North Carolina or Virginia Legislative bodies involved in SEHSR funding issues?

Cultural Resource Impacts
- On Block 9, Sheet 2, the former Wise School (a current community building) is a possible historic building.
- Historic Preservation Warrenton is Warrenton's local historic organization.

Minority / Low Income Community Impacts
- No Comments

Natural Resource Impacts
- No Comments

New Information
- No Comments

Noise / Vibration
- How bad will noise and vibration be?

Other
- Will there be a dual line?

- CSX Cooperation/Coordination?
- From south of Peter Gill Road (SR 1549) near MP 118 to south of the Greystone Quarry, a participant suggested following US 1 around the east side of Henderson for improved speeds.
- Forty students from Kittrell Job Corps ride from Henderson to Raleigh each week (Mon and Fri).
- What about commuter rail?
- Participants noted the following additions or corrections to the aerial maps:
- On Block 11 near Manson, the Green Duke House is located at the center of Soul-City Development on SR 1113.
- On Block 10, the Norlina Museum is near the Wye intersection of Division St and Hyco Street.
- The Norlina Elementary School is located just north of town on the north side of US 1 and the railroad.
- On Block 9, Sheet 2, the Wise Baptist Church is across the street from where it is labeled on the map. A convenience store is across from the church.
- The Norlina Rock Quarry is beside a hog farm off Faulkner Quarter. The stone from that quarry was used in building the Pentagon.

Project Schedule
- If the final decision is made in 2005, when will it be active?

Property Impacts
- Henderson Middle School is 150' from the tracks.
- Will a spur track be built to serve Walmart Distribution Center? Trucks from Walmart heading south go through downtown Henderson and "tear-up" pavement and street corners.
- The Vance County Economic Development Director noted several existing or planned developments near the project corridor:
  - A 700-acre subdivision is proposed near Long Creek west of Kittrell.
  - Henderson/ Vance Industrial Park (existing industrial park) has a spur line to IAMS Pet Food plan.
  - A 100-acre industrial site south of the Greystone Quarry has the potential for 25% of the site to be developed due to watershed restrictions.
  - Wal-Mart distribution center is planned north of Martin Creek and US 1 in the Henderson area.

Public Involvement Activities
- How can Henderson promote the SEHSR and a potential stop located in Henderson?
- What is the difference between a Public Workshop and a Public Hearing?

Road Access / RR Crossings
- Will crossing improvements cut me off from property I own on the opposite side of the tracks (from the existing road and access)?
- Will I have to travel five miles in the wrong direction when my driveway across the railroad is consolidated with other driveways?
- A crossing north of Kittrell near Union Church (MP 120) at the old race track is currently being used, but there appears to be no legal right for the crossing.
- There may be concerns with property access to a Nursery property at Milepost 95 (MP 95) near Wise.

Safety
- Will a barrier along ROW be constructed to keep out animals and people?

Service Features (Train Speeds, Equipment, On-Board Amenities)
- Why doesn't this project propose using the super high speed technology?
- The DOT should study why the old system failed.

Statement Of My Opinion
- No Comments

Stations And Stops
- What about other stops in other locations?
- Recent visitors to Kerr Lake may make a station in the area more feasible (+1 Million people).
- Henderson was modeled as a stop and has public support. During the Tier I EIS, Henderson had many recorded comments in support.
- What factors are considered for adding stations?
- What sort of multimodal choices are planned at stations?
- What are the determining factors for stops?
- The City of Henderson has land near the old station east of Montgomery Street and the tracks that could be considered for a possible station.

SEHSR Public Workshop Summary
Franklinton, North Carolina

Franklinton Elementary School
June 26, 2003
4:00-7:30 PM

The workshop was held from 4:00 to 7:30 PM. A total of 25 members of the public including local and agency officials attended the Franklinton Workshop.

Upon arrival, attendees were requested to sign in and note if they would like to be added to the project mailing list. Attendees were provided with the Summer 2003 SEHSR project newsletter and the workshop packet, which included the project summary, SEHSR corridor history, study corridor map, frequently asked questions, and a comment sheet. Additional comment sheets and a Spanish-translated version of the FAQ handout where also readily available.

During the informal workshop, attendees were invited to review maps of the study area with potential rail alignments shown over aerial photography. Project staff members from NCDOT, Buck Engineering, and Carter & Burgess were available for informal one-on-one questions and answers. David Foster gave a short presentation on the project twice during the evening. After each presentation, the floor was opened for questions and answers concerning the SEHSR project.

Copies of written comments received at the meetings are attached. Oral comments and questions received during workshop are categorized and summarized below:

COST / FUNDING
- No Comments

CULTURAL RESOURCE IMPACTS
- No Comments

MINORITY / LOW INCOME COMMUNITY IMPACTS
- No Comments

NATURAL RESOURCE IMPACTS
- No Comments

NEW INFORMATION
- No Comments

NOISE / VIBRATION
- No Comments

OTHER
- The railroad at Burgess and the Burgess Connector area has proven difficult to maintain the ballast based on the clay content of the soils. The soils are in bad shape. Past methods for dealing with this problem should be reviewed.
- There is a cattle crossing north of Henderson.
- What is the current condition of existing bridges, and will they need to be repaired or replaced?
- Who will be the operator?

PROJECT SCHEDULE
- No Comments

PROPERTY IMPACTS
- Will there be any difficulty obtaining the necessary right of way, especially in areas of encroachment?
- A participant noted that a housing complex along Joyner Street in Franklinton is located within 100 feet of the existing tracks.

PUBLIC INVOLVEMENT ACTIVITIES
- No Comments

ROAD ACCESS / RR CROSSINGS
- What are the criteria for consolidating crossings?
- Access and safety issues should be considered near road crossings where there is potential for future development.

SAFETY
- Will the railroad have fencing specifically designed to keep animals and people off the tracks?

SERVICE FEATURES (train speeds, equipment, on-board amenities)
- What is the estimated travel time between Charlotte to DC and Charlotte to Raleigh?
- How many total and local passenger and freight trips will there be on the rail line?
- Will sidings or spur lines be needed again in Franklinton?

STATEMENT OF MY OPINION
- No Comments

STATIONS AND STOPS
- Where will the stops be located? Will there be one in Franklinton?

SEHSR Public Workshop Summary
Dinwiddie, Virginia

Dinwiddie Elementary School
July 10, 2003
4:00-7:30 PM

The workshop was held from 4:00pm to 7:30 PM. A total of 35 members of the public including local and agency officials attended the Dinwiddie Workshop. The tone of the Dinwiddie meeting was one of general inquiry. Although some of the attendees were obviously in support of the proposed SEHSR, the workshop attendees as a whole did not show either obvious support or opposition to the project.

Upon arrival, attendees were requested to sign in and note if they would like to be added to the project mailing list. Attendees were provided with the Summer 2003 SEHSR project newsletter and the workshop packet, which included the project summary, SEHSR corridor history, study corridor map, frequently asked questions, and a comment sheet. Additional comment sheets and a Spanish-translated version of the FAQ handout where also readily available.

During the informal workshop, attendees were invited to review maps of the study area with potential rail alignments shown over aerial photography. Project staff members from NCDOT, Buck Engineering, and Carter & Burgess were available for informal one-on-one questions and answers. David Foster gave a short presentation on the project twice during the evening. After each presentation, the floor was opened for questions and answers concerning the SEHSR project.

Copies of written comments received at the meetings are attached. Oral comments and questions received during workshop are categorized and summarized below:

Cost / Funding
- Will there be funding for additional emergency law enforcement training?
- Will there be funding for Dinwiddie?

Cultural Resource Impacts
- Are you aware of battlefields and earthworks - some of which are nominated for the National Register?

Minority / Low Income Community Impacts
- No comments

Natural Resource Impacts
- There is a Rails-to-Trails project in area. Will the proposed SEHSR preclude that project?

New Information
- No comments

Noise / Vibration
- No comments

Other
- What is the advantage of SEHSR for Dinwiddie?
- If Amtrak has a poor record, what makes SEHSR different?

Project Schedule
- No comments

Property Impacts
- I own property approximately 500 feet from the bridge over Lake Gaston. What noise levels can I expect when the trains cross this bridge?

Public Involvement Activities
- What organizations are supporting regional rail service?

Road Access / RR Crossings
- Closing the 3 grade crossings on Dewitt would be inconvenient.
- How will private crossings be handled?
- The grade crossing at Route 40 in McKinney should remain.
- My farm currently has a private crossing. Will it be closed? If it is closed, how can I develop the landlocked portion? Will I be able to develop the property using the existing private crossing?

Safety
- No comments

Service Features (Train Speeds, Equipment, On-Board Amenities)
- How will freight and passenger service be accomplished?

Statement Of My Opinion
- No comments

Stations And Stops
- No comments

SEHSR Public Workshop Summary
Raleigh, North Carolina

McKimmon Center, NCSU
July 15, 2003
4:00-7:30 PM

The workshop was held from 4:00 to 7:30 PM. A total of 75 members of the public including local and agency officials attended the Raleigh Workshop.

Upon arrival, attendees were requested to sign in and note if they would like to be added to the project mailing list. Attendees were provided with the Summer 2003 SEHSR project newsletter and the workshop packet, which included the project summary, SEHSR corridor history, study corridor map, frequently asked questions, and a comment sheet. Additional comment sheets and a Spanish-translated version of the FAQ handout where also readily available.

During the informal workshop, attendees were invited to review maps of the study area with potential rail alignments shown over aerial photography. Project staff members from NCDOT, Buck Engineering, and Carter & Burgess were available for informal one-on-one questions and answers. David Foster gave a short presentation on the project twice during the evening. After each presentation, the floor was opened for questions and answers concerning the SEHSR project.

Copies of written comments received at the meetings are attached. Oral comments and questions received during workshop are categorized and summarized below:

Cost / Funding
- Will there be funding from other transportation sources?
- What is the assurance that funding will be available?

Cultural Resource Impacts
- No Comments

Minority / Low Income Community Impacts
- No Comments

Natural Resource Impacts
- No Comments

New Information
- No Comments

Noise / Vibration
- No Comments

Other
- Will this be compatible with Rails-to-Trails?
- A participant explained that some special permits have been needed for logging or construction vehicles to cross tracks where creosote or other hazardous materials at crossings could be spread onto nearby properties.
- What other HSR studies are underway?

Project Schedule
- Why is this a long process?
- What is the anticipated completion/operation date for this project?

Property Impacts
- No Comments

Public Involvement Activities
- What is FRA's role?
- What is CSX's contribution?
- Given the history of CSX and Norfolk Southern with Amtrak, what will the affect be on SEHSR?

Road Access / RR Crossings
- No Comments

Safety
- Will there be widespread public education on train safety?

Service Features (Train Speeds, Equipment, On-Board Amenities)
- Why not use the 180 MPH design?
- Does the stated average speed include stops?
- What is the corridor plan between Raleigh and Charlotte?
- Is it possible that current passenger service will continue in conjunction with SEHSR?
- What is the anticipated annual ridership?
- Do the aerials support an 110 MPH route?

Statement Of My Opinion
- East Coast Greenway supports use of greenways and railroad tracks in the corridor. (www.greenway.org)

Stations And Stops
- What about the City of Durham?
- Will high-speed service be eliminated to Rocky Mount?
- What are the plans for Rocky Mount?
- Will skip-stop service be offered?
- Is a Winston-Salem connection a serious idea?
- How long will it take to get from Washington to Richmond?
- Will there be new stations in Petersburg and Raleigh?

SEHSR Public Workshop Summary
Wake Forest, North Carolina

Wake Forest-Rolesville Middle School
July 17, 2003
4:00-7:30 PM

The workshop was held from 4pm to 7:30pm. A total of 30 members of the public including local and agency officials attended the Wake Forest Workshop.

Upon arrival, attendees were requested to sign in and note if they would like to be added to the project mailing list. Attendees were provided with the Summer 2003 SEHSR project newsletter and the workshop packet, which included the project summary, SEHSR corridor history, study corridor map, frequently asked questions, and a comment sheet. Additional comment sheets and a Spanish-translated version of the FAQ handout where also readily available.

During the informal workshop, attendees were invited to review maps of the study area with potential rail alignments shown over aerial photography. Project staff members from NCDOT, Buck Engineering, and Carter & Burgess were available for informal one-on-one questions and answers. David Foster gave a short presentation on the project twice during the evening. After each presentation, the floor was opened for questions and answers concerning the SEHSR project.

Copies of written comments received at the meetings are attached. Oral comments and questions received during workshop are categorized and summarized below:

Cost / Funding
- No Comments

Cultural Resource Impacts
- Glen Mills Historic District is on the National Register.

Minority / Low Income Community Impacts
- No Comments

Natural Resource Impacts
- No Comments

New Information
- No Comments

Noise / Vibration
- How will noise impacts be mitigated? Concern was expressed about the proximity of the proposed project to homes in the Glen Mills National Register Historic District.

Other
- How is DOT working with TTA?
- A participant noted that the aerial map on Block 17 should show The Heritage at Wake Forest behind MG Industries and the Heritage at Wake Forest Business Park along Rogers Road, east of the railroad.

Project Schedule
- No Comments

Property Impacts
- Owners of Jovi's, a meals-to-go business located at Jones Street and White Street in Wake Forest, were interested in maintaining the railroad crossings for good access to the downtown area.

Public Involvement Activities
- No Comments

Road Access / RR Crossings
- What are the crossings criteria?
- Will the NC 98 underpass be replaced/improved as part of this project?

Safety
- At what speed will the train be traveling through town?

Service Features (Train Speeds, Equipment, On-Board Amenities)
- What are the ridership categories?
- Who will own and operate the rail?
- Can trains be larger to carry more people?

Statement Of My Opinion
- No Comments

Stations And Stops
- How were stop determinations made?

SEHSR Public Workshop Summary
La Crosse, Virginia

La Crosse Elementary School
July 22, 2003
4:00-7:30 PM

The workshop was held from 4pm to 7:30 PM. A total of 44 members of the public including local and agency officials attended the La Crosse Workshop.

Upon arrival, attendees were requested to sign in and note if they would like to be added to the project mailing list. Attendees were provided with the Summer 2003 SEHSR project newsletter and the workshop packet, which included the project summary, SEHSR corridor history, study corridor map, frequently asked questions, and a comment sheet. Additional comment sheets and a Spanish-translated version of the FAQ handout where also readily available.

During the informal workshop, attendees were invited to review maps of the study area with potential rail alignments shown over aerial photography. Project staff members from NCDOT, Buck Engineering, and Carter & Burgess were available for informal one-on-one questions and answers. David Foster gave a short presentation on the project twice during the evening. After each presentation, the floor was opened for questions and answers concerning the SEHSR project.

Copies of written comments received at the meetings are attached. Oral comments and questions received during workshop are categorized and summarized below:

Cost / Funding
- Does existing passenger rail service in NC pay for itself?

Cultural Resource Impacts
- Two homes at Mile Post 78 (MP 78) do not appear old enough to be historic.
- There is a grave (or graveyard) at the siding at MP 86 near Bracey.
- Bracey Farm should be considered for historic significance. This is likely the potential historic property noted on the aerial mapping near I-85 and MP 86.
- The history of Mecklenburg County and Bracey is documented in a book entitled The Roaring Roanoke by Susan L. Bracey.

Minority / Low Income Community Impacts
- No Comments

Natural Resource Impacts
- Can alignments be shifted if endangered species are found?

New Information
- No Comments

Noise / Vibration
- There are general concerns about noise.
- Are noise standards and whistle blowing procedures in place?

Other
- A participant noted that Route 619 on Block 8 near Bracey should be labeled as Nellie Jones Road

Project Schedule
- What is the time frame for completing the project?
-

Property Impacts
- The Mecklenburg/Brunswick Industrial Park is located approximately 1 mile east of the project area on the south side of US 58.
- What will happen to property values?

Public Involvement Activities
- No Comments

Road Access / RR Crossings
- No Comments

Safety
- No Comments

Service Features (Train Speeds, Equipment, On-Board Amenities)
- Will passenger rail work in concert with freight?
- What is current ridership from Raleigh to Charlotte?
- Will CSX have a say in amount of freight use on the line?
- Is Amtrak involved?

Statement Of My Opinion
- No Comments

Stations And Stops
- Will there be a stop between Petersburg and Raleigh?
- A request was made for stops in La Crosse and Clarksville.
- Will skip-stop stations be used?
- Have retired persons in Lake Gaston been considered regarding stop locations?
- What are the criteria for stops?
- A member of the Mecklenburg County Board of Supervisors strongly supports the use of skip stops stations and suggests locating an intermediate station in North Carolina and Virginia.
- Where will the stations be between Petersburg and Raleigh?

SEHSR Public Workshop Summary
Norlina, North Carolina

Norlina Fire Department
July 24, 2003
4:00-7:30 PM

The workshop was held from 4:00 to 7:30 PM. A total of 294 members of the public including local and agency officials attended the Norlina Workshop. There was strong overall support for the project in general and specifically for a station stop in Norlina. Norlina's overwhelming support and their grass roots effort to get people to attend the workshop was noteworthy.

Upon arrival, attendees were requested to sign in and note if they would like to be added to the project mailing list. Attendees were provided with the Summer 2003 SEHSR project newsletter and the workshop packet, which included the project summary, SEHSR corridor history, study corridor map, frequently asked questions, and a comment sheet. Additional comment sheets and a Spanish-translated version of the FAQ handout where also readily available.

During the informal workshop, attendees were invited to review maps of the study area with potential rail alignments shown over aerial photography. Project staff members from NCDOT, Buck Engineering, and Carter & Burgess were available for informal one-on-one questions and answers. David Foster gave a short presentation on the project five times during the evening. After each presentation, the floor was opened for questions and answers concerning the SEHSR project.

Copies of written comments received at the meetings are attached. Oral comments and questions received during workshop are categorized and summarized below:

COST / FUNDING
- No comments

CULTURAL RESOURCE IMPACTS
- The Green Duke House Historic Property in the Manson Area (Block 11) is located further south in the center of the subdivision off of SR 1113, instead of along the SEHSR corridor.

MINORITY / LOW INCOME COMMUNITY IMPACTS
- No comments

NATURAL RESOURCE IMPACTS
- No comments

NEW INFORMATION
- No comments

NOISE / VIBRATION
- No comments

OTHER
- North of Norlina, a 3000 acre site along the west side of Reedy Branch near US 1 and I-85 is being sold with proceeds going to the Muscular Dystrophy association. There is some local interest in a future resort on this site.

- In the Manson Area (Block 11), the Department of Corrections owns a 15-acre tract on SR 1151 which will be the site of a planned detergent manufacturing facility for the prison system.
- Also in the Manson Area in Block 11, south of the SEHSR corridor, a possible industrial development site is being considered on a 1050-acre tract.

PROJECT SCHEDULE
- No comments

PROPERTY IMPACTS
- No comments

PUBLIC INVOLVEMENT ACTIVITIES
- No comments

ROAD ACCESS / RR CROSSINGS
- No comments

SAFETY
- No comments

SERVICE FEATURES (train speeds, equipment, on-board amenities)
- No comments

STATEMENT OF MY OPINION
- No comments

STATIONS AND STOPS
- Norlina is the logical choice for a station. Located halfway between Henderson and South Hill, it could draw passengers from both cities. Also, recent and future development around Lake Gaston will increase the number of passengers since a large number of resort property owners are accustomed to traveling by train. Norlina could also draw passengers from the Rocky Mount/Roanoke Rapids area as well as from Clarksville.

SEHSR Public Workshop Summary
Petersburg, Virginia

Appomattox Regional Governor's School
August 5, 2003
4:00-7:30 PM

The workshop was held from 4pm to 7:30 PM. A total of 24 members of the public including local and agency officials attended the Petersburg Workshop.

Upon arrival, attendees were requested to sign in and note if they would like to be added to the project mailing list. Attendees were provided with the Summer 2003 SEHSR project newsletter and the workshop packet, which included the project summary, SEHSR corridor history, study corridor map, frequently asked questions, and a comment sheet. Additional comment sheets and a Spanish-translated version of the FAQ handout where also readily available.

During the informal workshop, attendees were invited to review maps of the study area with potential rail alignments shown over aerial photography. Project staff members from NCDOT, Buck Engineering, and Carter & Burgess were available for informal one-on-one questions and answers. David Foster gave a short presentation on the project twice during the evening. After each presentation, the floor was opened for questions and answers concerning the SEHSR project.

Copies of written comments received at the meetings are attached. Oral comments and questions received during workshop are categorized and summarized below:

Cost / Funding
- No comments

Cultural Resource Impacts
- No comments

Minority / Low Income Community Impacts
- No comments

Natural Resource Impacts
- No comments

New Information
- No comments

Noise / Vibration
- No comments

Other
- How does the SEHSR project benefit small towns along the rail line?

Project Schedule
- There was interest in the status of high speed rail studies between Petersburg, Richmond, and Hampton Roads.
- When will the Winston-Salem, NC connection be implemented?

Property Impacts
- No comments

Public Involvement Activities
- A participant was interested in items discussed during SEHSR briefings with the Towns of McKenney, LaCrosse, and Dinwiddie.

Road Access / RR Crossings
- No comments

Safety
- No comments

Service Features (Train Speeds, Equipment, On-Board Amenities)
- How many passenger trains will use this corridor?
- Do the freight railroads have an interest in using this corridor?
- Who will have the railroad dispatching responsibilities?

Statement Of My Opinion
- No comments

Stations And Stops
- Will the station be located downtown or at Ettrick?
- Who will make the decisions regarding the station and its location?

SEHSR Public Workshop Summary
Alberta, Virginia

Southside Virginia Community College, Christanna Campus
August 7, 2003
4:00-7:30 PM

The workshop was held from 4pm to 7:30 PM. A total of 58 members of the public including local and agency officials attended the Alberta Workshop.

Upon arrival, attendees were requested to sign in and note if they would like to be added to the project mailing list. Attendees were provided with the Summer 2003 SEHSR project newsletter and the workshop packet, which included the project summary, SEHSR corridor history, study corridor map, frequently asked questions, and a comment sheet. Additional comment sheets and a Spanish-translated version of the FAQ handout where also readily available.

During the informal workshop, attendees were invited to review maps of the study area with potential rail alignments shown over aerial photography. Project staff members from NCDOT, Buck Engineering, and Carter & Burgess were available for informal one-on-one questions and answers. David Foster gave a short presentation on the project three times during the evening. After each presentation, the floor was opened for questions and answers concerning the SEHSR project.

Copies of written comments received at the meetings are attached. Oral comments and questions received during workshop are categorized and summarized below:

Cost / Funding
- Once constructed, will the project be self-supporting?
- How much money is in place for the SEHSR project?

Cultural Resource Impacts
- No comments

Minority / Low Income Community Impacts
- No comments

Natural Resource Impacts
- No comments

New Information/ Suggested Alternatives
- The Mayor of Alberta and a citizens group requested a realignment to be considered east of Alberta between Sturgeon Creek and Route 46.
- A participant suggested using the median of US 1 in realigning the railroad around Alberta.
- An industrial development is planned in the area between Route 46, US 1, and the railroad line.
- Can the railroad turntable, located north of Alberta, be used with the SEHSR project?

Noise / Vibration
- No comments

Other
- Is there any opposition from the trucking industry?

- When would counties begin to benefit from the SEHSR project in terms of new jobs and growth opportunities?

Project Schedule
- No comments

Property Impacts
- No comments

Public Involvement Activities
- No comments

Road Access / RR Crossings
- Are the bridges over Lake Gaston and Nottoway River in good condition?

Safety
- No comments

Service Features (Train Speeds, Equipment, On-Board Amenities)
- What effect will the 9-11 events have on ridership projections?

Statement Of My Opinion
- No comments

Stations And Stops
- What is the probability of an intermediate stop between Petersburg and Raleigh?
- Will the study address potential growth in station areas?
- Will the project funds be used for station construction?

Citizens Informational Workshop Summary

Petersburg, VA - Union Station
March 14, 2006 4:00 PM-7:30PM

Number of Attendees – 91 citizens

Comment Topics	Number of Responses
Community Impacts	16
Property Impacts	13
Road Access/RR Crossings	12
Stations and Stops	12
Safety	11
Noise/Vibration	10
Natural Resource Impacts	6
New Information	6
Project Schedule	6
Statement of Opinion	6
Minority/Low Income Community Impacts	5
Other	5
Cultural Resources Impacts	4
Public Involvement Activities	3
Cost/Funding	2
Service Features (train speeds, equipment, on-board amenities)	2

Minority/Low Income Community Impacts

Anonymous – feels it is vital for SEHSR to include Petersburg (not Ettrick) for access by low income people. Suggests grade separated crossings where possible, and favors Alternative 2 (Green Line) through Petersburg. Requests that we evaluate the possibility of a tiered income/fee or 1st, 2nd, and 3rd class tickets.

Isaac Lynch, Jr., 1987 Coggin Street, Petersburg, VA – will minority contracts be awarded? Are there minorities on the Board? People making decisions? How many?

New Information

Gerald Grosshans, Sr., 943 Barlen Dr., Richmond, VA – requested that we provide more advance notice of meetings such as this. Asked if about possibly providing a quarterly newsletter to keep people advised of progress.

Access/Property Impacts

Carl Shell – 22812 Dabney Mill Rd, Petersburg – concerned with privacy, value of property, noise, and access. Uses current RR ROW as driveway to property. Would like to be contacted to discuss project (804)-469-9131 [Home] or (804)-895-4201 [cell].

Harold Vaughn – 4779 Rawlings Rd., Rawlings – received notice too late to attend workshop (day of), requesting Tier I and II info, including maps, showing how property will be affected.

Charles Maranzano, Superintendent, Dinwiddie County Public Schools – impacts to Sunnyside Elementary School in McKenney. Concerned with lack of buffer and impacts from vibrations to structure. Also concerned about the health, safety, and welfare of the school children.

Dama Rice, Petersburg City Council, 1708 Hickory Hill Rd., Petersburg – supports the A line through Petersburg and Collier Yard (Alternative 1- Yellow line). Does not think that Union Station would be the place for a station due to upcoming river dredging, number of road crossings, and safety concerns. City is planning a transit center that would provide shuttle service to any rail station in the area. Notes that NPS, Pamplin Park, and Crater Planning District (MPO) have "objected or rather expressed opposition to the S Line route due to historic resources in the area."

Peggy Brennan, 96 Swift Creek Ln., Colonial Heights, VA – does not want the project to use the abandoned RR ROW through the Sherwood Hills subdivision (Alternative 2 – Green Line through Colonial Heights). Believes this would have a great impact on a quiet community and destroy the peace and quiet that they value. Concerned with property values.

Karen & Edgar Bryant, 11513 Chester Station Dr., Chester, VA – support SEHSR; however, are very concerned about the impacts to their property & community.

Road Access / RR Crossings

Donald Geisler, 12324 Winfree St., Chester, VA – lives between 2 at-grade crossings. Is interested in consolidating/eliminating at-grade crossings from both a safety standpoint and a noise standpoint.

Pat Nattis, 147 Carroll Ave, Colonial Heights, Va – believes that if Alternative 2 (Green Line) is constructed and that a fence is installed to keep people off the tracks, we will cut off access for people wishing to fish in the Appomattox River. States that Ettrick Station has more land and commercial parking space than Union Station in Petersburg.

Safety

Nancy Hamilton, 8817 Wheaton Rd., Petersburg, VA – wants crossing gates installed to prevent cars from crossing in front of the high speed trains.

Norman Cooley, Sr., 20106 Oakland Ave., Colonial Heights, VA – believes that safety should be the most important issue.

Bobbie Taylor, 3810 West Street, Chester, VA – consider closing RR crossings at Curtis and West Streets due to considerable history of accidents. Also concerned with noise and vibration levels caused by additional trains/speed. Request that we consider barriers to block noise level.

Marie & Joe Bumgardner, 12509 Richmond St., , Chester, VA – consider closing RR crossings at Curtis and West Streets due to considerable history of accidents. Also concerned with noise and vibration levels caused by additional trains/speed. Request that we consider barriers to block noise level or provide grade separated crossings to reduce noise/horns.

Statement of Opinion

Ellen Weber, 269 Kennon Pointe Dr., Colonial Heights, VA – fully supports high speed rail service from Petersburg to D.C. Will there be secure long-term parking available?

Station and Stops

Laura Mae Martin and Harry Clark, 4255 Chester Village Circle, Chester – want Union Station used as stop in Petersburg. Favor high speed rail and feel it will spur development/re-development in downtown Petersburg.

Terry Long, 105 Deerwood Dr., Colonial Heights, VA – believes that a station in Petersburg (downtown or near VSU) would be more beneficial than in Colonial Heights (Dunlop). Feels this would better serve those who would use the service, e.g., VSU students and lower income people that are more centralized in the Petersburg area.

Terry Ammons, 235 N. Market St., Petersburg – believes it is critical for the rail to come into downtown Petersburg due to its use as a business support structure and its proximity to I-95. Recommends that we should divert all freight traffic south of Petersburg as a way of reducing the impact of adding another line along the Appomattox River. Feels that the location of the new Appomattox bridge is too close to Battersea Plantation on the West End of Washington Street.

George Callahan, 10015 Quaker Rd., Dinwiddie, VA – wants a station in McKenney.

Shawn Harper, 26 Centre Hill Ct., Petersburg, VA – "can't happen fast enough", thinks station should be centrally located and easy to get to.

Sonja Reiss, 221 High St., Petersburg, VA – wants the re-use of Union Station. Feels that this would draw people in the surrounding area and help familiarize them with what is going on in downtown Petersburg in regards to revitalization.

Mitch Praoia, 517 High St., Petersburg, VA – highly recommends a stop in Petersburg.

Charles Cuthbert, Jr., 220 North Sycamore St., Petersburg, VA – wants a stop in downtown Petersburg (Alternative 2 – Green line).

Lawrence McLaughlin, 115 Marshall St., Petersburg, VA – wants us to consider a real high speed electrified system as opposed to the 110 mpg fossil fuel system that we are proposing. Prefers Alternative 2 (Green Line) through downtown Petersburg using Union Station as the stop and would provide better access to I-85/I-95.

John McCormack, 250 E. Banks St., Petersburg, VA – believes that Alternative 2 (Green Line) is best because it would bring high speed rail through Union Station, which

provides easy access to I-95 and instant connectivity to rail lines linking Hampton Roads.

James Davenport, 538 High Street, Petersburg, VA – prefers Alternative 2 (Green Line). Thinks that it best meets the accessibility criterion.

Other

D. Courtney Griffin, 22500 Pear Orchard Rd., Moseley, VA, 23120 – supports high speed rail and wants Virginia to "follow the lead that NC has taken on rail transportation."

Eric Hamilton, 8817 Wheaton Rd., Petersburg, VA – feels that there are a lot of unanswered questions at this time including community impacts, noise/vibrations, number of freight trains sharing track, impacts to natural resources.

Jeff & Violet Klaren, 3501 Mauser Ct., Colonial Heights, VA – thought the maps used at the presentation did not provide sufficient detail for homeowners. Stated that the briefer was not able to discuss specific geographic points.

Meg Duarte, 605 Forest View Dr., Colonial Heights, VA – believes that it is time for our RR system to catch up to the European RR system.

Citizens Informational Workshop Summary

Richmond, VA - Virginia Science Museum
March 16, 2006 4:00 PM-7:30PM

Number of Attendees – 27 citizens

Comment Topics	Number of Responses
Community Impacts	
Property Impacts	
Road Access/RR Crossings	
Stations and Stops	1
Safety	
Noise/Vibration	
Natural Resource Impacts	
New Information	
Project Schedule	1
Statement of Opinion	1
Minority/Low Income Community Impacts	
Other	
Cultural Resources Impacts	
Public Involvement Activities	
Cost/Funding	
Service Features (train speeds, equipment, on-board amenities)	

Statement of Opinion

Paul Agnello, 3024 Kensington Ave., Richmond, VA – supports SEHSR and wants the project completed ASAP. Hopes that Main Street Station in Richmond has much better service as a result of this project & other area rail improvements.

Jean Gonzalez, Crazy Quilt Repair Gifts & Design, 2117 West Cary St., Richmond, VA – is a vendor at the 17th St Farmer's Market and hopes that SEHSR will bring more people downtown to the Market and improve business.

Misc.

Vicky Badger, City of Richmond – Public Works Dept., room 510, 900 E. Broad St., Richmond, VA – the city of Richmond supports the extension of the SEHSR corridor from Petersburg to Richmond Main Street Station.

SOUTHEAST HIGH SPEED RAIL

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

www.sehsr.org

PUBLIC WORKSHOP SUMMARY

SUBJECT: **SEHSR Trail Concept Public Workshop**

DATE: February 12, 2009

TIME: 7:00 to 9:00 pm

A Public Workshop was held in the Board of Supervisor's Meeting Room at the Mecklenburg County Offices in the Goode Bank Building, 350 Washington Street, Boydton, VA 23917 on February 12, 2009. The purpose of the workshop was to present information and solicit comments about the proposed multi-use trail that would parallel the Southeast High Speed Rail (SEHSR) corridor between Burgess, VA and the Virginia/North Carolina state line. The following members of the project team, representatives of state and county agencies, and other interested organizations were in attendance:

Wayne Carter, Mecklenburg County Administrator
Robert Munson, VA DCR
Steve Bevington, East Coast Greenway
Christine Fix, VA DRPT
Kevin Page, VA DRPT
David Foster, NCDOT Rail Division
Larry Sams, NCDOT Rail Division
Keith Lewis, Martin/Alexiou/Bryson
Glenda Gibson, Gibson Engineers
Diana Young-Paiva, Michael Baker Engineering
Carol Corker, Southside PDC

A copy of the Agenda is attached at the end of this Workshop Summary. The workshop began with a presentation that included welcome and introductions, the purpose of the public workshop, an overview of the SEHSR project, an overview of the East Coast Greenway, and the Trail Concept Design Process. The presentation was followed by a Question and Answer period, and then time for citizens to view the maps and discuss the project one-on-one with project team representatives.

Presentation:
Wayne Carter, Mecklenburg County Administrator, welcomed everyone to the meeting and expressed his appreciation for the interest in this project that will benefit the citizens of Mecklenburg County. He then introduced Bob Munson of the Virginia Department of Conservation and Recreation (VA DCR).

Bob Munson provided an overview of the Trail Project and the vision for this multi-modal transportation corridor. He expressed support for the trail project from VA DCR and the

counties where the project traverses. Bob then introduced David Foster, NCDOT Rail Division, as the overall Project Manager for the SEHSR project.

David Foster provided an overview of the SEHSR project, and the status of the various segments of the overall Washington D.C. to Charlotte, NC route. He explained that the Federal Railroad Administration has determined this project to be the most viable high-speed rail project in the US, with operating cost expected to be self supporting. David provided a brief history of the SEHSR project and the projected timeline for completion of the Tier II environmental impact statement (EIS), which addresses the Richmond, VA to Raleigh, NC portion of the larger corridor. He included background on the local interest in establishing greenways along the SEHSR corridor, which has been active since the beginning of the project, particularly in southern Virginia. As support was developed within various state agencies (Virginia Department of Transportation [VA DOT], Virginia Department of Conservation and Recreation [VA DCR], and the Virginia Department of Rail and Public Transportation [VA DRPT]), an innovative approach was formulated that would enable the SEHSR environmental document to address the environmental impacts of the proposed greenway.

David mentioned recent funding for high-speed and inter-city rail was signed into law prior to President Bush leaving office, and there was hope for additional funds from the upcoming economic stimulus package. He discussed how the trail project would interface with the SEHSR in areas where the HSR would be within existing rail right-of-way and where the HSR would be within new adjacent right-of-way. He presented how the trail corridor would be included in the Tier II Environmental Impact Statement for the SEHSR, and as a result of the environmental clearance for the trail being satisfied, local governments would be able to apply for various federal and state funds to build the trail.

David introduced Steve Bevington, South Atlantic Regional Coordinator for the East Coast Greenway (ECG). Steve provided a brief presentation on the ECG and their desire to utilize this trail corridor as a portion of their greenway from Maine to Key West, Florida. He provided examples of successful greenways/trails in other areas of the US that have enhanced economic development, encouraged aesthetic improvements with a park-like environment, and provided a "muscle-powered" mode of transportation connecting cities and towns along the east coast.

Glenda Gibson, Gibson Engineers, PC, provided an overview of the trail concept design process and the proposed cross-section of the trail. Glenda explained; in areas where proposed rail improvements fall within the existing rail right-of-way, the trail concept will be a 30' cross section (10' trail with 10 feet on each side for drainage ditches where needed) within 60' right-of-way outside the existing rail right-of-way. In areas where proposed rail improvements are outside the existing rail right-of-way, the trail would utilize the old inactive rail right-of-way as much as possible and practicable. It is anticipated that approximately two thirds of the proposed railroad will utilize existing rail right-of-way. It is assumed that the trail surface will be 10' wide, designed to the American Association of State Highway and Transportation Officials (AASHTO) greenway standards where possible and practicable.

After the presentation the floor was opened for questions and/or comments. The following questions and comments were made:

- Question – Will equestrian use be allowed? Yes, the right-of-way will accommodate equestrian usage in some sections.
- Comment – Horse drawn wagons and carriages is a growing activity and sport. He would like to see the trail built to accommodate them also.

- Question – A clarification of the trail cross-section was requested. Response was that the designs for this process (Tier II EIS) were only being done at a conceptual level. The design being evaluated is a 60-foot right-of-way with a 30-foot cross-section that includes a 10-foot trail with 10 feet on each side for any necessary drainage features.
- Question – What about the use of bridges over waterways? At this level of study conflicts with waterways and other barriers are being identified and possible solutions are being identified.
- Question – When trail property is acquired will it be fee simple ownership or an easement? We don't know at this time, each acquisition will be dealt with individually with right-of-way agents.
- David Foster added that the project has great synergy and support of several agencies and both states, and their financial support is continuing. So far, funding for the studies has come from federal funds and North Carolina and Virginia state funds.

The workshop was then opened up for viewing of the project corridor maps and one-on-one discussions with the project team representatives.

During one-on-one discussions, Bob Munson and Carol Corker proposed a route for the Trail around Lake Gaston. The route was described as; Hwy 903 near MP 86.5 at Bracy train station. Follow Bracy Drive to Nellie Jones Road to Hwy 903 West under the railroad and I-85, over to Red Lawn Road to US 1. Follow US1 over the lake to Pascall Road east over I-85 to the railroad near MP 90.5.

Attendance was light. One attendee, Lisa Andrews, was a reporter for a newspaper in Lacrosse, VA.

The workshop was closed after discussions concluded with all citizens.

KDL/

SOUTHEAST HIGH SPEED RAIL

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

www.sehsr.org

PUBLIC WORKSHOP SUMMARY

SUBJECT: **SEHSR Trail Concept Public Workshop**

DATE: February 19, 2009

TIME: 6:30 to 8:30 pm

A Public Workshop was held in the Board of Supervisor's Meeting Room at the Brunswick County Government Building at 100 Tobacco Street, Lawrenceville, VA 23868on February 19, 2009. The purpose of the workshop was to present information and solicit comments about the proposed multi-use trail that would parallel the Southeast High Speed Rail (SEHSR) corridor between Burgess, VA and the Virginia/North Carolina state line. The following members of the project team, representatives of state and county agencies, and other interested organizations were in attendance:

Charlette Woolridge, Brunswick County Administrator
Robert Munson, VA DCR
Steve Bevington, East Coast Greenway
Christine Fix, VA DRPT
David Foster, NCDOT Rail Division
Larry Sams, NCDOT Rail Division
Keith Lewis, Martin/Alexiou/Bryson
Glenda Gibson, Gibson Engineers
Diana Young-Paiva, Michael Baker Engineering
Carol Corker, Southside PDC
Darrell McBain, NCDENR – Parks and Recreation
Vincent Newman-Brooks, NCDENR - Parks and Recreation

A copy of the Agenda is attached at the end of this Workshop Summary. The workshop began with a presentation that included welcome and introductions, the purpose of the public workshop, an overview of the SEHSR project, an overview of the East Coast Greenway, and the Trail Concept Design Process. The presentation was followed by a Question and Answer period, and then time for citizens to view the maps and discuss the project one-on-one with project team representatives.

Presentation:
Charlette Woolridge, Brunswick County Administrator, welcomed everyone to the meeting and expressed her appreciation for the interest in this project that will benefit the citizens of Brunswick County. She introduced several local officials in the room that night; Melissa Parrish - Mayor of Alberta, Bob Tanner - Mayor of LaCrosse, Joan Moore – Executive Director of the Brunswick County Industrial Development Authority, and a member of the Brunswick County

Board of Supervisors. Charlette then introduced Bob Munson of the Virginia Department of Conservation and Recreation (VA DCR).

Bob Munson provided an overview of the Trail Project and the vision for this multi-modal transportation corridor. He expressed support for the trail project from VA DCR and the counties where the project traverses. Bob then introduced David Foster, NCDOT Rail Division, as the overall Project Manager for the SEHSR project.

David Foster provided an overview of the SEHSR project, and the status of the various segments of the overall Washington D.C. to Charlotte, NC route. He explained that the Federal Railroad Administration has determined this project to be the most viable high-speed rail project in the US, with operating cost expected to be self supporting. David provided a brief history of the SEHSR project and the projected timeline for completion of the Tier II environmental impact statement (EIS), which addresses the Richmond, VA to Raleigh, NC portion of the larger corridor. He included background on the local interest in establishing greenways along the SEHSR corridor, which has been active since the beginning of the project, particularly in southern Virginia. As support was developed within various state agencies (Virginia Department of Transportation [VA DOT], Virginia Department of Conservation and Recreation [VA DCR], and the Virginia Department of Rail and Public Transportation [VA DRPT]), an innovative approach was formulated that would enable the SEHSR environmental document to address the environmental impacts of the proposed greenway.

David mentioned recent funding in the amount of $3 billion that was signed into law prior to President Bush leaving office, and $8 billion from the economic stimulus package recently signed by President Obama for high-speed and inter-city rail.. He discussed how the trail project would interface with the SEHSR in areas where the HSR would be within existing rail right-of-way and where the HSR would be within new adjacent right-of-way. He presented how the trail corridor would be included in the Tier II Environmental Impact Statement for the SEHSR, and as a result of the environmental clearance for the trail being satisfied, local governments would be able to apply for various federal and state funds to build the trail. The Draft Tier II EIS is expected to be completed by the end of 2009.

David also said the rail corridor would provide freight and commuter rail in addition to the proposed high-speed rail.

David introduced Steve Bevington, South Atlantic Regional Coordinator for the East Coast Greenway (ECG). Steve provided a brief presentation on the ECG and their desire to utilize this trail corridor as a portion of their proposed 3,000 mile network of trails from Maine to Key West, Florida. He provided examples of successful greenways/trails in other areas of the US that have enhanced economic development, encouraged aesthetic improvements with a park-like environment, and provided a “muscle-powered” mode of transportation connecting cities and towns along the east coast. Steve said they wanted the ECG to not just be an amenity to an area, but ultimately an alternative way of travel between cities, towns, and states.

Glenda Gibson, Gibson Engineers, PC, provided an overview of the trail concept design process and the proposed cross-section of the trail. Glenda explained; in areas where proposed rail improvements fall within the existing rail right-of-way, the trail concept will be a 30’ cross section (10’ trail with 10 feet on each side for drainage ditches where needed) within 60’ right-of-way outside the existing rail right-of-way. In areas where proposed rail improvements are outside the existing rail right-of-way, the trail would utilize the old inactive rail right-of-way as much as possible and practicable. It is anticipated that approximately two thirds of the proposed railroad will utilize existing rail right-of-way. It is assumed that the trail surface will be

10’ wide, designed to the American Association of State Highway and Transportation Officials (AASHTO) greenway standards where possible and practicable.

Glenda said that all crossings of the railroad by the trail would only be done on grade separations where roads will go either under or over the railroad, resulting in no at-grade crossings. She then described the purpose, and importance, of citizen’s comments in determining which side of the tracks to place the trail. When the trail reaches municipal limits we will work with the municipalities to plan for their connections from their existing or planned trail or greenway system.

After the presentation the floor was opened for questions and/or comments. The following questions and comments were made:

- Question – Please clarify safety measures with the trail adjacent to the rail. In response, David said that the railroad right-of-way is 100 to 150 feet and the trail would be outside of that in approximately 60 feet of right-of-way. In urban areas the rail right-of-way will be fenced, and in rural areas it will not be fenced as is typical with worldwide high-speed rail. The Federal Railroad Administration (FRA) recommends a one-foot separation for every one mile per hour speed of the rail. Some areas will have topographic features that will separate the rail and trail.
- Question – A clarification of the 10-foot trail that was in the news ads with what you are saying 60-feet of right-of-way. David clarified thatthe design being evaluated is a 60-foot right-of-way with a 30-foot cross-section that includes a 10-foot trail with 10 feet on each side for any necessary drainage features. He explained the right-of-way purchase process and said that 60 feet of right-of-way should be the worst case.
- Comment – A gentleman explained that he had been following high-speed rail for years and he strongly supported it. He commented about speeds of trains many years ago in excess of 100 mph. David explained that 110 mph was the maximum authorized speed, and the business case is solid at that speed with projected revenue greater than operating costs.
- Comment – The Executive Director of the Brunswick County Industrial Development Authority commented that the rail goes through the proposed industrial park, but she would not want the trail there. David encouraged her to discuss with potential clients and consider the trail through the industrial park. He said this typically brings very positive reactions from businesses. She affirmed her previous comment and also provided it in writing.

The workshop was then opened up for viewing of the project corridor maps and one-on-one discussions with the project team representatives.

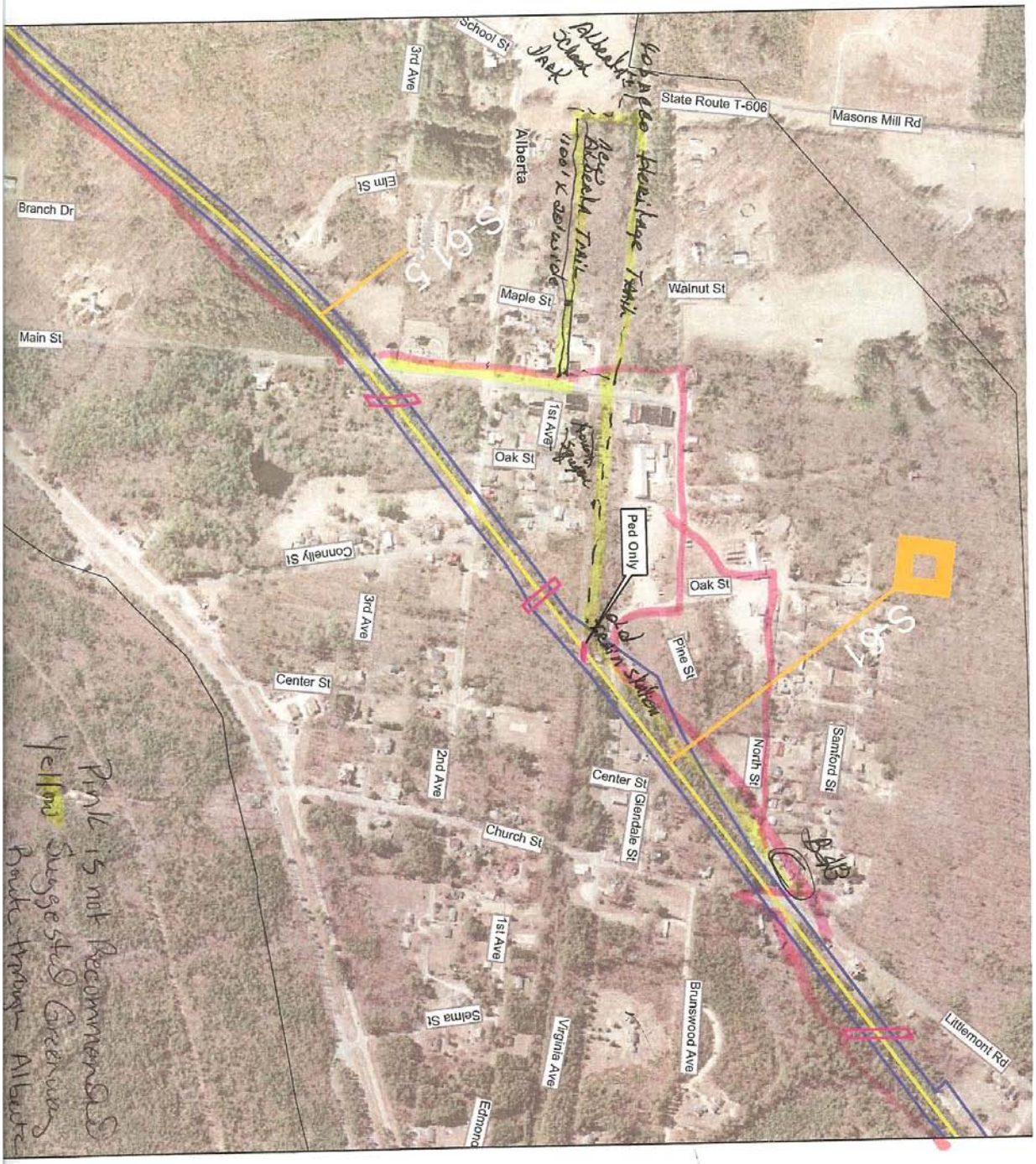
During one-on-one discussions, the Mayor of Alberta, Melissa Parrish, commented that she thought the trail being adjacent to the railroad through the industrial park was a good idea, but she would look into it further. The following day she emailed her proposed route of the trail through the Town of Alberta. Her map is attached to this summary.

The workshop was well attended by county and municipal representatives. There were also several interested citizens in attendance.

The workshop was closed after discussions concluded with all citizens.

KDL/

For more information, contact:
David B. Foster, NCDOT Rail Division, Rail Environmental Programs Manager, 919.733.7245 x266 *Toll Free*
Christine Fix, VDRPT, Strategic Planning Manager, 804.786.1052 *1-877-749-7245*



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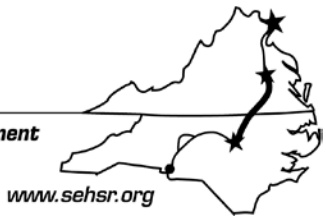
SOUTHEAST HIGH SPEED RAIL

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



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Public Workshop

For a Multiuse Trail Concept adjacent to the proposed Southeast High Speed Rail (SEHSR) corridor from Burgess, VA to the Virginia/North Carolina state line

February 19, 2009
6:30 to 8:30 pm

In the Board of Supervisor's Meeting Room at the Brunswick County Offices at 100 Tobacco Street, Lawrenceville, VA 23868

Workshop Agenda

Presentation:

- **Welcome by Charlette Woolridge, Brunswick County Administrator**
- **Project and Team Introduction by Bob Munson, Virginia Department of Conservation and Recreation (VA DCR)**
- **SEHSR Project Overview by David Foster, PE, NCDOT Rail Division**
- **East Coast Greenway Overview by Steve Bevington, South Atlantic Regional Coordinator, ECG**
- **Trail Concept Design Process by Glenda Gibson, PE, Gibson Engineers, PC**

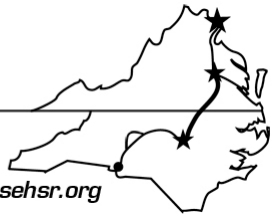
Question and Answer:

Open Time to View Maps of the Corridor and Discuss with Project Team Representatives:

For more information, contact:
David B. Foster, NCDOT Rail Division, Rail Environmental Programs Manager, 919.733.7245 x266 *Toll Free*
Christine Fix, VDRPT, Strategic Planning Manager, 804.786.1052 *1-877-749-7245*

SOUTHEAST HIGH SPEED RAIL

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



www.sehsr.org

PUBLIC WORKSHOP SUMMARY

SUBJECT: **SEHSR Trail Concept Public Workshop**

DATE: February 26, 2009

TIME: 6:30 to 8:30 pm

A Public Workshop was held in the Sutherland Ballroom at the Eastside Enhancement Center at 7301 Boydton Plank Road, Petersburg, VA 23803 on February 26, 2009. The purpose of the workshop was to present information and solicit comments about the proposed multi-use trail that would parallel the Southeast High Speed Rail (SEHSR) corridor between Burgess, VA and the Virginia/North Carolina state line. The following members of the project team, representatives of state and county agencies, and other interested organizations were in attendance:

Mark Bassett, Dinwiddie County Planning Director
Robert Munson, VA DCR
Steve Bevington, East Coast Greenway
Christine Fix, VA DRPT
David Foster, NCDOT Rail Division
Larry Sams, NCDOT Rail Division
Keith Lewis, Martin/Alexiou/Bryson
Glenda Gibson, Gibson Engineers
Diana Young-Paiva, Michael Baker Engineering
Carol Corker, Southside PDC
Sam Hayes, Dinwiddie County Planning Commission Chair, and also VDOT representative

A copy of the Agenda is attached at the end of this Workshop Summary. The workshop began with a presentation that included welcome and introductions, the purpose of the public workshop, an overview of the SEHSR project, an overview of the East Coast Greenway, and the Trail Concept Design Process. The presentation was followed by a Question and Answer period, and then time for citizens to view the maps and discuss the project one-on-one with project team representatives.

Presentation:
Mark Bassett, Dinwiddie County Planning Director, welcomed everyone to the meeting and expressed his appreciation for the interest in this project that will benefit the citizens of Dinwiddie County. He recognized a couple local officials in the room that night; Sam Hayes, Dinwiddie County Planning Commission Chair, and a County Commissioner. Mark introduced several of the team members and then turned the meeting over to Bob Munson of the Virginia Department of Conservation and Recreation (VA DCR).

Bob Munson provided an overview of the Trail Project and the vision for this multi-modal transportation corridor. He expressed support for the trail project from VA DCR and the counties where the project traverses, and expressed the value of the Trail being included in the DEIS for environmental clearance. Bob then introduced the project team and David Foster, NCDOT Rail Division, as the overall Project Manager for the SEHSR project.

David Foster opened by saying that the project team started working with the SEHSR in Dinwiddie County about 10 years ago and the county was already talking about a trail in the rail corridor at that time. He spoke of the history of the NC and VA partnership with the SEHSR and Trail concept and that they had been working together since the early 1990's. David provided an overview of the SEHSR project, and the status of the various segments of the overall Washington D.C. to Charlotte, NC route. He explained that the Federal Railroad Administration has determined this project to be the most viable high-speed rail project in the US, with operating cost expected to be self supporting. David provided a brief history of the SEHSR project and the projected timeline for completion of the Tier II environmental impact statement (EIS), which addresses the Richmond, VA to Raleigh, NC portion of the larger corridor. He included background on the local interest in establishing greenways along the SEHSR corridor, which has been active since the beginning of the project, particularly in southern Virginia. As support was developed within various state agencies (Virginia Department of Transportation [VA DOT], Virginia Department of Conservation and Recreation [VA DCR], and the Virginia Department of Rail and Public Transportation [VA DRPT]), an innovative approach was formulated that would enable the SEHSR environmental document to address the environmental impacts of the proposed greenway.

David mentioned recent funding authorization that was signed into law prior to President Bush leaving office, and $8 billion from the economic stimulus package recently signed by President Obama for high-speed and inter-city rail. In addition, just that day President Obama announced that he was adding $1 billion a year to support high-speed rail. He discussed how the trail project would interface with the SEHSR in areas where the HSR would be within existing rail right-of-way and where the HSR would be within new adjacent right-of-way. He presented how the trail corridor would be included in the Tier II Environmental Impact Statement for the SEHSR, and as a result of the environmental clearance for the trail being satisfied, local governments would be able to apply for various federal and state funds to build the trail. The Draft Tier II EIS is expected to be completed between December 31, 2009 and April 18, 2010.

David also said the rail corridor would provide freight and commuter rail opportunities in addition to the proposed high-speed rail.

David presented the details of the trail cross-section and explained that the project team would study the trail between cities and towns. The municipalities would be responsible for determining the trail location within the city/town limits. He also explained the relationship between the rail and trail right-of-ways.

David introduced Steve Bevington, South Atlantic Regional Coordinator for the East Coast Greenway (ECG). Steve provided a brief presentation on the ECG and their desire to utilize this trail corridor as a portion of their proposed 3,000 mile network of trails from Maine to Key West, Florida. He said that over 600 miles of the greenway were completed. Steve provided examples of successful greenways/trails in other areas of the US that have enhanced economic development, encouraged aesthetic improvements with a park-like environment, and provided a "muscle-powered" mode of transportation connecting cities and towns along the east coast. He said they wanted the ECG to not just be an amenity to an area, but ultimately an alternative way of travel between cities, towns, and states. Steve introduced David Brickley, Virginia's representative for the ECG, and then turned it over to Glenda.

Glenda Gibson, Gibson Engineers, PC, provided an overview of the trail concept design process and the proposed cross-section of the trail. Glenda explained; in areas where proposed rail improvements fall within the existing rail right-of-way, the trail concept will be a 30' cross section (10' trail with 10 feet on each side for drainage ditches where needed) within 60' right-of-way outside the existing rail right-of-way. In areas where proposed rail improvements are outside the existing rail right-of-way, the trail would utilize the old inactive rail right-of-way as much as possible and practicable. It is anticipated that approximately two thirds of the proposed railroad will utilize existing rail right-of-way. It is assumed that the trail surface will be 10' wide, designed to the American Association of State Highway and Transportation Officials (AASHTO) greenway standards where possible and practicable.

Glenda said that all crossings of the railroad by the trail would be done on grade separations where roads will go either under or over the railroad. There will be no at-grade crossings. She then described the purpose, and importance, of citizen's comments in determining which side of the tracks to place the trail. When the trail reaches municipal limits the team will work with the municipalities to plan for connections to their existing or planned trail or greenway system, or to the local street network. When the trail reaches physical barriers, such as a lake or river, alternate routes will be presented as options.

After the presentation the floor was opened for questions and/or comments. The following questions and comments were made:

- Question – Is the trail not starting until Burgess? David responded saying, yes, from Burgess heading south will be covered under the EIS. Question – How close will the track and trail be to personal properties? David said the existing rail right-of-way will be used where possible or properties will be purchased for the right-of-way.
- Comment – A citizen expressed concern with the trail bringing a lot of people through or near properties and homes. David said that history has shown that trails near rails have improved safety and vagrancy around railroads.
- Question – Who will police the trails? Typically it will be the Sheriff's Department.
- Question - Please verify the rail on existing right-of-way versus relocation. David provided that description again.
- Question – A question was asked about expected trail usage and what is typical. Said they don't think many will use it. Bob Munson responded with a description of the Virginia Creeper Trial history where it was not used much initially. The trail end was in a remote area, and someone started a shuttle service to the trail end and trail usage and business for shuttle service has taken off since then. It also has heavy use in the urban and town areas. He said that walking is the number one form of exercise in Virginia.
- Comment – That is a lot of money to spend in this economy for something that may have low use.
- Question – Who will maintain? David said that it depends on who owns it which remains to be determined. We are in the early stages of study.
- Question – A comment was made about a litigation that was going on as a result of a fiber optics line that was installed in the abandoned rail right-of-way. This issue was unknown and it was decided that David would discuss with the citizen after the open Q&A time.
- Question – We have property adjacent to the abandoned rail and have a lot of 4-wheelers, motorcycles, etc. through there. How are you going to stop and monitor that?

David responded that with an active rail and trail resulting in more people around, these activities typically slow down. However, 4-wheelers and other motorized vehicles are sometimes problems which will require educating the public and monitoring.

- Comment – The trail is not comparable to the VA Creeper Trail. I don't think the trail will be used. The Town (McKenney) doesn't want it. David responded that not every trail is the same. If a town doesn't want it they don't have to build it. Glenda said many towns are excited about it. We coordinate with them as to where they want it at their town limits. Steve added positive ECG experiences with towns in New England states.
- Question – What about camping areas along the trail? David said the trail gives adjacent property owners opportunities for business such as camp areas or other amenities. Our project is for the trail concept only.
- Question – Are there any options to looking at running it parallel to US 1? The DEIS is studying it along the existing rail corridor.
- Question – What about safety for trail users during the hunting season in rural areas? David said that is a valid concern. The rail will be active when the trail is built and hopefully this will make hunters aware of new activity in the area. In addition, there should be some education about the new facilities through public relations and announcements.
- Question – Will it be fenced? The rail will not be fenced in rural areas, but possibly in urban areas if the trail is adjacent to the rail.
- Question – What is the liability of someone leaving the trail and onto personal property and getting hurt? David Brickley, VA ECG and a lawyer by profession, responded that VA laws protect property owners from trespassers suing.
- Question – Sam Hayes, County Planning Commission, asked about equestrian use along the active rail. Is that a concern? Various comments were made by attendees about horses and their reaction to a high-speed rail passing. Most did not have a concern.
- Question – Will there be sanitary facilities along the trail? Bob said that some trails have them, but it would be up to the trail ownership and management on decisions about the extent of the development of the trail. Steve said that ECG and the state of VA are preparing a trail guide to show areas where facilities are along or near a trail.
- Question – Can you guarantee that existing property owners can build business on their properties adjacent or near the trail? David said there is no guarantee, but it would be dependent on the local laws or ordinances.

The workshop was then opened up for viewing of the project corridor maps and one-on-one discussions with the project team representatives.

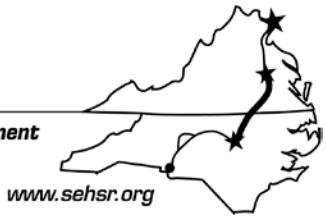
The workshop was well attended by county and municipal representatives and by interested citizens.

The workshop was closed after discussions concluded with all citizens.

KDL/

SOUTHEAST HIGH SPEED RAIL

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



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Public Workshop

For a Multiuse Trail Concept adjacent to the proposed Southeast High Speed Rail (SEHSR) corridor from Burgess, VA to the Virginia/North Carolina state line

February 26, 2009
6:30 to 8:30 pm

In the Sutherland Ballroom at the Eastside Enhancement Center at 7301 Boydton Plank Road, Petersburg, VA 23803

Workshop Agenda

Presentation:

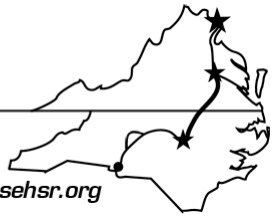
- **Welcome by Mark Bassett, Dinwiddie County Planning Director**
- **Project and Team Introduction by Bob Munson, Virginia Department of Conservation and Recreation (VA DCR)**
- **SEHSR Project Overview by David Foster, PE, NCDOT Rail Division**
- **East Coast Greenway Overview by Steve Bevington, South Atlantic Regional Coordinator, ECG**
- **Trail Concept Design Process by Glenda Gibson, PE, Gibson Engineers, PC**

Question and Answer:

Open Time to View Maps of the Corridor and Discuss with Project Team Representatives:

SOUTHEAST HIGH SPEED RAIL

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



www.sehsr.org

PUBLIC WORKSHOP SUMMARY

SUBJECT: **SEHSR Trail Concept - Warren County Public Workshop**

DATE: May 7, 2009

TIME: 6:30 to 8:30 pm

A Public Workshop was held in the Norlina Volunteer Fire Department Annex Building at 103 Center Street, Norlina, NC on May 7, 2009. The purpose of the workshop was to present information and to solicit comments about the proposed multi-use trail that would parallel the Southeast High Speed Rail (SEHSR) corridor between the Virginia/North Carolina state line and the Neuse River Trail in Raleigh, NC. The following members of the project team, representatives of state and county agencies, and other interested organizations were in attendance:

Linda Worth, Warren County Manager
Darrell McBane, State Trails Program Manager, NCDENR - Parks and Recreation
Vincent Newman-Brooks, NCDENR - Parks and Recreation
Steve Bevington, East Coast Greenway
David Foster, NCDOT Rail Division
Larry Sams, NCDOT Rail Division
David Robertson, NCDOT Rail Division
Glenda Gibson, Gibson Engineers
Diana Young-Paiva, Michael Baker Engineering
Keith Lewis, Martin/Alexiou/Bryson

A copy of the Agenda is attached at the end of this Workshop Summary. The workshop began with a presentation that included welcome and introductions, the purpose of the public workshop, an overview of the SEHSR project, an overview of the East Coast Greenway, and the Trail Concept Design Process. The presentation was followed by a Question and Answer period, and then time for citizens to view the maps and discuss the project one-on-one with project team representatives.

Presentation:
Norlina Town Councilman Bill Harris welcomed everyone to the meeting on behalf of Mayor Dwight Pearce, and expressed his appreciation for the interest in this project that will benefit the citizens of the Town of Norlina and Warren County. He turned it over to Linda Worth, Warren County Manager who thanked everyone for coming out to the workshop, and asked that all attendees introduce themselves. Ms. Worth then provided an overview of the SEHSR Trail Concept by reading the project description sent out with the advertisement for the public workshop. She then introduced Darrell McBane, State Trails Program Manager with NCDENR Parks and Recreation.

Darrell provided an overview of the Trail Project and the vision for this multi-modal transportation corridor. He stated that NCDENR and NCDOT have partnered to fund and to develop a conceptual plan for a multiuse-trail that will parallel the Southeast High Speed Rail corridor between the Virginia/North Carolina state line and the Neuse River Trail in Raleigh, NC. Darrell expressed his excitement for this trail concept and encouraged all involved governmental agencies and citizens to become involved in this planning effort. He then introduced David Foster, NCDOT Rail Division, as the overall Project Manager for the SEHSR project.
David Foster opened by saying that the vision for the SEHSR began in 1991, and in 1992 Virginia and North Carolina were selected as the location for one of the first five federally designated high speed rail corridors in the country.

It was then that the project team started working on the SEHSR. NC and VA developed a partnership for the SEHSR project at that time and have been working together since that time. David provided an overview of the SEHSR project, and the status of the various segments of the overall Washington D.C. to Charlotte, NC route. He explained that the Federal Railroad Administration has determined this project to be the most viable high-speed rail project in the US, with farebox revenues expected to exceed operating costs. David provided a brief history of the SEHSR project and the projected timeline for completion of the Tier II environmental impact statement (EIS), which addresses the Richmond, VA to Raleigh, NC portion of the larger corridor. He included background on the local interest in establishing greenways along the SEHSR corridor, which has been active since the beginning of the project. As support was developed within various state agencies (NC Department of Transportation [NCDOT], NC Department of Environment and Natural Resources, Parks and Recreation [NCDENR], Virginia Department of Transportation [VADOT], Virginia Department of Conservation and Recreation [VA DCR], and the Virginia Department of Rail and Public Transportation [VA DRPT]), an innovative approach was formulated that would enable the SEHSR environmental document to address the environmental impacts of a proposed greenway.

David mentioned recent funding authorization that was signed into law prior to President Bush leaving office, and $8 billion from the economic stimulus package recently signed by President Obama for high-speed and inter-city rail. In addition, President Obama announced that he was adding an additional $1 billion a year to support high-speed rail over the next five years. David then discussed how the trail project would interface with the SEHSR in areas where the HSR would be within existing rail right-of-way and where the HSR would be in new right-of-way. He presented how the trail corridor would be included in the Tier II Environmental Impact Statement for the SEHSR, and as a result of the environmental clearance for the trail being satisfied, local governments would be able to apply for various federal and state funds to build the trail. The Draft Tier II EIS is expected to be completed between December 31, 2009 and April 18, 2010.

David also said the rail corridor would provide opportunities for conventional passenger service as well as freight and commuter rail in addition to the proposed high-speed rail.

David presented the details of the trail cross-section and explained that the project team would study the trail between cities and towns. The municipalities would be responsible for determining the trail location within the city/town limits. He also explained the relationship between the rail and trail rights-of-way.

David introduced Steve Bevington, South Atlantic Regional Coordinator for the East Coast Greenway (ECG). Steve provided a brief presentation on the ECG and their desire to utilize this trail corridor as a portion of their proposed 3,000 mile network of trails from Maine to Key West, Florida. He said that over 600 miles of the greenway were completed. Steve provided

examples of successful greenways/trails in other areas of the US that have enhanced economic development, encouraged aesthetic improvements with a park-like environment, and provided a "muscle-powered" mode of transportation connecting cities and towns along the east coast. He said they wanted the ECG to not just be an amenity to an area, but ultimately an alternative way of travel between cities, towns, and states. Steve then turned it over to Glenda Gibson.

Glenda Gibson, Gibson Engineers, PC, provided an overview of the trail concept design process and the proposed cross-section of the trail. Glenda explained that the trail concept will be a 30' cross section (10' trail with 10 feet on each side for drainage ditches where needed) within 60' right-of-way outside the existing rail right-of-way. In areas where proposed rail improvements are outside the existing rail right-of-way, the trail would utilize the old inactive rail right-of-way as much as possible and practicable. It is assumed that the trail surface will be approximately 10' wide, designed to the American Association of State Highway and Transportation Officials (AASHTO) greenway standards where possible and practicable.

Glenda said that all crossings of the railroad by the trail would be done at grade separations where roads will go either under or over the railroad. She described the purpose, and importance, of citizen's comments in determining which side of the tracks to place the trail. When the trail reaches municipal limits the team will work with the municipalities to plan for connections to their existing or planned trail or greenway system, or to the local street network. When the trail reaches physical barriers, such as a lake or river, alternate routes utilizing existing roads will be presented.

After the presentation the floor was opened for questions and/or comments. The following questions and comments were made:

- Question – Who will maintain the trail? David said we don't know at this time. It depends on the location and who ends up owning it, which remains to be determined. It will likely be up to the locals when the trail is developed.
- Question – Is the trail being developed in conjunction with the SEHSR? David responded that environmental clearance and planning is being done, but final design and construction are not.
- Question – Is there stimulus money for the trail? David said that we do not presently know. He said that it may be possible since Virginia received funds for the Tobacco Heritage Trail.
- Question - Why is it not funded with state or federal funds? Local governments can solicit to the state with support such as funding for roads is done.
- Question – What is the timing on development of the trail? David said it depends on where the support is from the public, local government, etc. Counties could come together, plan, and petition the state for support.
- Question – Explain what VA did to get the trail funding. Response was that a non-profit group was put together to raise support for the trail and then they petitioned for funds.
- Question – How much will this impact our land, I heard numbers of 10', 30', and 60' of right-of-way? The typical section of the trail was explained: a trail surface of 10', with an additional 10' allowance on each side for grading, drainage, etc., within a 60' R/W.

David mentioned that within approximately one week the SEHSR website (www.sehsr.org) will be updated to provide links to completed trail projects across the United States and Canada. This will provide some insight into what may be expected for this project.

The workshop was then opened up for viewing of the project corridor maps and one-on-one discussions with the project team representatives.

The workshop was well attended by county and municipal representatives and by interested citizens.

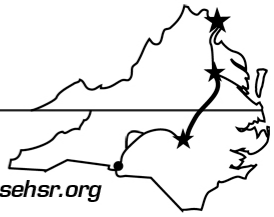
The workshop was closed after discussions concluded with all citizens.

KDL/

For more information, contact:
David B. Foster, NCDOT Rail Division, Rail Environmental Programs Manager, 919.733.7245 x266 *Toll Free*
Christine Fix, VDRPT, Strategic Planning Manager, 804.786.1052 *1-877-749-7245*

SOUTHEAST HIGH SPEED RAIL

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



www.sehsr.org

Public Workshop

For a Multiuse Trail Concept adjacent to the proposed Southeast High Speed Rail (SEHSR) corridor from the Virginia/North Carolina state line to the Neuse River Trail in Raleigh, NC

May 7, 2009
6:30 to 8:30 pm
In the Norlina Volunteer Fire Department Annex building at 103 Center Street, Norlina, NC

Workshop Agenda

Presentation:

- **Welcome by Mayor Dwight Pearce, Norlina, NC**
- **Introduction by Linda Worth, Warren County Manager**
- **Project and Team Introduction by Darrell McBane, State Trails Program Manager, NCDENR**
- **SEHSR Project Overview by David Foster, PE, NCDOT Rail Division**
- **East Coast Greenway Overview by Steve Bevington, South Atlantic Regional Coordinator, ECG**
- **Trail Concept Design Process by Glenda Gibson, PE, Gibson Engineers, PC**

Question and Answer:

Open Time to View Maps of the Corridor and Discuss with Project Team Representatives:

For more information, contact:
David B. Foster, NCDOT Rail Division, Rail Environmental Programs Manager, 919.733.7245 x266 *Toll Free*
Christine Fix, VDRPT, Strategic Planning Manager, 804.786.1052 *1-877-749-7245*

SOUTHEAST HIGH SPEED RAIL

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

www.sehsr.org

PUBLIC WORKSHOP SUMMARY

SUBJECT: **SEHSR Trail Concept - Vance County Public Workshop**

DATE: May 14, 2009

TIME: 6:30 to 8:30 pm

A Public Workshop was held in the Aycock Recreational Complex at 307 Carey Chapel Road, Henderson, NC on May 14, 2009. The purpose of the workshop was to present information and to solicit comments about the North Carolina portion of a proposed multi-use trail that would parallel the Southeast High Speed Rail (SEHSR) corridor between the Virginia/North Carolina state line and the Neuse River Trail in Raleigh, NC. The following members of the project team, representatives of state and county agencies, and other interested organizations were in attendance:

Jordan McMillen, Vance County Planning Services Manager
Alan Gill, Director, Henderson-Vance Parks and Recreation Department
Darrell McBane, State Trails Program Manager, NCDENR - Parks and Recreation
Vincent Newman-Brooks, NCDENR - Parks and Recreation
Steve Bevington, East Coast Greenway
Larry Sams, NCDOT Rail Division
David Robertson, NCDOT Rail Division
Glenda Gibson, Gibson Engineers
Craig Young, Michael Baker Engineering
Keith Lewis, Martin/Alexiou/Bryson

A copy of the Agenda is attached at the end of this Workshop Summary. The workshop began with a brief presentation that included welcome and introductions, the purpose of the public workshop, an overview of the SEHSR project, an overview of the East Coast Greenway, and an explanation of the proposed Trail Concept Design Process. The presentation was followed by a Question and Answer period, and then additional time for citizens to view the maps and discuss the project one-on-one with project team representatives.

Presentation:
Jordan McMillen, Vance County Planning Services Manager welcomed everyone to the meeting and expressed his appreciation for the interest in this project as it will benefit the citizens of Vance County. He introduced the project team members that were presenting information that evening concerning the SEHSR and the associated trail concept. Mr. McMillen then introduced Darrell McBane, State Trails Program Manager with NC Department of Environment and Natural Resources (NCDENR) Parks and Recreation Division.

For more information, contact:
David B. Foster, NCDOT Rail Division, Rail Environmental Programs Manager, 919.733.7245 x266 *Toll Free*
Darrell McBane, NCDENR, State Trails Program Manager, 919.715.8699 *1-877-749-7245*

Darrell thanked Jordan McMillen and Alan Gill of the County for hosting the meeting, and he then provided an overview of the proposed trail concept and the vision for this multi-modal transportation corridor. He stated that NCDENR and NCDOT have partnered to fund and develop a conceptual plan for a multiuse-trail that would parallel the Southeast High Speed Rail corridor between the Virginia/North Carolina state line and the Neuse River Trail in Raleigh, NC. Darrell expressed his excitement for this trail concept and encouraged all related governmental agencies and citizens to become involved in this planning effort. He then introduced Larry Sams, NCDOT Rail Division, and Craig Young, Baker Engineering, that were to give an overview of the SEHSR project.

Larry Sams began by saying that he and Craig Young were presenting in place of David Foster, the SEHSR Project Manager who was unable to be there that evening. Larry opened by saying that the vision for the SEHSR began in 1991, and in 1992 Virginia and North Carolina were selected as the location for one of the first five federally designated high speed rail corridors in the country.

It was then that the project team started working on the SEHSR. NC and VA developed a partnership for the SEHSR project at that time and have been working together since then. Larry provided an overview of the SEHSR project, and the status of the various segments of the overall Washington D.C. to Charlotte, NC route. He explained that the Federal Railroad Administration (FRA) has determined this project to be the most viable high-speed rail project in the US, with farebox revenues expected to exceed operating costs. He provided a brief history of the SEHSR project and the projected timeline for completion of the Tier II Environmental Impact Statement (EIS), which addresses the Richmond, VA to Raleigh, NC portion of the larger corridor. He included background on the local interest in establishing greenways along the SEHSR corridor, which has been active since the beginning of the project. As support was developed within various state agencies (NCDOT, NCDENR, Virginia Department of Transportation [VDOT], Virginia Department of Conservation and Recreation [DCR], and the Virginia Department of Rail and Public Transportation [DRPT]), an innovative approach was formulated that would enable the SEHSR environmental document to address the environmental impacts of a proposed greenway.

Larry mentioned recent funding authorization that was signed into law prior to President Bush leaving office, and $8 billion from the economic stimulus package recently signed by President Obama for high-speed and inter-city rail. In addition, President Obama announced that he was adding an additional $1 billion a year to support high-speed rail over the next five years.

Larry turned it over to Craig who discussed the Tier II EIS and its termini of Richmond, VA, to Raleigh, NC, a total length of 168 miles. He said that in the beginning there would be four round-trip high-speed trains per day between Petersburg, VA and Raleigh, NC, two would be non-stop, one would have a stop in Henderson, NC, and one would have a stop in Lacrosse, VA. Craig explained how the trail project would interface with the SEHSR in areas where the high speed rail (HSR) would be within existing rail right-of-way and where the HSR would be in new right-of-way. He presented how the trail corridor would be included in the Tier II EIS for the SEHSR, and as a result of the environmental clearance for the trail being satisfied, local governments would be able to apply for various federal and state funds to build the trail. The Draft Tier II EIS is expected to be completed between December 31, 2009 and April 18, 2010.

Larry added that the rail corridor would also provide opportunities for conventional passenger service as well as freight and commuter rail in addition to the proposed high-speed rail.

Craig presented the details of the proposed trail cross-section and explained that the project team would study the trail between cities and towns. The municipalities would be responsible for determining the trail location within the city/town limits. He also explained the relationship between the rail and trail rights-of-way.

Craig introduced Steve Bevington, South Atlantic Regional Coordinator for the East Coast Greenway (ECG). Steve provided a presentation on the ECG and their desire to utilize this trail corridor as a portion of their proposed 3,000 mile network of trails from Maine to Key West, Florida. He said that over 600 miles of the greenway were completed. Steve provided examples of successful greenways/trails in other areas of the US that have enhanced economic development, encouraged aesthetic improvements with a park-like environment, and provided a "muscle-powered" mode of transportation connecting cities and towns along the east coast. He said they wanted the ECG to not just be an amenity to an area, but ultimately an alternative way of travel between cities, towns, and states. He mentioned that Time magazine has said that greenways are the "new golf" being requested for residential neighborhoods. Steve then turned it over to Glenda Gibson.

Glenda, provided an overview of the trail concept design process and the proposed cross-section of the trail. Glenda explained that many of the existing railroad curves would need to be flattened to accommodate the 110 mph speed for the high-speed rail. In some locations there may be as many as three alternatives for the HSR and the DEIS will address the impacts associated with each alternative. After a series of Public Hearings, tentatively scheduled for the Spring of 2010, preparation of the Final Environmental Impact Statement (FEIS) will commence and a selection of the "Preferred Alternative" will be made based on comments received from the public, as well as comments from federal and state regulatory agencies on the DEIS. The "Preferred Alternative" is the alternative that the trail concept will be added to and the trail concept designs developed. The trail concept will be a 30' trail cross section (10' trail footprint with 10 feet on each side for drainage ditches where needed) within 60' right-of-way, parallel to, and outside of the existing rail right-of-way. In areas where proposed rail improvements are outside the existing rail right-of-way, the trail would utilize the old inactive rail right-of-way as much as possible and practicable. It is assumed that the trail surface will be approximately 10' wide and designed to meet the American Association of State Highway and Transportation Officials (AASHTO) greenway standards, where possible and practicable.

Glenda stated that all proposed trail crossings of the railroad would be handled by utilizing the proposed SEHSR grade separations (e.g., where roads would go either under or over the HSR railroad). She described the purpose, and importance, of citizen's comments in assisting the project team with the task of determining which side of the HSR tracks to place the trail. When the trail reaches municipal limits the team will work with the municipalities to plan for connections to their existing or planned trail or greenway system, or to utilize the existing local street network. When the trail reaches physical barriers, such as a lake or river, alternate routes utilizing existing roads will be investigated.

After the presentation the floor was opened for questions and/or comments. The following questions and comments were made:

- Comment – A lady expressed comments regarding safety for her, a recent widow, and her daughter and family that lived next door. Their homes are approximately 150 feet from the existing railroad which is in front of their homes. They have about 0.6 miles of

frontage with their homes and farm. Their concern is with safety if a trail was in front of their homes. She said that Vance County is one of the highest drug areas in NC and the East Coast. The trail could open up avenues for criminals to come in and out of the area. She stated that much of Vance County is considered to be a "high crime" area.

- Comment – A homeowner expressed that their house was approximately 75 feet from the existing railroad. He is not necessarily opposed to the trail, but is concerned with the HSR. He is concerned that the location of the probable realignment will take his home.
- Question – What is high speed? Larry responded that 110 mph is what is authorized for the diesel engines that are proposed. Early studies conducted as part of the Tier I EIS determined that higher speeds would require different train equipment and would result in substantial cost increases for the project without a substantial increase in revenue or ridership.
- Question – What about access to homes? Larry and Glenda responded that all roads crossing the rail would be grade separated. Some existing crossings would be closed, and/or several at-grade crossings consolidated into one grade separated crossing. Access would be maintained or provided to all properties, to the extent practicable.
- Question – When do you anticipate the selection of the rail location? Craig said that the "Preferred Alternative" would be selected after the public hearings were held in the spring of 2010 and before the FEIS was completed in late summer of 2011.
- Question – Is all this [trail concept work] within the 60-foot right-of-way? Glenda responded that the trail would be within a maximum 60-foot right-of-way and the road relocations and rail would be in other, completely separate rights-of-way.
- Question – What is the approximate existing rail right-of-way? Larry stated that the majority of the existing rail right of way is approximately 100 feet, about the centerline of the rail, and the proposed right-of-way for rail on new location would be around 150 feet, about the centerline of the rail. These widths will vary in some places due to the terrain.
- Question – Are there similar trail projects along existing HSR? The project team could not site specific projects similar to what is being proposed for the SEHSR project; however, It was pointed out that the SEHSR website (www.sehsr.org) has a full list of references for many trail projects, especially rails converted to trails, around the US and Canada.
- Question - Who is funding the trail? Larry said that was still to be determined, but that counties, local governments, or other partnerships were all possibilities for completing the final design of the trail and for obtaining the necessary funding to construct the trail.
- Question - Who will maintain the trail? Larry said that also was unknown at this time, and could depend upon the location and who ends up owning it, which remains to be determined. It will likely be up to the counties and/or local municipalities to determine once the trail is developed.
- Comment – A citizen stated that they agree with the first lady that spoke. He has worked with the police and sheriff departments for 23 years. The existing rail is approximately 300 feet behind his current residence. The gentleman stated that he and his family have on-going problems with four-wheelers and other motorized vehicles using the rail right of way illegally and stated that he has been working with the railroad authorities to try and stop these activities; however, he has not had much success.

- Comment – Several citizens in attendance provided positive comments about trails bringing citizens together. They sited various trail projects that have resulted in net benefits for the various areas that they were constructed, e.g. tourism, new businesses, increased property values, etc. In addition, they stated that their previous experience with trails has been that the addition of these trails has tended to deter criminal activity.
- Comment – A woman stated that she had previously lived in Maryland with an abandoned rail converted to a trail near her home. She experienced a reduction in crime after the trail was built. Before the trail was constructed, crime in the area was an issue with the abandoned rail right-of-way and the trail development help to eliminate the criminal activity in the area.
- Comment – One person commented that they are an experienced trail user and that their experience on the New River Trail in VA is that the trail has driven property values up for the properties located adjacent to the trail.

Larry mentioned again that the SEHSR website (www.sehsr.org) provides links to reference articles about completed trail projects across the United States and Canada. This will provide some insight into what may be expected for this project.

There being no further general comments or questions, the workshop was then opened up for viewing of the project corridor maps and one-on-one discussions with the project team representatives.

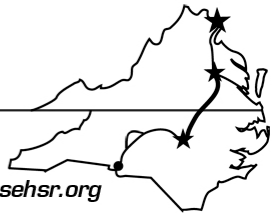
The workshop was well attended by county and municipal representatives and by interested citizens. The workshop was closed after discussions concluded with all citizens.

KDL/

For more information, contact:
David B. Foster, NCDOT Rail Division, Rail Environmental Programs Manager, 919.733.7245 x266 *Toll Free*
Darrell McBane, NCDENR, State Trails Program Manager, 919.715.8699 *1-877-749-7245*

SOUTHEAST HIGH SPEED RAIL

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



www.sehsr.org

Public Workshop

For a Multiuse Trail Concept adjacent to the proposed Southeast High Speed Rail (SEHSR) corridor from the Virginia/North Carolina state line to the Neuse River Trail in Raleigh, NC

May 14, 2009
6:30 to 8:30 pm
In the Aycock Recreational Complex at 307 Carey Chapel Road, Henderson, NC 27537

Workshop Agenda

Presentation:

- **Welcome by Jordan McMillen, Vance County Planning Services Manager**
- **Project and Team Introduction by Darrell McBane, State Trails Program Manager, NCDENR**
- **SEHSR Project Overview by David Foster, PE, NCDOT Rail Division**
- **East Coast Greenway Overview by Steve Bevington, South Atlantic Regional Coordinator, ECG**
- **Trail Concept Design Process by Glenda Gibson, PE, Gibson Engineers, PC**

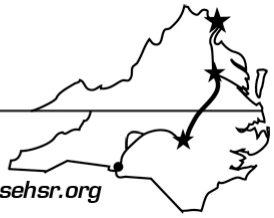
Question and Answer:

Open Time to View Maps of the Corridor and Discuss with Project Team Representatives:

For more information, contact:
David B. Foster, NCDOT Rail Division, Rail Environmental Programs Manager, 919.733.7245 x266 *Toll Free*
Darrell McBane, NCDENR, State Trails Program Manager, 919.715.8699 *1-877-749-7245*

SOUTHEAST HIGH SPEED RAIL

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



www.sehsr.org

PUBLIC WORKSHOP SUMMARY

SUBJECT: **SEHSR Trail Concept - Franklin County Public Workshop**

DATE: May 21, 2009

TIME: 7:00 to 9:00 pm

A Public Workshop was held in the Youngsville Community Center, 115 East Main Street, Youngsville, NC 27596 on May 21, 2009. The purpose of the workshop was to present information and to solicit comments about the North Carolina portion of a proposed multi-use trail that would parallel the Southeast High Speed Rail (SEHSR) corridor between the Virginia/North Carolina state line and the Neuse River Trail in Raleigh, NC. The following members of the project team, representatives of state and county agencies, and other interested organizations were in attendance:

Angela Harris, Franklin County Manager
Oliver Greene, Interim Director – Franklin County Parks and Recreation
Darrell McBane, State Trails Program Manager, NCDENR - Parks and Recreation
Vincent Newman-Brooks, NCDENR - Parks and Recreation
Steve Bevington, East Coast Greenway
Iona Thomas, East Coast Greenway
Larry Sams, NCDOT Rail Division
David Robertson, NCDOT Rail Division
Mike Pekarek, Gibson Engineers
Craig Young, Michael Baker Engineering
Keith Lewis, Martin/Alexiou/Bryson

A copy of the Agenda is attached at the end of this Workshop Summary. The workshop began with a brief presentation that included welcome and introductions, the purpose of the public workshop, an overview of the SEHSR project, an overview of the East Coast Greenway, and an explanation of the Trail Concept Design Process. The presentation was followed by a Question and Answer period, and then additional time for citizens to view the maps and discuss the project one-on-one with project team representatives.

Presentation:
Angela Harris, Franklin County Manager, welcomed everyone to the meeting and expressed her appreciation for the interest in this project as it will benefit the citizens of Franklin County. She mentioned the previous SEHSR public workshop held there and that tonight was to discuss the trail concept adjacent to the SEHSR. Ms. Harris then turned it over to Oliver Greene who introduced the presenters for the workshop. Oliver then turned the meeting over to Darrell McBane, State Trails Program Manager with NC Department of Environment and Natural Resources (NCDENR) Parks and Recreation Division.

Darrell thanked Angela Harris and Oliver Greene for hosting the meeting, and he then provided an overview of the proposed trail concept and the vision for this multi-modal transportation corridor. He stated that NCDENR and NCDOT have partnered to fund and to develop a conceptual plan for a multiuse-trail that would parallel the Southeast High Speed Rail corridor between the Virginia/North Carolina state line and the Neuse River Trail in Raleigh, NC. Darrell expressed his excitement for this trail concept and encouraged all related governmental agencies and citizens to become involved in this planning effort. He then introduced Larry Sams, NCDOT Rail Division, and Craig Young, Baker Engineering, that were to give an overview of the SEHSR project.

Larry opened by saying that the vision for the SEHSR began in 1991, and in 1992 Virginia and North Carolina were selected as the location for one of the first five federally designated high speed rail corridors in the country.

It was then that the project team started working on the SEHSR. NC and VA developed a partnership for the SEHSR project at that time and have been working together since then. Larry provided an overview of the SEHSR project, and the status of the various segments of the overall Washington D.C. to Charlotte, NC route. He explained that the Federal Railroad Administration (FRA) has determined this project to be the most viable high-speed rail project in the US, with farebox revenues expected to exceed operating costs. He provided a brief history of the SEHSR project and the projected timeline for completion of the Tier II Environmental Impact Statement (EIS), which addresses the Richmond, VA to Raleigh, NC portion of the larger corridor, and is expected to be completed late 2009. He included background on the local interest in establishing greenways along the SEHSR corridor, which has been active since the beginning of the project. As support was developed within various state agencies (NCDOT, NCDNER, Virginia Department of Transportation [VDOT], Virginia Department of Conservation and Recreation [DCR], and the Virginia Department of Rail and Public Transportation [DRPT]), an innovative approach was formulated that would enable the SEHSR environmental document to address the environmental impacts of a proposed greenway.

Larry mentioned recent funding authorization that was signed into law prior to President Bush leaving office, and $8 billion from the economic stimulus package recently signed by President Obama for high-speed and inter-city rail. In addition, President Obama announced that he was adding an additional $1 billion a year to support high-speed rail over the next five years.

Larry turned it over to Craig who discussed the Tier II EIS and its termini of Richmond, VA, to Raleigh, NC, a length of 168 miles. He said that in the beginning there would be four round-trip high-speed trains per day between Petersburg, VA and Raleigh, NC. Two would be non-stop, and one would stop in Henderson, NC, and one would stop in Lacrosse, VA. The high-speed rail is authorized for speeds of up to 110 mph, and it will be designed initially for a single track with a five-mile long passing track every 10 miles. Craig explained how the trail project would interface with the SEHSR in areas where the high speed rail (HSR) would be within existing rail right-of-way and where the HSR would be in new right-of-way. He presented how the trail corridor would be included in the Tier II Environmental Impact Statement for the SEHSR, and as a result of the environmental clearance for the trail being satisfied, local governments would be able to apply for various federal and state funds to build the trail. The Draft Tier II EIS is expected to be completed between December 31, 2009 and April 18, 2010.

Larry added that the rail corridor would also provide opportunities for conventional passenger service as well as freight and commuter rail in addition to the proposed high-speed rail.

Craig presented the details of the proposed trail cross-section and explained that the project team would study the trail between cities and towns. The municipalities would be responsible for determining the trail location within the city/town limits. He also explained the relationship between the rail and trail rights-of-way.

Craig introduced Steve Bevington, South Atlantic Regional Coordinator for the East Coast Greenway (ECG). Steve provided a presentation on the ECG and their desire to utilize this trail corridor as a portion of their proposed 3,000 mile network of trails from Maine to Key West, Florida. He said that over 600 miles of the greenway were completed. Steve provided examples of successful greenways/trails in other areas of the US that have enhanced economic development, encouraged aesthetic improvements with a park-like environment, and provided a "muscle-powered" mode of transportation connecting cities and towns along the east coast. He said they wanted the ECG to not just be an amenity to an area, but ultimately an alternative way of travel between cities, towns, and states. He mentioned that Time magazine has said that greenways are the "new golf" being requested for residential neighborhoods. Steve then turned it over to Mike Pekarek.

Mike Pekarek, Gibson Engineers, PC, provided an overview of the trail concept design process and the proposed cross-section of the trail. Mike explained that many of the existing railroad curves would need to be flattened to accommodate the 110 mph speed for the high-speed rail. In some locations there may be as many as three alternatives for the HSR and the DEIS will address the impacts associated with each alternative. After a series of public hearings, tentatively scheduled for the Spring of 2010, preparation of the Final Environmental Impact Statement (FEIS) will commence and a selection of the "Preferred Alternative" will be made based on comments received from the public, as well as comments from federal and state regulatory agencies on the DEIS. The "Preferred Alternative" is the alternative that the trail concept will be added to and the trail concepts developed. The trail concept will be a 30' trail cross section (10' trail footprint with 10 feet on each side for drainage ditches where needed) within 60' right-of-way, parallel to and outside the existing rail right-of-way. In areas where proposed rail improvements are outside the existing rail right-of-way, the trail would utilize the old inactive rail right-of-way as much as possible and practicable.

Mike said that all proposed crossings of the railroad by the trail would be handled by utilizing the proposed SEHSR grade separations where roads would go either under or over the HSR railroad. He described the purpose, and importance, of citizen's comments in assisting the project team with the task of determining which side of the HSR tracks to place the trail. When the trail reaches municipal limits the team will work with the municipalities to plan for connections to their existing or planned trail or greenway system, or to utilize the existing local street network. When the trail reaches physical barriers, such as a lake or river, alternate routes utilizing existing roads will be investigated.

After the presentation the floor was opened for questions and/or comments. The following questions and comments were made:

- Question – How wide is the total right-of-way width, rail and trail? Where the railroad is to be realigned on new location the R/W will be around 150 feet, wider if the terrain is

more rugged. The trail R/W will be a maximum of 60 feet. The existing rail R/W varies in width but averages around 100 feet.

- Question – What will the trail R/W width be in town? Craig responded that we would connect with existing town sidewalks, pedestrian plans, etc. We would not purchase R/W in towns.
- Question – Many of us have property along the existing railroad R/W. How much more R/W will be needed? Craig said that it depends on the area, and that some locations may not require any more R/W. We will have a better idea in the spring of 2010 with the preliminary designs being developed.
- Question – With the economic stimulus package and shovel ready projects, where are we on this? Larry responded that the corridor north of Raleigh will not be shovel ready until the FEIS is complete, but that several projects between Raleigh and Charlotte (also part of SEHSR) are near shovel ready. SEHSR is thought to be among the top with HSR progress in the US.
- Question – There are three alternatives being looked at, when is the decision made on which one? Craig said that it would be after the public hearings. He explained that there are 26 segments with three alternatives each. So it would be a combination of all of the selected alternatives of each segment.
- Question - How many trains per day will be allowed, there are two existing ones per day? The SEHSR is anticipated to have four round trip trains per day when it opens.
- Question – What is the schedule of the trains? We don't know what the schedules will be.
- Comment – I am not a cyclist, but I think this is a good idea.

Larry mentioned that the SEHSR website (www.sehsr.org) provides links to reference articles about completed trail projects across the United States and Canada. This will provide some insight into what may be expected for this project.

There being no further general comments or questions, the workshop was then opened up for viewing of the project corridor maps and one-on-one discussions with the project team representatives.

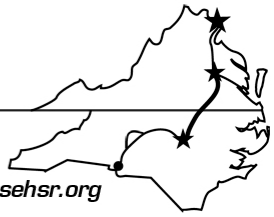
The workshop was well attended by county and municipal representatives and by interested citizens.

The workshop was closed after discussions concluded with all citizens.

KDL/

SOUTHEAST HIGH SPEED RAIL

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



www.sehsr.org

Public Workshop

For a Multiuse Trail Concept adjacent to the proposed Southeast High Speed Rail (SEHSR) corridor from the Virginia/North Carolina state line to the Neuse River Trail in Raleigh, NC

May 21, 2009
7:00 to 9:00 pm
At the Youngsville Community Center, 115 East Main Street, Youngsville, NC 27596

Workshop Agenda

Presentation:

- **Welcome by Angela Harris, Franklin County Manager**
- **Introductions by Oliver Greene, Interim Director – Franklin County Parks and Recreation**
- **Project Introduction by Darrell McBane, State Trails Program Manager, NCDENR**
- **SEHSR Project Overview by Larry Sams, NCDOT Rail Division, and Craig Young, PE, Baker Engineering**
- **East Coast Greenway Overview by Steve Bevington, South Atlantic Regional Coordinator, ECG**
- **Trail Concept Design Process by Mike Pekarek, PE, Gibson Engineers, PC**

Question and Answer:

Open Time to View Maps of the Corridor and Discuss with Project Team Representatives:

For more information, contact:
David B. Foster, NCDOT Rail Division, Rail Environmental Programs Manager, 919.733.7245 x266 *Toll Free*
Darrell McBane, NCDENR, State Trails Program Manager, 919.715.8699 *1-877-749-7245*

PUBLIC WORKSHOP SUMMARY

SUBJECT: **SEHSR Trail Concept - Wake County Public Workshop**

DATE: June 4, 2009

TIME: 7:00 to 9:00 pm

A Public Workshop was held at the Wake County Human Services, Northern Regional Center, 350 East Holding Avenue, Wake Forest, NC 27587 on June 4, 2009. The purpose of the workshop was to present information and to solicit comments about the North Carolina portion of a proposed multi-use trail that would parallel the Southeast High Speed Rail (SEHSR) corridor between the Virginia/North Carolina state line and the Neuse River Trail in Raleigh, NC. The following members of the project team, representatives of state and county agencies, and other interested organizations were in attendance:

Roe O'Donnell, Deputy Town Manager for Wake Forest
Ann Ayers, Assistant Planning Director – Town of Wake Forest
Candace Davis, Planner - Town of Wake Forest
Chris Snow, Director – Wake County Parks, Recreation & Open Space
Darrell McBane, State Trails Program Manager, NCDENR - Parks and Recreation
Vincent Newman-Brooks, NCDENR - Parks and Recreation
Iona Thomas, East Coast Greenway
Larry Sams, NCDOT Rail Division
David Robertson, NCDOT Rail Division
Glenda Gibson, Gibson Engineers
Craig Young, Michael Baker Engineering
Keith Lewis, Martin/Alexiou/Bryson

A copy of the Agenda is attached at the end of this Workshop Summary. The workshop began with a brief presentation that included welcome and introductions, the purpose of the public workshop, an overview of the SEHSR project, an overview of the East Coast Greenway, and an explanation of the Trail Concept Design Process. The presentation was followed by a Question and Answer period, and then additional time for citizens to view the maps and discuss the project one-on-one with project team representatives.

Presentation:
Roe O'Donnell, Deputy Town Manager for Wake Forest, welcomed everyone to the meeting and introduced the Town Councilmen that were in attendance, Anne Hines, Margaret Stinnet, and Frank Drake. He expressed his appreciation for the interest in this project and said that trails were important to the area. Mr. O'Donnell stated that Wake Forest was a walkable and cyclable community and this project would enhance that concept and benefit its citizens. He then turned it over to Chris Snow, Director – Wake County Parks, Recreation & Open Space,

who mentioned that trails were also important to Wake County and this project would be a great asset. He then introduced the presenters for the workshop and turned the meeting over to Darrell McBane, State Trails Program Manager with NC Department of Environment and Natural Resources (NCDENR) Parks and Recreation Division.

Darrell thanked Roe O'Donnell and the Town of Wake Forest for hosting the meeting, and he then provided an overview of the proposed trail concept and the vision for this multi-modal transportation corridor. He stated that NCDENR and NCDOT have partnered to fund and to develop a conceptual plan for a multiuse-trail that would parallel the Southeast High Speed Rail corridor between the Virginia/North Carolina state line and the Neuse River Trail in Raleigh, NC. Darrell expressed his excitement for this trail concept and encouraged all related governmental agencies and citizens to become involved in this planning effort. He then introduced Larry Sams, NCDOT Rail Division, and Craig Young, Baker Engineering that were to give an overview of the SEHSR project.

Larry Sams began by saying that he and Craig Young were presenting in place of David Foster, the SEHSR Project Manager who was unable to be there that evening. He said that the project team was there to provide information about the SEHSR Trail Concept and to get citizens comments. Larry continued by saying that the vision for the SEHSR began in 1991, and in 1992 Virginia and North Carolina were selected as the location for one of the first five federally designated high speed rail corridors in the country.

It was then that the project team started working on the SEHSR. NC and VA developed a partnership for the SEHSR project at that time and have been working together since then. Larry provided an overview of the SEHSR project, and the status of the various segments of the overall Washington D.C. to Charlotte, NC route. He explained that the Federal Railroad Administration (FRA) has determined this project to be the most viable high-speed rail project in the US, with farebox revenues expected to exceed operating costs. He provided a brief history of the SEHSR project and the projected timeline for completion of the Tier II Environmental Impact Statement (EIS), which addresses the Richmond, VA to Raleigh, NC portion of the larger corridor, and is expected to be completed late 2009 to early 2010. He included background on the local interest in establishing greenways along the SEHSR corridor, which has been active since the beginning of the project. As support was developed within various state agencies (NCDOT, NCDENR, Virginia Department of Transportation [VDOT], Virginia Department of Conservation and Recreation [DCR], and the Virginia Department of Rail and Public Transportation [DRPT]), an innovative approach was formulated that would enable the SEHSR environmental document to address the environmental impacts of a proposed greenway.

Larry mentioned recent funding authorization that was signed into law prior to President Bush leaving office, and $8 billion from the economic stimulus package recently signed by President Obama for high-speed and inter-city rail. In addition, President Obama announced that he was adding an additional $1 billion a year to support high-speed rail over the next five years.

Larry turned it over to Craig who discussed the Tier II EIS and its termini of Richmond, VA, to Raleigh, NC, a length of 168 miles. He said that in the beginning there would be four round-trip high-speed trains per day between Petersburg, VA and Raleigh, NC. Two would be non-stop, and one would stop in Henderson, NC, and one would stop in Lacrosse, VA. The high-speed rail is authorized for speeds of up to 110 mph, and where possible we are trying to achieve average running speeds of 85 to 87 mph. The HSR will be designed initially for a single track

with a five-mile long passing track every 10 miles. Craig explained how the trail project would interface with the SEHSR in areas where the high speed rail (HSR) would be within existing rail right-of-way and where the HSR would be in new right-of-way. He presented how the trail corridor would be included in the Tier II Environmental Impact Statement for the SEHSR, and as a result of the environmental clearance for the trail being satisfied, local governments would be able to apply for various federal and state funds to build the trail. The Draft Tier II EIS is expected to be completed between December 31, 2009 and April 18, 2010.

Larry added that the rail corridor would also provide opportunities for conventional passenger service as well as freight and commuter rail in addition to the proposed high-speed rail.

Craig presented the details of the proposed trail cross-section and explained that the project team would study the trail between cities and towns. The municipalities would be responsible for determining the trail location within the city/town limits. He also explained the relationship between the rail and trail rights-of-way.

Craig introduced Iona Thomas, incoming Chair for NC for the East Coast Greenway (ECG). Iona said that the ECG had been around for 16 years when it started looking at a trail from New York City to Boston. She said the ECG has all types of users from very rural areas to the urban areas of large cities where the trail is being planned to interface with public transit. Iona said that the ECG is a designation that helps to promote the trail and the area's economic development and tourism. The overall plan of the ECG is to connect all of the capital cities. She continued with her presentation on the ECG and their desire to utilize this trail corridor as a portion of their proposed 3,000 mile network of trails from Maine to Key West, Florida. She said that over 600 miles of the greenway were completed. Iona provided examples of successful greenways/trails in other areas of the US that have enhanced economic development, encouraged aesthetic improvements with a park-like environment, and provided a "muscle-powered" mode of transportation connecting cities and towns along the east coast. She said they wanted the ECG to not just be an amenity to an area, but ultimately an alternative way of travel between cities, towns, and states. Iona then turned it over to Glenda Gibson.

Glenda Gibson, Gibson Engineers, PC, provided an overview of the trail concept design process and the proposed cross-section of the trail. Glenda explained that many of the existing railroad curves would need to be flattened to accommodate the 110 mph speed for the high-speed rail. In some locations there may be as many as three alternatives for the HSR and the DEIS will address the impacts associated with each alternative. After a series of public hearings, tentatively scheduled for the Spring of 2010, preparation of the Final Environmental Impact Statement (FEIS) will commence and a selection of the "Preferred Alternative" will be made based on comments received from the public, as well as comments from federal and state regulatory agencies on the DEIS. The "Preferred Alternative" is the alternative that the trail concept will be added to and the trail concepts developed. The trail concept will be a 30' trail cross section (10' trail footprint with 10 feet on each side for drainage ditches where needed) within 60' right-of-way, parallel to and outside the existing rail right-of-way. In areas where proposed rail improvements are outside the existing rail right-of-way, the trail would utilize the old inactive rail right-of-way as much as possible and practicable.

Glenda said that all proposed crossings of the railroad by the trail would be handled by utilizing the proposed SEHSR grade separations where roads would go either under or over the HSR railroad. She described the purpose, and importance, of citizen's comments in assisting the project team with the task of determining which side of the HSR tracks to place the trail. When

the trail reaches municipal limits the team will work with the municipalities to plan for connections to their existing or planned trail or greenway system, or to utilize the existing local street network. When the trail reaches physical barriers, such as a lake or river, alternate routes utilizing existing roads will be investigated.

After the presentation the floor was opened for questions and/or comments. The following questions and comments were made:

- Question – Haven't people already come out along the right-of-way and our properties with stakes and markers? Glenda responded, yes, studies have been ongoing for a while and some of the studies required work in the field along the project corridor.
- Question – What is the right-of-way of the railroad? The existing average width is around 100 feet, and the proposed average width for the railroad on new location is around 150 feet. What about the trail right-of-way? It will be parallel to the rail right-of-way, but separate from it, and will be approximately 60 feet in width.
- Question – Please explain the grade separations. These are roadway or railroad bridges at proposed crossings. They are being planned to eliminate and consolidate the existing at-grade crossings to remove the potential for train and vehicle collisions. The trail would be able to use the grade separations to cross the railroad either by going over or under it.
- Question - Are there any cost estimates for the HSR and trail? Larry responded that estimates will be prepared and entered into the DEIS. In the interim, our current estimate for construction cost is $10 to $12 million per mile for the rail and associated roadway improvements. We do not have any cost estimates for the trail at this time. It was noted by Larry that the project had been accelerated due to economic stimulus funds.
- Question – Where do maintenance funds come from for the trail? Larry said that has not yet been determined, but it would probably be local funding.
- Question – What is the estimated year for construction of the SEHSR? Larry said we are not sure since funds have not been assigned for construction. Best case would be around 2013 to 2015.

Question – If construction dates are not until 2013 can you still get stimulus funds? We are not sure of the details at this time. We are getting guidance for the rail stimulus funds soon. The $8 billion in stimulus funds have to be obligated by September 2012, and expended by September 2017. Note: these stimulus funds are not envisioned to complete the systems, but to facilitate the work already going on. An ongoing federal program is envisioned as we have for the other modes (highway, transit, air, etc.)

- Question – What are the additional trains per day, you previously said four trains per day? Larry and Craig responded that the HSR will add four roundtrips per day on this section of the rail. However, freight rail is up to CSX, they can add or remove trains at any time. There could also be commuter or regional rail added on these lines in the future.
- Question – Who gets priority, passenger or freight? Glenda said with the siding used for the freight rail (five mile siding every ten miles) it will not be an issue with the number of projected trains per day.

- Question – How will the acquisition of property be estimated, by tax value or appraisals? Craig said appraisers will estimate the fair market value.

- Question – Is it possible to have a combination of cycling and the rail? For example, take you bike on the train and then ride your bike for the balance of your trip. Larry said this will be determined later when the operations details are developed.

- Question – Are you aware of the Town's trail? Yes, we have been coordinating with Ann Ayers. Ann described the trail location on their plan.

Larry mentioned that the SEHSR website (www.sehsr.org) provides links to reference articles about completed trail projects across the United States and Canada. This will provide some insight into what may be expected for this project.

There being no further general comments or questions, the workshop was then opened up for viewing of the project corridor maps and one-on-one discussions with the project team representatives.

The workshop was well attended by county and municipal representatives and by interested citizens.

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KDL/

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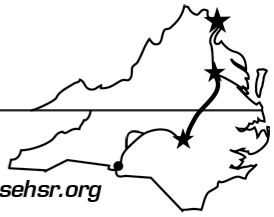

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