

**In the Matter Of:**

RE: PROPOSED DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT Court

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**TWO HEARINGS.**

*October 01, 2015*

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LEGAL | MEDIA | EXPERTS

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**TRIANGLE TRANSIT PUBLIC HEARING**

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**OCTOBER 1, 2015**

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**IN RE: PROPOSED DURHAM-ORANGE  
LIGHT RAIL TRANSIT PROJECT**

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**Court Reporters:  
Leslie Kujawa  
M. Dawn Eddinger  
Legal Media Experts**

1           MR. BELL: In any event, there are  
2 some guidelines, and I'm going to  
3 introduce you to Drew Joyner, who will be  
4 moderating this program. I noticed one  
5 thing at the meeting we had -- public  
6 meeting we had in Chapel Hill. There were  
7 too many out loud comments in -- as part  
8 of the record. But if persons have  
9 written comments, I think it would be good  
10 if you could leave them with the clerk.  
11 That wasn't said at the last meeting.  
12 Some people didn't -- weren't able to  
13 finish in two minutes. But if you have  
14 written comments, certainly leave those as  
15 part of the record.

16           So having said that, I'm going to  
17 turn it over to Drew.

18           MR. JOYNER: Okay. Thank you so  
19 much. Appreciate that. And that is a  
20 very good point, and I'll reiterate that,  
21 as well, as I go through here. Thank you.

22           I will say welcome to the  
23 Durham-Orange Light Rail Transit Project  
24 public hearing. My name is Drew Joyner.

1 I'm going to be the administrator for this  
2 hearing.

3 We've had two public information  
4 sessions held on September 15th and 19th,  
5 so I hope if you had questions and needed  
6 additional information you took that  
7 opportunity to come out and talk with us.

8 If you were unable to attend  
9 those, a copy of the Draft Environmental  
10 Impact Statement and other information  
11 that was provided during the sessions is  
12 currently available for viewing out in the  
13 lobby.

14 Tonight, as Mayor Bell mentioned,  
15 is the second of two hearings. The first  
16 hearing was held this past Tuesday,  
17 September 29th, at the Friday Center in  
18 Chapel Hill.

19 Tonight we're seeking comments on  
20 the Draft Environmental Impact Statement  
21 for this project. There are several ways  
22 to provide input. In addition to speaking  
23 tonight at this hearing, written comments  
24 are being collected this evening or you

1 may send comments via email, postal mail,  
2 or using the project website.

3 A key thing to note is that verbal  
4 and written comments carry the same  
5 weight. So if you're uncomfortable  
6 speaking in public or, as Mayor Bell  
7 mentioned, two minutes is not enough to  
8 get -- adequately get all of your comments  
9 out, please feel free to use the other  
10 methods of providing input because we  
11 really would love to hear from you.

12 Written and verbal comments will  
13 not receive a reply. However, responses  
14 to substantive comments will be provided  
15 in the combined Final Environmental Impact  
16 Statement and Record of Decision. That's  
17 the final planning document for the -- for  
18 the project.

19 Another important note is that the  
20 comment period ends on October 13, so  
21 please try to have all your comments in by  
22 October 13.

23 For those who wish to speak  
24 tonight, I hope you took the opportunity

1 to sign up as you arrived. If not, you'll  
2 have an opportunity until 7 p.m. to sign  
3 up to speak. At that point, sign up will  
4 conclude. However, we will stay until  
5 everyone who has signed up prior to 7  
6 o'clock has had a chance to speak.

7 Before we begin, I'd like to point  
8 out the ground rules for the hearing, and  
9 you'll note those on the screen above.  
10 And I know that most everybody here can  
11 read, so I don't want to insult anybody.  
12 But, for the record, I am going to go  
13 through the ground rules.

14 The purpose of the hearing is to  
15 receive public comments on the project.  
16 This is not a debate or a  
17 question-and-answer session. Please help  
18 maintain an atmosphere where everyone  
19 feels comfortable and welcome, regardless  
20 of his or her position on the project.

21 Please silence mobile phones or  
22 devices or set them to vibrate, and I'll  
23 check mine, too, because I had one go off  
24 in the middle of a hearing before and it's

1 rather embarrassing. So let's all do the  
2 same so you're -- don't be that person.

3 Please remain quiet so others and  
4 the court reporter can hear. Please leave  
5 the room for any side discussions. If you  
6 need to have a side discussion, feel free  
7 to, but please take that out in the hall,  
8 if you don't mind.

9 Tonight's hearing is being  
10 recorded. A transcript will be provided,  
11 so it's important that our court reporters  
12 are able to hear everything. So it is  
13 important that you give our speakers that  
14 opportunity to be heard.

15 Speakers should state their name  
16 and address for the record prior to  
17 speaking. Speakers must limit comments to  
18 two minutes. Speakers cannot yield their  
19 time to others.

20 Please refrain -- And this is for  
21 the speakers. Please refrain from  
22 addressing the audience or asking for  
23 audience participation. And the  
24 moderators will facilitate the hearing and

1 inform speakers when their time is up.

2 And I'll go through the logistics of that

3 in just a moment.

4           So for those who signed up to  
5 speak, you will have been given a card  
6 with a number on it. Periodically I'll  
7 call out a number; and when I call that  
8 number, everyone with that number, if it's  
9 number 2 and you have 2A, B, C, D -- it  
10 doesn't matter the letter that's on there,  
11 just number 2, if you would come up to the  
12 front and we'll line you up here. So  
13 probably come around the back side and go  
14 around the side here and we'll line you up  
15 to speak here, and those folks waving  
16 their hands will help direct you and make  
17 sure everybody's in the correct order.

18           So when I call out a number  
19 periodically, if you would go to the back  
20 of the room and come around and they will  
21 line you up here in the front, and you'll  
22 be speaking from this microphone here on  
23 the side that Mayor Bell was at a few  
24 moments ago.



1           There's a timer, and you'll be  
2   able to see that. When you stand at the  
3   podium, you'll be able to see the timer.

4           And, Robert, can you kind of point  
5   to where the timer is so that they'll be  
6   able to see. There's a timer right here,  
7   and when you get up, you'll see it and  
8   it'll count down. We'll reset it each  
9   time.

10           After you've stated your name and  
11   address for the record, then we'll start  
12   the timer so everybody gets a full two  
13   minutes no matter how long your address or  
14   how long your name is, and it will count  
15   down from two minutes. At the end of two  
16   minutes, we will ask you to conclude and  
17   give others an opportunity to speak.

18           Please be sure to speak clearly  
19   for the court reporter and try not to go  
20   too fast. It's very important for them to  
21   be able to hear and understand what you're  
22   saying. So if you get up here and you're  
23   speaking real fast -- I know folks get  
24   nervous, I do the same thing, speak fast

1 when you get nervous -- take a deep breath  
2 and try not to go too fast so they can  
3 catch everything because it's important  
4 for us to make sure we capture your  
5 comments.

6 And, again, if you run out of  
7 time, written comments carry the same  
8 weight and we'd love to get those, as  
9 well.

10 Also, as you'll notice, we have  
11 American sign language available as well  
12 as Spanish interpretation, and he's going  
13 to --

14 THE INTERPRETER: Yes. We will be  
15 making an announcement in Spanish just  
16 explaining how Spanish speakers will be  
17 able to participate.

18 (ANNOUNCEMENT IN SPANISH.)

19 THE INTERPRETER: Thank you.

20 MR. JOYNER: Thank you.

21 And I guess one final thing -- can  
22 everybody hear me okay? Am I loud enough?  
23 It's hard to tell with the acoustics in  
24 here. I just want to make sure the folks

1 in the back row can hear me. If not,  
2 please wave your hand and let me know that  
3 I need to speak a little louder or closer  
4 to the microphone. And we'll try to do  
5 the same for the speakers, as well, if  
6 they're not able to be heard.

7 So with that, we'll go ahead and  
8 begin. Any of our speakers that have the  
9 number 1 on their card, if you would, walk  
10 around to the back over to Jeffrey, who's  
11 waving his hand or holding his hand up,  
12 and we will get you lined up to speak.

13 And I failed to mention one piece  
14 of logistics, as well. When the speakers  
15 come up, the cards that you have, if you  
16 would hand that to Robert, and he will  
17 make sure that it gets to the court  
18 reporter so that they'll have your name  
19 and address.

20 With that, our first speaker, if  
21 you would approach the microphone.

22 MR. JAMES CHAVIS: Good  
23 afternoon. My name is James Chavis. I  
24 stay at

1           in Durham, North Carolina, known  
2 as the east Durham area and District I.

3           I'm here today to tell you all  
4 that our area, along with me, are  
5 dissatisfied with this light rail system.  
6 And the reason why we're dissatisfied,  
7 because we got lied to. You said to us  
8 you was coming to our area and asked us to  
9 vote for this. Well, we voted for it, and  
10 in the meantime you've been having  
11 meetings and asking different questions  
12 and still some of them have not been  
13 answered.

14           Then found out at the very end we  
15 are no longer going to be a part of what  
16 our taxpayer money that drives -- you  
17 know, drivers are paying for this. Well,  
18 I am a driver, and I just got through  
19 paying this year for it, again. So how do  
20 you think I feel about it? I am very  
21 dissatisfied, and I hope you'll find a way  
22 that we can discontinue this. Thank you.

23           MR. JOYNER: If you would, please,  
24 hand your card to Robert. Thank you.

1           MR. MIKE SHIFLETT: Thank you. My  
2 name is Mike Shiflett. I live at  
                  n Durham.

4           I've been an active citizen  
5 participating in mass transit since the  
6 mid '90s, the first studies by TTA that  
7 actually included a monorail system.

8           In addition to that, I've been  
9 involved with the Durham Comprehensive  
10 Plan back in the '90s, the first  
11 established compact neighborhoods for  
12 pedestrian and transit coexistence.

13           I was honored to serve on the  
14 year-long STAC program, which was a  
15 collaborative study of transit and  
16 regional growth for both Durham, Chapel  
17 Hill, and Carrboro, along with the Capitol  
18 Area Metropolitan Planning Organizations,  
19 following 2011 with the successful sales  
20 tax referendum for transit that brought  
21 neighborhoods, civic organizations,  
22 non-profits, political groups under the  
23 leadership of the Durham Chamber of  
24 Commerce which resulted in over a 60

1 percent positive voters support. This was  
2 under the organization called DO Transit,  
3 Durham-Orange County Friends of Transit.

4 More recently, I've been a member  
5 of the Coalition for Affordable Housing  
6 and Transit, and as somebody that's been  
7 invested in housing and senior living  
8 issues for most of my life here in Durham,  
9 I support regional transportation by light  
10 rail.

11 I believe that by extending the  
12 project to Alston Avenue, as earlier  
13 stated, it can never serve our  
14 neighborhoods. It is my belief that these  
15 credentials that I have with me  
16 demonstrate a lifetime commitment to  
17 public transportation spanning over two  
18 decades of listening and understanding and  
19 evaluating the needs of our region and  
20 Durham in particular.

21 While others speak -- While other  
22 speakers talk from the base of  
23 understanding one or two years, I've been  
24 involved over 20. My message to the FTA

1 is that this is just a draft document. It  
2 is not perfect in any way, but it would be  
3 my hope that the community and the  
4 neighbors work together to solve the  
5 problems that they still have.

6 I've included my copy of my  
7 credentials, as I hope that's something  
8 that encourages the FTA to support a  
9 project that will provide our citizens of  
10 need and engage the larger community in  
11 working together and making a successful  
12 project that we're worthy and proud of.  
13 Thank you.

14 MR. JOYNER: Thank you. If anyone  
15 does have comments -- written comments  
16 after you've spoken and you want to turn  
17 those in, if you don't mind putting those  
18 -- they can give them to you, Jeffrey?  
19 Okay. That'll be fine. Okay. Thank you.  
20 You may begin.

21 MR. DAN JEWELL: Good afternoon.  
22 My name is Dan Jewell. I reside at  
just about a five-minute  
24 walk from the proposed Buchanan Avenue

1 station, so thank you for that.

2 I'm here tonight though  
3 representing a group of concerned Durham  
4 citizens called Durham Area Designers.

5 MR. JEFFREY: Sorry about that.  
6 Hang on a second. We'll get the timer  
7 set. Apologize for that.

8 MR. DAN JEWELL: That's okay. You  
9 gave me extra time.

10 MR. JEFFREY: Sorry about that.

11 MR. DAN JEWELL: Great. Were my  
12 previous comments on record then?

13 MR. JEFFREY: Yes, they were.

14 MR. DAN JEWELL: Okay. Very good,  
15 then. Again, Dan Jewell with Durham Area  
16 Designers. I'm here representing Durham  
17 Area Designers, which is a group of 75  
18 Durham-based design professionals,  
19 architects, landscape architects, urban  
20 planners, engineers, and we have been --  
21 they've asked me to go on record saying  
22 Durham Area Designers strongly supports  
23 building the LRT.

24 In addition, we support the four



1 key decisions recommended by the Triangle  
2 in the DEIS, the Duke VA Station, the New  
3 Hope Creek Crossing, the Little Creek  
4 Crossing, and the Rail Operations and  
5 Maintenance Facility.

6 In addition, we would like to go  
7 on record saying that there are some  
8 design tweaks that we would strongly  
9 suggest that GoTriangle try and  
10 incorporate into this plan: Modifying  
11 station locations and designs as part of  
12 the FEIS to better serve a project purpose  
13 and need. Those include better station  
14 spacing and access for downtown Durham by  
15 shifting the Buchanan station closer to  
16 Buchanan Boulevard to increase visibility  
17 and access to Birch Avenue, West End,  
18 Trinity Park, and East Campus; restore the  
19 downtown transit center station to the  
20 original GoTriangle proposed location at  
21 Duke Street; to add a city center station,  
22 as recommended by all three Durham Area  
23 Designer charrette teams in October 2014  
24 to provide convenient access to Durham's

1 government buildings, including the  
2 courthouse, detention center, and city  
3 hall and better serve the Main Street  
4 retail and offices to anchor the ballpark;  
5 and, finally, we would also be supportive  
6 of restoring the Alston Avenue station to  
7 the original GoTriangle's own site east of  
8 Alston Avenue to extend the reach of Light  
9 Rail into east Durham and support that  
10 community, as promised in years past.  
11 That concludes my remarks. Thank you.

12 MR. JOYNER: Thank you.

13 MS. MARCIA REA: My name is Marcia  
14 Rae. I live at ,  
15 otherwise known as ground zero ROMF.

16 I'm here today to inform you of  
17 the happenings at ROMF zero. At the first  
18 meeting I attended, I realized we were at  
19 risk. I asked what we should do in the  
20 meanwhile, and the response was just do  
21 what you were doing as if it's not  
22 happening.

23 One day a young man who said he  
24 was with GoTriangle came to the door and

1 told me he wanted to look at the property.  
2 He said it was for the ROMF but not to  
3 worry because it would be crazy to put it  
4 here. He said the obvious choice was  
5 south Alston Avenue.

6 Around the time when I was at --  
7 Around that time, I was out in the  
8 backyard at dusk and found a man. I asked  
9 what he was doing. His response was  
10 surveying. I asked why. He says he  
11 didn't know. I should have suspected what  
12 now is obvious, the ROMF was coming.

13 When the Culp Arbor meeting  
14 occurred was the first definite  
15 verification of my fears. I want to tell  
16 you despite the DEIS that claimed that  
17 they had notified the  
18 homeowners/stakeholders of their intent,  
19 neither my daughter who owns our home or  
20 the neighbors, the Bareilles family, have  
21 received such contact.

22 Our family has a very complex  
23 situation. My husband is a Marine Corps  
24 Vet of 20 years, is disabled with a brain

1 tumor, and has many complicated health  
2 problems. My adult son is profoundly  
3 retarded and in full care. Both of my men  
4 have seizures. I have breast cancer.

5 To be forced to move at this time  
6 in our life will be difficult and  
7 complicated. We have done much research  
8 on light rail and feel it is currently --  
9 as it is currently planned it is not going  
10 to serve the people in the area it claims  
11 to want to serve.

12 The area near central and south  
13 Alston Avenue, already zoned industrial,  
14 would be most beneficial and provide jobs  
15 and transportation if the ROMF were  
16 located there. Historically, light rail  
17 has fewer riders than projected and costs  
18 much more to build and maintain than  
19 planners project. I doubt we will do any  
20 better than the more populated areas that  
21 have light rail. We do not support the  
22 light rail.

23 MR. JOYNER: Thank you.

24 MR. ANDREW JACOBSON: Good

1 afternoon. My name is Andrew Jacobson. I  
2 live at Durham,  
3 and I support the light rail project.

4 This is one of the fastest growing  
5 regions in the country. I believe this  
6 project provides an opportunity to focus  
7 that growth and serves as a backbone to  
8 our -- to our community for decades to  
9 come.

10 This investment could centralize  
11 growth along that corridor and improve the  
12 efficiency of our land-use decisions and  
13 transportation infrastructure.

14 Secondly, as an advocate for  
15 bicycle and pedestrian issues, investments  
16 in mass transit are always good  
17 investments, are good -- and good  
18 strategies. Mass transit can improve  
19 participation rates in bicycling and  
20 walking. Bicycling -- Bicycle and  
21 pedestrian connections and safety should  
22 be considered during the design and  
23 construction of the -- of the light rail  
24 line.

1           Finally and in that same thread, I  
2    argue that a multipurpose trail should be  
3    built in parallel along the outer T line  
4    as it's seen in some other projects.

5    Thank you.

6           MR. JOYNER: Thank you.

7           MS. LISA BRACH: My name is Lisa  
8    Brach, B-r-a-c-h, like the candy. My  
9    address is

10           Chapel Hill, North Carolina 27517,  
11    and I am most assuredly a Durham taxpayer.

12           As I attended these public -- As I  
13    have attended these public comment  
14    meetings, I hear a recurring theme among  
15    those who deal with the light rail is the  
16    only answer to Durham and Orange County's  
17    transportation problems.

18           First, that the light rail will  
19    end the traffic congestion along 15/501  
20    and 54 and, second, that it will provide  
21    better transportation for those who are in  
22    lower-income level jobs and situations.

23           To the first assumption of  
24    reducing traffic, I would ask, how? On

1 15/501, only two stops are vaguely close.  
2 On 54, the majority of eastbound traffic  
3 is either attempting to access I-40 or  
4 attempting to travel further east on 54 to  
5 south parts -- parts of southeast Durham  
6 or the RTP where the light rail does not  
7 go.

8 The majority of the westbound  
9 traffic is traveling to UNC Hospital from  
10 I-40 or from southeast Durham. Again, no  
11 tracks or stations.

12 As to the second and more  
13 important false assumption that this  
14 17-mile route will provide reliable and  
15 affordable transportation for minorities  
16 and lower-income families, I would ask  
17 how? How will it do this when the closest  
18 stations are so far away that they will  
19 either need a car to get to a station or  
20 they will have to pay for a bus to get to  
21 a station to pay for a train ticket to get  
22 to their job, which better be located at  
23 Duke or UNC Hospitals where it means  
24 another bus fare?

1           Add to all this the extreme tax  
2 debt, which will be placed on the  
3 shoulders of all Durham and Orange County  
4 taxpayers from the poorest on up, and the  
5 light rail becomes a slap in the face of  
6 those who truly need good public  
7 transportation.

8           Do not waste 400 million of  
9 Durham's tax dollars just to build it. Do  
10 not commit us to a debt which will take  
11 generations to pay and still not solve our  
12 public transportation problem for those  
13 who need it most.

14           Where is the environmental justice  
15 in this plan and method of  
16 transportation?

17           MR. JOYNER: Anyone who has a  
18 speaker card with the number 2 on it, if  
19 you would please go on back and come over  
20 to the side and Jeffrey will make sure  
21 that you are in the correct order and  
22 ready to speak.

23           Okay, ma'am. Thank you.

24           MS. NANCY GORDAN: Thank you. My



1 name is Nancy Gordan. I live at  
in Durham. I've lived in  
3 Durham for 35 years, and I love this  
4 community.

5 I have gotten involved in the  
6 discussions about the ROMF because one of  
7 the proposed sites was Cornwallis Road. I  
8 am an active member of the Judea Reform  
9 Congregation. I am on the board at the  
10 Jewish Federation which occupies the same  
11 building that's used by the Jewish  
12 Community Center.

13 Part of what I want to do is thank  
14 the people at GoTransit and the elected  
15 officials who listened and asked -- when  
16 we said we own land that had not actually  
17 been put in our name yet but that land not  
18 to be taken by eminent domain to complete  
19 the Cornwallis Road ROMF.

20 That would create a real problem,  
21 both that eminent domain raises lawsuits  
22 and, secondly, because that is the only  
23 land that that entire campus has to  
24 complete our business development plan.

1 So that was kind of critical to us. It's  
2 two-and-a-half to three-and-a-half acres  
3 of land.

4 The other thing is, is the moving  
5 of Western Boulevard, which would, per the  
6 plan, be moved closer to a charter school,  
7 Lerner Day School and the Jewish Community  
8 Center which has summer camps. But the  
9 hazards that that raised -- that that  
10 would raise are fairly clear. Everything  
11 else that has been raised by our campus  
12 has really fallen under the similar  
13 complaints that other sites have raised,  
14 construction won't be easy, there -- there  
15 are concerns about light and vibration and  
16 all of that.

17 What I'd like to do is thank the  
18 people from GoTransit and our elected  
19 officials for listening to us very  
20 respectfully, and we hope that the respect  
21 has been reciprocal, that our community  
22 has addressed you all respectfully.

23 And many of the staff of GoTransit  
24 that are here, thank you. You've been

1 great in terms of just listening. We  
2 don't always agree, but that's how  
3 politics work. So thank you very much.

4 MR. JOYNER: Thank you.

5 MS. DEBBIE McCARTHY: Okay.

6 MR. JOYNER: Do you want to wait a  
7 minute until everybody is seated so we  
8 don't have a --

9 MS. DEBBIE McCARTHY: Oh. Thank  
10 you.

11 MR. JOYNER: Yeah, let's wait just  
12 a second and make sure everybody gets  
13 seated.

14 MS. DEBBIE McCARTHY: Is it okay  
15 to go?

16 Good afternoon. I'm Debbie  
17 McCarthy, . When  
18 Ms. Murdock made a presentation to the  
19 City Council work session on September 10,  
20 she left out a few things. She failed to  
21 mention that the Farrington ROMF site  
22 would require the highest number of  
23 residential relocations, six, of any of  
24 the sites.

1                   She failed to mention that,  
2    according to the DEIS, it had the worst  
3    environmental score, the highest number of  
4    estimated stream impacts, 638 feet, the  
5    greatest impact on wetlands and the  
6    largest riparian buffer required, 193,790  
7    riparian buffer credits needed. This is  
8    in appendix K2 of the DEIS.

9                   She omitted from her chart of  
10   impacted parks the amazing Leigh Farm  
11   Park, an 86-acre nature preserve that took  
12   ten years of public and private effort to  
13   preserve, is the anchor of the trail  
14   system, and it's the home of Piedmont  
15   Wildlife where hundreds of children enjoy  
16   nature camps. It includes wetlands,  
17   slopes, hiking trails, hardwood forest,  
18   and it's going to be inundated by the  
19   purple monster ROMF, which is going to  
20   bleed massive quantities of runoff through  
21   two streams N and NN that have been  
22   identified in the DEIS. They run directly  
23   under I-40 and will flood Leigh Farm Park  
24   and Trenton neighborhood.

1                   There will also be toxicity in  
2   that runoff from the chemicals involved at  
3   the ROMF, and those of us who drink from  
4   wells on Trenton Road are not happy about  
5   that. It will not be easy to mitigate  
6   because the geology beneath the ROMF site  
7   is incredibly hard rock. Ask them about  
8   that.

9                   There were mapping errors evident  
10  also in the presentation. I've shown on  
11  my map the exact location of all the  
12  things that can be confusing. There's the  
13  park, there's the ROMF, there's the  
14  transit station in a compact neighborhood.  
15  The exact location of these things is  
16  important, and we encourage you,  
17  GoTriangle and elected officials, to come  
18  and take a tour with us so we can show you  
19  exactly where they are.

20                  Ms. Murdock also included state  
21  funding would probably be 25 percent when,  
22  in fact, it's more likely to be 10 percent  
23  or less. So the Durham citizens are going  
24  to be left with a huge tax bill.

1           Many people who oppose the rail  
2           are wearing red today. I am not wearing  
3           red. I'm wearing black. I'm in mourning  
4           for the loss of the Farrington corridor  
5           which for generations has been a lovely  
6           greenbelt between Durham and Chapel Hill.  
7           It's now going to be lost. Its  
8           environmental sensitivity, its history,  
9           its beauty is going to be engulfed by  
10          Chapel Hill, and it's going to be buried  
11          in asphalt.

12                 MR. JOYNER: Thank you.

13                 MS. MARGARET MILLER: My name is  
14          Margaret Miller. I live at

                  Chapel Hill, North Carolina, but  
16          it's in Durham County and Durham City.

17                 In her presentation to the  
18          council, Ms. Murdock failed to mention the  
19          proximity of Creekside Elementary School,  
20          which is closer to the Farrington ROMF  
21          site than the Levin School [sic] and the  
22          Maureen Joy Charter School to the proposed  
23          Cornwalis ROMF, both cited as reasons not  
24          to select Cornwalis. Why the discrepancy?

1 Chapel Hill cited Rashkis Elementary as a  
2 reason to move the light rail completely  
3 out of Meadowmont. Why the double  
4 standard?

5 Ms. Murdock made no mention of the  
6 major transportation corridor which calls  
7 for a 100-foot undisturbed buffer beyond  
8 the interstate right-of-way as well as  
9 50-foot stream buffers. DEIS shows  
10 streams band and -- and wetland triple  
11 band on the Farrington ROMF site to lie  
12 within the MTC overlay.

13 Ms. Murdock failed to mention the  
14 Durham planning director Steve Medlin,  
15 that his writings about the Farrington  
16 site are as follows: Planning staff would  
17 be unable to support the planned amendment  
18 needed to allow the ROMF to proceed.

19 We find an industrial use to be  
20 incompatible with the existing land-use  
21 pattern, low residential, and/or  
22 designated future land uses. Potential  
23 100-foot stream buffer requirements would  
24 significantly alter the proposed footprint

1 of the ROMF.

2 No mention of the Epcon -- Epcon  
3 Culp Arbor sewer easement, which traverses  
4 the entire Farrington ROMF and is supposed  
5 to remain undisturbed and fully accessible  
6 for long-term maintenance.

7 Also, no mention of the underlying  
8 geology, the need for the Farrington site,  
9 which Epcon can readily provide from its  
10 soil borings for the sewer. Underlying  
11 rock would create technical difficulties  
12 and considerable costs with respect to  
13 digging cisterns for stormwater retention.

14 Already heavy stormwater runoff  
15 from six lanes of interstate pavement  
16 causes stream to overflow its banks and at  
17 times cover Trenton Road. Additional  
18 runoff from 26 impervious --

19 MR. JOYNER: Ma'am --

20 MS. MARGARET MILLER: -- acres --

21 MR. JOYNER: -- your time is up.

22 MS. MARGARET MILLER: -- is mind  
23 boggling. Thank you.

24 MR. JOYNER: Thank you.



1 MS. CATHY ABERNATHY: My name is  
2 Cathy Abernathy. I live at

3 And, like my good friend Debbie  
4 McCarthy, we have been noticing  
5 environmental protection needs since the  
6 1980s.

7 But at that council meeting when  
8 the ROMFs were being discussed and the  
9 routes, Councilman Schewel asked if a  
10 document reporting to be a complicating  
11 need, was it illegal for making Cornwallis  
12 less possible as an alterative, making  
13 Farrington Road the only choice.  
14 GoTriangle representative Shirkey  
15 (phonetic) said, fine, we're not going to  
16 -- well, perhaps they need one.

17 And regarding the Lee Village  
18 ROMF, have you looked that it's only a few  
19 feet or yards different from the  
20 Farrington Road ROMF, and that site was  
21 eliminated because there's a potentially  
22 historic site on the southern end? That  
23 site was identified by T. Walker Robinson  
24 in the 1980s during Durham inventories.

1 That was available to anybody who wanted  
2 to see it.

3 Now let's talk about notification,  
4 neighborhood involvement. Culp Arbor  
5 residents never received in the mail  
6 notifications of the meeting on June 24th.

7 On June 18th, Trenton Road found  
8 out that they were, indeed, the  
9 neighborhood that completely changes the  
10 way development occurs along  
11 transient-oriented corridors, despite  
12 their closeness to the watershed and the  
13 pollution routes for Lake Jordan that  
14 we're paying for.

15 So in the neighbor -- in the  
16 neighborhood involvement sections of the  
17 DEIS, where is our opposition? Not very  
18 much. We're at the end of this process.  
19 Thank you very much.

20 MR. JOYNER: Our next speaker.

21 MR. DAVID McCARTHY: Good  
22 afternoon. My name is David McCarthy. I  
23 live in Durham County.

24 There are some additional items in

1 the light rail report that GoTriangle  
2 misrepresented that I'd like to cover.

3 Tax burdens, we've heard about  
4 them. The tax burden on Durham is going  
5 to be significant. This is going to be an  
6 inflexible, slow, antiquated system of  
7 trollies, and the drive now, according to  
8 Google, from Duke to UNC is a 17-minute  
9 drive. The light rail system makes it a  
10 44-minute, all-day adventure. The light  
11 rail will actually add traffic congestion  
12 because of the at-grade crossings.

13 Property values will certainly  
14 fall, and the quality of life would suffer  
15 in southwest Durham in the residential  
16 neighborhoods sadly impacted by the 24/7  
17 presence of noise and light pollution  
18 coming from an industrial rail yard.

19 The ridership numbers have been  
20 seriously overestimated. Charlotte has a  
21 population greater than our area but yet  
22 their numbers of boardings are  
23 significantly less than what the light  
24 rail people project.

1           GoTriangle's ridership projections  
2 will require 20,000 people per square mile  
3 along the rail line, but the reality is  
4 the projection for 2035 is a little bit  
5 over 4,000 people per square mile in this  
6 area.

7           The fatality rates for light rail  
8 accidents across the country are second  
9 only to motorcycles. The light rail  
10 leaves out minority and low-income  
11 populations. Historically black NC  
12 Central University doesn't make the cut.  
13 Duke and UNC do.

14           The GoTriangle model presumes 40  
15 percent zero vehicle households. The  
16 reality is 10 percent in Durham and 7.4  
17 percent in Orange County do not have  
18 vehicles. And I thank you for your time.

19           MS. ANNETTE KRONMILLER: My name  
20 is Annette Kronmiller. I live at

21

22           So as an alternative to light  
23 rail, we think that bus rapid transit on  
24 existing roads is more flexible and less

1 expensive than a new fixed right-of-way  
2 for new tracks.

3 Also, you know, we've seen how  
4 technology changes with the rising Uber,  
5 driverless vehicles, and people working  
6 from home. The extreme traffic congestion  
7 so feared by elected officials is not  
8 likely to materialize, and, in fact, this  
9 light rail, as it's been stated, will be  
10 made worse by all these at-grade crossings  
11 where every vehicle will have to hit its  
12 brakes umpteen times a transit to -- to  
13 make way.

14 Also now that Raleigh has opted  
15 out of light rail, this problematic,  
16 costly mode of transportation doesn't even  
17 provide access to RDU and RTP.

18 Some of us would like to offer an  
19 alternative to the Farrington ROMF site,  
20 not the Lee Village option in the DES  
21 [sic] which simply slides the Farrington  
22 site a few yards south, but the yet-to-be  
23 created Lee Village compact neighborhood  
24 surrounding the proposed Lee Village

1 Transit Station near NC-54 and Farrington.  
2 There the expected land use, the sell-out  
3 plan for the property owners, the quantity  
4 of impervious surface and the density of  
5 proposed development make an industrial  
6 facility appropriate.

7 The Lee Village Transit Station  
8 area is going to become the paved dumping  
9 ground, literally a parking lot, for over  
10 900 vehicles for Chapel Hill, specifically  
11 for UNC Hospital.

12 Why Durham's elected officials  
13 embrace this second-class treatment, we  
14 don't know, nor do we know why they  
15 allowed Chapel Hill's Meadowmont to dump  
16 the rail line into Durham's Downing Creek,  
17 but residents from the portion of  
18 Farrington Road in southwest would like to  
19 preserve this as the North Carolina we  
20 came to and that we love. And we do know  
21 that it makes sense to include an  
22 industrial ROMF somewhere else where it  
23 will become southwest Durham's New Jersey  
24 jungle of asphalt and rail lines and

1 high-density apartments.

2 MR. JOHN MARTIN: Good afternoon.

3 My name is John Martin. I live at

4 in Old North Durham.

5 I strongly support public  
6 transportation, but I do not support this  
7 project, and the reason I say that is  
8 because my first guiding principle for  
9 public transportation is it ought to be  
10 aimed at those people who have no other  
11 alternative first of all but to use public  
12 transportation.

13 And the irony of this project is  
14 it most serves neighborhoods where public  
15 transportation is less -- least used and  
16 will ignore neighborhoods like east Durham  
17 where public transportation is most  
18 desperately needed.

19 I have lived east of Roxboro for  
20 the last five years. I know something  
21 about those neighborhoods.

22 But the question I want to have  
23 GoTriangle answer very simply is, where is  
24 the money going to come from? Forget the

1 -- maybe the legislature will take care  
2 of that and get rid of it, but all the  
3 state has appropriated, the Department of  
4 Transportation through their new process,  
5 is \$138 million. Your project calls for  
6 the state to put up at least \$400 million.  
7 So where is the other \$262 million coming  
8 from?

9 It can't come from the taxpayers  
10 of Durham and Orange County because we're  
11 going to be covering 25 percent of the 400  
12 million already. So where is it going to  
13 come from?

14 I think it would be irresponsible  
15 to go forward with this project without a  
16 clear and definitive answer to that  
17 question, and I haven't heard one yet.  
18 Thank you.

19 MR. JOYNER: And before our next  
20 speaker gets started, if anyone has a  
21 speaker card with the number 3 on it, if  
22 you would, please, come along this sort of  
23 back wall here behind Jeffrey and he'll  
24 get you set. And any of y'all that have



1 already spoken, if you wouldn't mind  
2 clearing out the front row for us, please,  
3 so we'll have an opportunity for those  
4 additional speakers to come up.

5 And another quick announcement,  
6 too. For those who have more recently  
7 joined us, periodically I will call a  
8 number. If you signed up to speak and you  
9 have a speaker card, periodically I will  
10 call up a number and ask the folks that  
11 have that number on their card to come up  
12 and line up to speak.

13 When you come up, if the speakers  
14 would hand -- when it's time for you to  
15 speak, those speakers would hand their  
16 card to Robert there, and the speakers  
17 should ask -- should state their name and  
18 address for the record. Following that,  
19 everyone will have two minutes to speak.  
20 There is a timer that you can see that  
21 will count down two minutes with a buzzer  
22 that will let you know when your -- your  
23 time is up.

24 So with that -- is everybody

1 settled? I wanted to give everybody a  
2 chance to be settled so you wouldn't be  
3 disturbed during your speaking.

4 Now, if you would like to go  
5 ahead, sir.

6 MR. ROBERT HEALY: Good. My name  
7 is Robert Healy. I live at  
8 in the Trinity Heights neighborhood  
9 of Durham. I've lived in the City of  
10 Durham for 29 years.

11 I believe strongly that this LRT  
12 project is far too costly and is only a  
13 partial solution to our actual  
14 transportation needs. Even if one accepts  
15 GoTriangle's ridership estimates, this LRT  
16 will reduce traffic on 15/501 by less than  
17 5 percent.

18 The project does not serve NC  
19 Central, nor Durham Tech, nor any of our  
20 continuing care communities, nor even  
21 downtown Chapel Hill. It serves only a  
22 tiny fraction of the large low-income  
23 population in northeast and southeast  
24 Durham, not the low-income area of Chapel

1 Hill, not the large low-income population  
2 in rural Orange County.

3 But can we rely on the ridership  
4 estimates? As someone familiar with  
5 transportation forecasting, I asked  
6 GoTriangle for more than two years for  
7 more details on their methods and  
8 assumptions. I've been asked to wait for  
9 the DEIS, but this information was not in  
10 the DEIS.

11 I then made a formal request for  
12 the information, citing North Carolina  
13 Public Records Act, which clearly entitles  
14 me to it. GoTriangle did not even reply.

15 Frankly, I think it quite likely  
16 that the ridership estimates are  
17 exaggerated by optimistic and hidden  
18 assumptions.

19 Let me close with a personal view.  
20 I live in Trinity Heights, about four  
21 blocks from the proposed LRT station. I  
22 can now take a bus from my street corner  
23 to New Hope Commons, the Robertson bus to  
24 downtown Chapel Hill, the Bull City

1 Connector to downtown Durham and eastward.

2 The LRT will probably eliminate  
3 these routes. Even though I live very  
4 close to a station and should be among the  
5 people benefitted by it, the LRT service  
6 will be inferior to what I now enjoy.  
7 Spending \$1.6 billion on the LRT will make  
8 me poor as a taxpayer and not one bit more  
9 mobile. Thank you.

10 MR. JOYNER: The next speaker.

11 MR. ERIC SHYSELS: I'm Eric  
12 Shysels. I live at

13 which is Chapel Hill, zip code --  
14 it's part of Durham City, Durham County.

15 I strongly believe that efficient  
16 and cost-effective public transportation  
17 is key to any urban development. That is  
18 why I oppose LRT. It is excessively  
19 expensive and does not serve Southpoint  
20 Mall, RTP, RDU Airport, or Raleigh.

21 Any economist will tell you that  
22 an environment of rapid technological  
23 change, as we are currently witnessing in  
24 the transportation sector, it is important

1 to invest in a flexible and adaptable  
2 transit system rather than putting huge  
3 amounts of public money into a rigid  
4 system like LRT that is extremely  
5 expensive to build and maintain.

6 Obviously -- Objectively looking  
7 at the facts prompted Wake County leaders  
8 to walk away from light rail and sign in  
9 favor of bus rapid transit. In my  
10 opinion, they were wise to do so.

11 In my remaining time, I'd like to  
12 talk as a professor and scholar of  
13 research methods such as those used by  
14 GoTriangle to predict ridership demands.

15 In my opinion, these numbers, such  
16 as the 23,000 daily boardings, are vastly  
17 inflated. My colleague, Bob Healy, just  
18 talked, and I requested early September  
19 details about those projections.

20 GoTriangle has refused to deliver  
21 using the Civil Rights Act as an excuse.  
22 I'm not a legal scholar, but I doubt the  
23 validity of that argument.

24 Subsequently, we requested access

1 to the consultants' reports, which are, in  
2 our opinion, public domain documents under  
3 the North Carolina Public Records Act.  
4 They have not been provided. I think the  
5 ridership exaggeration and the lack of  
6 transparency make this project even more  
7 suspect. Thank you.

8 MR. PATRICK CURLEY: My name is  
9 Patrick Curley. I live at  
10 Chapel Hill, North Carolina 27517.  
11 It is in Durham County.

12 When a half-cent tax increase was  
13 proposed from Durham County some years  
14 ago, I voted for the temporary increase  
15 because the funds were to be used to look  
16 at providing a regional transportation  
17 system solution, including a possible  
18 light rail solution.

19 I oppose this particular light  
20 rail project as outlined by GoTriangle.  
21 The following seven reasons are most  
22 compelling. First, this project is  
23 fiscally unsound with a high annual  
24 operating subsidy of almost \$14 million.

1 I did not vote for a permanent tax  
2 increase.

3 Second, the noise pollution, light  
4 pollution, and runoff pollution.

5 Third, the limited service area  
6 provided by this particular route.

7 Fourth, safety concerns about the  
8 proposed new at-grade crossings.

9 Fifth, adverse traffic impact to  
10 already congested areas because of the  
11 proposed at-grade crossings.

12 Six, the lack of coordination with  
13 the North Carolina Department of  
14 Transportation and their future plans for  
15 the Highway 54 corridor.

16 Seventh, no connectivity with Wake  
17 County or RDU.

18 I have three recommendations to  
19 all of the deciding entities for the  
20 Durham-Orange Light Rail Transit. First,  
21 hold a voter referendum and ask the Durham  
22 and Orange County residents if this  
23 specific proposed light rail project is  
24 what they expected and what they truly

1 want.

2 Second, if any light rail project  
3 is approved and built, let the riders pay  
4 for the full cost of ridership. That  
5 means no subsidies from our tax dollars to  
6 pay for the annual operating expenses.

7 And, third, if any light rail  
8 project is approved and built, during the  
9 course of the planning and the building of  
10 the new tracks, no new at-grade crossings  
11 should be built. Existing at-grade  
12 crossings, where utilized, should be  
13 upgraded to appropriate safety standards,  
14 but no new at-grade crossings should be  
15 built.

16 MR. DICK HAILS: Good afternoon.  
17 My name is Dick Hails. I live at  
18 Durham, NC  
19 27701.

20 I've worked for 24 years in  
21 leadership positions with the Durham  
22 City-County Planning Department. I've  
23 also worked as planning director of the  
24 transit planner, consultant with other



1 North Carolina cities. In addition, I've  
2 also served twice as president of the  
3 North Carolina Chapter of the American  
4 Planning Association. I've also visited  
5 and studied a number of US and foreign  
6 cities on transit-oriented development.

7 I want to speak today about four  
8 reasons why I believe that the DEIS'  
9 recommendations to develop Durham-Orange  
10 LRT system are sound ones and essential to  
11 the Durham and Chapel Hill communities.

12 First, environment. Much of the  
13 area between Durham and Chapel Hill is  
14 environmental constrained with water  
15 quality-sensitive federally-owned wildlife  
16 lands. If these communities are --  
17 continue to grow and prosper in a  
18 sustainable manner, they need to utilize  
19 an LRT system as an effective way to  
20 protect these important water and  
21 open-space resources from the impacts of  
22 widening multiple highways through the  
23 area.

24 Traffic and cost. A recent report

1 from the US Federal Reserve notes that a  
2 light rail transit system can  
3 cost-effectively carry travel trips  
4 equivalent to eight lanes of highway  
5 traffic.

6 This area needs an LRT solution to  
7 handle future traffic demands at  
8 reasonable cost and without harming the  
9 area's quality of life.

10 Third, job growth. The proposed  
11 LRT would connect the three largest job  
12 centers in the Durham-Chapel Hill area:  
13 UNC, Duke, and downtown Durham. To  
14 support strong, continued growth and  
15 competitiveness in these essential  
16 centers, there's a critical need for a  
17 high-quality transportation system that  
18 the LRT can help provide.

19 And, fourth, equity. There are  
20 serious issues of housing affordability  
21 and jobs access in both the Durham and  
22 Chapel Hill communities, particularly for  
23 lower-income citizens.

24 Development of the proposed LRT

1 system can greatly improve access to job  
2 centers and to plan affordable housing at  
3 transit stations.

4 In summary, I strongly support the  
5 proposal to construct a light rail transit  
6 system as recommended in the DEIS.

7 MR. JOYNER: Thank you.

8 MR. DICK FORD: I'm Dick Ford. I  
9 live at in  
10 Durham, North Carolina.

11 I'm here today because I support  
12 public transportation and I support  
13 development and growth. Because I firmly  
14 support these objectives, I cannot support  
15 the current light rail scheme for Durham  
16 and Chapel Hill. It does an inadequate  
17 and overly expensive job at delivering  
18 transit and growth.

19 I live in Downing Creek in  
20 southwest Durham. Like many of my  
21 neighbors, I was astounded when the light  
22 rail line was moved to our doorstep from  
23 Meadowmont, a community built for and  
24 because of light rail.

1                   But my dismay did not stop there.  
2    The more I learned about this project, the  
3    more I saw it would be a financial  
4    albatross on Durham, always needing new  
5    revenue, resources. It would deny us the  
6    public transit we actually need while  
7    delivering minimal benefits. Just look at  
8    the map of the current scheme, 15 stations  
9    in west Durham and Chapel Hill, 2 stations  
10   in east Durham.

11                  Light rail will deliver better air  
12   quality, not so. It was to reduce  
13   congestion, not so. But the cruelest joke  
14   was the claim that light rail would  
15   improve the lives of the transit-dependent  
16   and create affordable housing. This light  
17   rail scheme does not serve the  
18   transit-dependent in luxury housing built  
19   beside the light rail, not affordable  
20   housing.

21                  As Bob and Eric have mentioned,  
22   the most vulnerable part of this light  
23   rail scheme is the ridership projections.  
24   That's what got the last iteration of this

1 scheme nixed by the feds.

2 They have spoken to you about  
3 their attempts to run the GoTriangle  
4 ridership numbers, only to get the brush  
5 off from GoTriangle bureaucrats. They  
6 refuse to share the data with them.

7 Why won't they let us check these  
8 crucial ridership projections? Why this  
9 lack of transparency on the key to the  
10 scheme's success? Why hasn't this scheme  
11 had an independent review like Wake  
12 County? What are we left with?  
13 Unexamined ridership estimates,  
14 ever-increasing travel times, disruptions  
15 for long-established neighborhoods.

16 Wake County's rejection of light  
17 rail, lack of adequate state funding.  
18 Public transit is too important to let the  
19 present scheme be built.

20 For all of these reasons, I  
21 recommend a no build option. Thank you.

22 MS. GAIL ABRAMS: Hi. My name is  
23 Gail Abrams. I live at  
24 in Durham, North Carolina. I am

1 here, however, as the executive director  
2 of Piedmont Wildlife Center. We are  
3 located in Leigh Farm Park, the park that  
4 is directly across I-40 from the  
5 Farrington ROMF, and we are here to say  
6 that we are against that location.

7 The streams that run through the  
8 Farrington ROMF location drain directly  
9 under I-40 and into Leigh Farm Park.  
10 Those streams and wetlands are already  
11 extremely degraded from the normal runoff  
12 that already occurs from I-40 and the  
13 streams located on the other side of it.

14 If we add 26 acres of impervious  
15 surface now draining into that park, it is  
16 going to devastate the wildlife and the  
17 environment in that park.

18 We serve over 1,700 children that  
19 come to that park every year as they  
20 explore the wetlands, the forest, and the  
21 fields. They walk in those wetlands with  
22 bare feet. They explore what wildlife and  
23 nature is really all about, and this ROMF  
24 situation is going to really, really mess

1 up that whole situation.

2 I would invite anyone who has the  
3 power to really make a difference in this  
4 project to actually visit Leigh Farm Park  
5 anytime in the next four days, put your  
6 rain gear on, come out to the park, and  
7 look at the flooding that's going to  
8 happen just from the rain that we are  
9 going to get in the next four days that  
10 are going to take place and then multiply  
11 that times 26 acres of impervious surface,  
12 and I think you will see that there's  
13 going to be a major, major impact on Leigh  
14 Farm Park and the Jordan Lake watershed  
15 and the water that we drink. The children  
16 are going to really be disadvantaged, as  
17 will the wildlife.

18 We are in a long-term Eastern Box  
19 Turtle study in that park. We have eight  
20 turtles that have transmitters on them and  
21 are monitored on a daily basis to look at  
22 the places they travel. Adding flooding  
23 and pollution to this park is going to  
24 really devastate their wildlife habitat

1 and locations where they hibernate and  
2 live and feed every day.

3 So please take wildlife and  
4 children into account in this project.  
5 Thank you.

6 MR. WAYLAND BURTON: Good  
7 evening. My name is Wayland Burton. I  
8 live at  
9 North Carolina.

10 I've spent the past 36 years in  
11 the service of my country with the  
12 Department of Defense. That's given me an  
13 opportunity to live in a lot of world and  
14 a lot of world-class communities.

15 I am in support of the light rail  
16 system. I also have the enthusiastic  
17 opportunity to expound on how progressive  
18 city and county, Durham and Durham County,  
19 has always been.

20 I also was supportive of the light  
21 rail system because I believe that without  
22 it, there would be an increase and  
23 expansion of various roads that we have  
24 and also in those record commutes that



1 people have to -- have to endure in  
2 traveling to their jobs or to commute to  
3 Durham for either to shop or to visit or  
4 to live.

5 Without the light rail system, I  
6 can see the future of our community  
7 disappearing. Do not let our future  
8 down. Thank you.

9 MR. JOYNER: Thank you. As our  
10 next speaker's coming up, I would like to  
11 call anyone who has a speaker card with  
12 the number 4. If you would, please, come  
13 up and line up behind Jeffrey and he'll  
14 make sure that you're in the correct  
15 order.

16 And if our speaker will wait just  
17 a moment until everybody has a chance to  
18 be seated so that they won't disrupt you.

19 Okay. Thank you for your  
20 patience. You can go ahead.

21 MR. CHARLIE GIBBS: Thank you. My  
22 name is Charlie Gibbs. I live at  
Durham  
24 County.

1                   And there have been a lot of good  
2    comments made and there are a lot of  
3    things to be considered and what -- and  
4    this is -- to the -- to the people who are  
5    in charge of designing this -- this light  
6    rail system, there are some decisions to  
7    be made.

8                   I do support the regional rail --  
9    light rail transit. I don't prefer the  
10   way it's evolved, but I think that's  
11   something that will come eventually, but  
12   right now that's not an issue.

13                  I'm also a member of the  
14   City-County Planning Commission, and I'm  
15   not speaking for that commission. I want  
16   to make that plain. I'm speaking for  
17   myself personally.

18                  Being a member of the commission,  
19   I have had access to long-range plans for  
20   Durham and the downtown area, the Central  
21   Park area, the changes in traffic pattern  
22   downtown, and I think this light rail is  
23   going to affect that. So it needs to be  
24   in -- in part -- part of our plans, but if

1 this -- if this LRT is built, and I hope  
2 it is, I'm speaking mainly in favor of the  
3 new stop at -- the Center City stop. I  
4 think this would be a good crossroads  
5 between the east-west rail and north-south  
6 traffic, and I -- and that's -- I would  
7 like to see RTP included at some point and  
8 the airport, and I think that will come,  
9 but this is a good first step in getting  
10 what we need to connect us all  
11 regionally. Thank you.

12 MR. JOYNER: Thank you.

13 MR. BRIAN RUSSELL: Hi. My name  
14 is Brian Russell, and I live

Durham here in  
16 downtown, and I fully support the  
17 Durham-Orange Light Rail plan as it exits  
18 now. And there are a lot of reasons why I  
19 think it's a good idea, but I just want to  
20 mention one.

21 My son, who's six years old, when  
22 he's old enough to drive, about the time  
23 this rail will be built, I would like to  
24 encourage him to drive less. And I hope a

1 lot of us think more about decades and  
2 centuries into the future when congestion  
3 and other challenges that we have in this  
4 community, what will they think? Will  
5 they want to stay in a community that has  
6 a poor public transportation system that  
7 is as far behind as we are? Because let  
8 me tell you, I think this community will  
9 be a lot bigger in 10 years, in 20 years,  
10 and 40 years, and we should think about  
11 people that will be living then and how  
12 this would benefit them and why they'd  
13 want to be here. Thank you.

14 MR. JOYNER: Thank you.

15 MR. GAREY COOKE: I may not -- I  
16 may not need this. If I need it, let me  
17 know.

18 MR. JOYNER: Sir, you will.

19 MR. GAREY COOKE: Okay.

20 My main reason for being here --  
21 My name is Garey Cooke. I was born in  
22 1951 in the old Watts Hospital, so I have  
23 my roots in Durham. Went to Durham High  
24 School. Graduated in 1969. I went to

1 Campbell College, which is now Campbell  
2 University. Graduated from there. I got  
3 my master's at Duke in 1974 -- no, I think  
4 it was '75 because I did it at night  
5 school.

6 I did it at night school because  
7 it only cost a little bit. I think it  
8 cost me \$2,000. We need to revert back to  
9 looking at how much things cost. With me  
10 having a master's in accounting, I have  
11 several CPAs. I have a long list of  
12 properties that I will be selling due to  
13 return on investment.

14 When I no longer get a return on  
15 investment, I -- I -- passed 65, I will  
16 slowly divest. Now, what does that mean?  
17 I give opportunities to young people that  
18 want to learn how to invest in real  
19 estate. I will owner finance. I will do  
20 things to return Durham to a great city.

21 Now, putting in this type of rail  
22 doesn't mean Durham is going to be a great  
23 city. It just means that we're going to  
24 change the traffic a little. My

1 alternative for this would be to have some  
2 type of rail system starting from the Old  
3 South Square running right into Franklin  
4 Street and see how that works. Try that  
5 and let's see how it works.

6 We know what it's like to run from  
7 south -- the Southpoint Mall and try to  
8 get to Franklin Street. We know that's  
9 bad. Well, let's first put a monorail  
10 like they have in Las Vegas. You ever  
11 been to Las Vegas? They got that. Let's  
12 try that and run the numbers on that. Gas  
13 is pretty cheap. Gas being cheap, you're  
14 going to get more cars on the road. Now,  
15 that's going to make traffic worse.

16 Now, we do need something. Let's  
17 try something at a lower cost. You put  
18 the monorail up, you don't have railroad  
19 tracks with runoff. You can even put this  
20 system over --

21 MR. JOYNER: Sir, your time is up.

22 MR. GAREY COOKE: Okay. I'm  
23 sorry. My reason -- I'm going to --  
24 they're going to take my building. That's

1 job loss.

2 MR. JOYNER: Thank you.

3 MR. JIM DOUGHTY: Hi. My name is  
4 Jim Doughty. I live at  
5 in Durham. And I call upon the Federal  
6 Trades Administration to reject the Draft  
7 Environmental Impact Statement. I move  
8 for federal authorities to renew  
9 consideration of a bus rapid transit or  
10 BRT system instead.

11 In my opinion, the 2012  
12 alternatives analysis report as a part of  
13 the foundation of the DEIS was flawed in  
14 its rejection of BRT. The AA states the  
15 BRT was eliminated due to lower ridership  
16 and lower potential to attract and shape  
17 new development in the region. But the AA  
18 report itself, BRT could connect 4,300  
19 more than light rail. And a study from  
20 the Orange County of California  
21 Transportation Authority shows development  
22 along light rail corridors are spurred by  
23 tax incentives, not by light rail.

24 Meanwhile, the price cost estimate

1 of the BRT is \$20 million per mile cheaper  
2 than the lowest cost estimate for light  
3 rail. And changes in travel times in the  
4 BRT wouldn't be any faster. I contend  
5 that the failure to take into  
6 consideration the potential of BRT is a  
7 fatal flaw in this DEIS.

8 When we ask the FDA to reject the  
9 DEIS, what we're really saying is,  
10 administratively, please stop this  
11 project. Why is that important? Because  
12 this may be our last chance. They told us  
13 to petition our elected officials. Our  
14 elected officials told us they're trusting  
15 the professionals.

16 The state legislature's funding  
17 cap may look like another  
18 (unintelligible). Let's look at what we  
19 can't undo. What we can't undo is the  
20 acceptance of the DEIS that should not be  
21 accepted. Some supporters of the rail  
22 plan says our region needs modern, updated  
23 transit. Well, yes, it does. The people  
24 who oppose light rail also agree. What we



1 want is the right transit. You may as  
2 well try to sell me an old black-and-white  
3 Philco by telling me how much I really  
4 need a home entertainment system.

5 BRT system is flexible. The rails  
6 that are pinned to the ground are not.  
7 Wake County is going with BRT. Chapel  
8 Hill believes BRT will pay for itself. We  
9 get only one try. We should get this one  
10 right, too. Thank you.

11 MS. ROSEMARY WENZEL: I'm Rosemary  
12 Wenzel, Chapel  
13 Hill, Durham County.

14 I'm vice president of the Oaks III  
15 Homeowners' Association. Our HOA is  
16 against the light rail project. It is  
17 expensive, old technology. It is not  
18 flexible and not useful.

19 It will cause terrible traffic  
20 jams. It will not link RDU, Wake County,  
21 or RTP. There are many examples of unused  
22 buses in Chapel Hill and Durham. An  
23 example, there are -- only five students  
24 per bus are on the Roberts Bus Program.

1           Buses go empty all over Durham and  
2 Chapel Hill. It is way too expensive,  
3 especially in relationship to the number  
4 of riders. How can you say 40 percent of  
5 families are not going to have cars in 10  
6 to 20 years? How can that be true when  
7 car ownership is -- is constantly  
8 increasing and gasoline prices have come  
9 down?

10           Why not review, like Wake County  
11 did, an independent organization before  
12 proceeding? That's what Wake County did,  
13 and they decided not to go ahead with the  
14 light rail.

15           MS. PAMELA RANSOLOFT: I'm Pamela  
16 Ransoloft. I live at  
17 in Chapel Hill, North Carolina. I oppose  
18 the light rail system for these reasons:  
19 It is not fiscally responsible with almost  
20 \$2 billion for a route that doesn't cover  
21 the RDU, RTP, and Wake County. At this  
22 point, the Robertson Scholar Bus between  
23 UNC and Duke has an average of five  
24 people. It is unnecessary.

1           People will not ride this because  
2     it takes too long. The proposed plans  
3     will take too long. Most parents drop off  
4     their children to school. Many parents  
5     drop off their children on their way to  
6     school. So the time to drive, park, wait  
7     for the train is going to take much longer  
8     than it takes to drive.

9           The road congestion is going to be  
10    increased, and vulnerable groups like The  
11    Cedars, the schools, some of the schools,  
12    for example, Creekside, will have delays,  
13    and we have too small a population to  
14    support this light rail system.

15           Charlotte has less rider -- has  
16    less riders than our proposed 23,000.  
17    They only have 16,000 riders, and it's a  
18    much -- and that's high. It's a high  
19    estimation, and they have a much bigger  
20    city, as we all know.

21           Citizens have been misled about  
22    the cost, the ridership, the locations,  
23    and the goals. Thank you.

24           MR. MICHAEL WHITE: My name is

1 Michael White. I live on  
2 Chapel Hill, near the Mason Farm  
3 Road proposed stop.

4 I'd like to point out a few things  
5 that haven't really been discussed. One  
6 is that the main reason why Wake County  
7 has not approved the system is because RDU  
8 would not get on board, and RDU would not  
9 get on board because they don't want to  
10 lose their parking revenue.

11 Second -- and I just want to say  
12 for myself that I honestly don't know  
13 whether I'm for or against this yet.

14 I live in Chapel Hill. I like to  
15 go to Franklin Street, and I think we all  
16 can agree that people who go drinking in  
17 bars are the people you don't want on the  
18 road. The light rail system doesn't serve  
19 them. That's a problem.

20 And, finally, I wanted to say that  
21 the reason that this transit proposal  
22 looks the way it does is because that is  
23 the criteria that the federal government  
24 has given them, and that is -- that is how

1 they're most likely to get funding. So if  
2 you have a problem with the way it looks,  
3 then you have to take it up with the FTA  
4 as well because they're using that  
5 criteria.

6 And I think if any community can  
7 appreciate doing a proposal specifically  
8 to receive grant money, it would be the  
9 Research Triangle. Thank you.

10 MR. JOYNER: Thank you. Next  
11 speaker.

12 MS. CHERI HARDMAN: Hi. I'm Cheri  
13 Hardman. I live at in  
14 Chapel Hill. I am also president of the  
15 Oaks III Homeowners' Association, and I  
16 represent myself and the Oaks III Board,  
17 which also opposes the light rail solution  
18 as it's proposed.

19 I oppose the light rail because it  
20 is just not cost effective. It's \$126  
21 million per mile, if we use the figures  
22 from Charlotte. So our actual costs are  
23 going to be more like 2 billion or even  
24 exceeding that, possibly even 2.3, 2.4

1 billion. And then you have the cost of  
2 ownership of almost 10 percent a year for  
3 a very few number of riders.

4 I mean, a number of people have  
5 mentioned the bus usage already in Chapel  
6 Hill and Durham. It's very limited.

7 If you look at the routes that  
8 this particular light rail is taking,  
9 they're also not the areas where people  
10 have the most traffic, RDU, RTP, Wake  
11 County. None of those areas are going to  
12 be included in this light rail. So why  
13 are we spending almost \$2 billion on  
14 something that nobody hardly is going to  
15 use?

16 Then it's old technology. If you  
17 Google replacing light rail, cities like  
18 Portland, Oregon, are already trying to  
19 figure out how to get rid of it because  
20 it's just not flexible. Once it's there,  
21 you can't change it, and they're finding  
22 there's newer technologies that are much  
23 more flexible.

24 It's slow and it's going to take a

1 lot longer for anybody transporting  
2 themselves from one part of Chapel Hill to  
3 Durham. People just aren't going to do  
4 it. It's not safe.

5 Also Google light rail accidents.  
6 There's a lot of accidents, particularly  
7 in places like Farrington Road where  
8 you're looking at just stopping the  
9 traffic with a flat road. That is going  
10 to be very dangerous, especially around  
11 places like Creekside School, which our  
12 youngest are going to be right in the  
13 middle of a 17-acre large facility that's  
14 in charge of repair.

15 So, again, funding is -- I do not  
16 support it.

17 MR. JOYNER: Before the next  
18 speaker gets started, anyone with a  
19 speaker card with the number 5, if you  
20 would, please, come over and line up next  
21 to Jeffrey, and he will make sure that you  
22 are in the correct order.

23 And we'll wait just a moment until  
24 everybody has a chance to sit down before

1 our next speaker.

2 While we're waiting, for those who  
3 have joined us recently, I'll just run  
4 through some of the rules that we've been  
5 talking about in the hearing and sort of  
6 the way that it's proceeding.

7 The hearing will run until --  
8 well, folks will have an opportunity to  
9 sign in to speak up until 7 o'clock.  
10 Anyone that's signed up prior to 7 o'clock  
11 to speak will be allowed to speak, and  
12 we'll stay here as long as necessary to  
13 allow everybody who has signed up by 7  
14 o'clock to speak. So that's part of it.

15 I'll direct you to the ground  
16 rules that we have posted above. I won't  
17 go through those, again, but I want to  
18 make sure that those -- that everybody's  
19 following those. So far everybody's been  
20 really great, and I really do appreciate  
21 that, given that everybody's been giving  
22 the speakers that opportunity to be heard.

23 As the speakers come up -- again,  
24 I will -- I'll go through that real quick.



1 As you come up as a speaker, if you would  
2 hand your card to Robert, the blue card to  
3 Robert, and then state your name and  
4 address for the record.

5 After you've done that, we will  
6 start the timer. You will have two  
7 minutes to speak. There is a timer that  
8 you can see from the podium, and it will  
9 count down your two minutes and then beep  
10 at the end. We'll ask you to wrap up at  
11 that point.

12 So is everyone set up? Next  
13 speaker, please.

14 MS. MARY JANE FERRIS: My name's  
15 Mary Jane Ferris. I live at  
16 in Durham, North Carolina  
17 27707.

18 I do not support the light rail  
19 system. I substitute teach in Durham,  
20 Chapel Hill, and Carrboro. The rail  
21 system will affect Creekside Elementary  
22 and other schools. It will cause a  
23 terrible safety concern from delayed  
24 emergency services to excessive traffic

1 and a large commercial enterprise within a  
2 few feet of a school that serves our  
3 youngest citizens.

4 17 acres of trucks, repairmen, and  
5 rail workers, how can this be safe?

6 MR. ANDY SLAUGHTER: My name is  
7 Andy Slaughter, and I live at

8  
9 And I'm just here to speak quickly  
10 about my support for the light rail  
11 system, as demonstrated. Mainly just  
12 because I think that without a dedicated  
13 transit corridor that the light rail will  
14 provide, we're basically investing in more  
15 sprawl and we're basically investing in  
16 more congestion as our region grows over  
17 the next few decades, which it inevitably  
18 will. So thank you, and I -- again, I  
19 support light rail and let's not be Wake  
20 County.

21 MR. TOM CLARK: I'm Tom Clark. I  
22 live at in  
23 Durham County.

24 I've lived in Durham and Orange

1 all of my 68 years, so I've had a lot of  
2 opportunities to step back and watch what  
3 goes on in the communities around here.

4 I heard a comment earlier about  
5 the growth in the Triangle and that that  
6 was one of the reasons we need this light  
7 rail. Well, I disagree with that. Yes,  
8 the Triangle is growing by leaps and  
9 bounds, but it's not in Durham and Orange  
10 County. It's in Wake County. Wake County  
11 is not in the scope of what we're trying  
12 to accomplish here.

13 We do have a transportation  
14 problem, but we're trying to solve it with  
15 the wrong solution. One of my colleagues  
16 at Duke had a great saying, you don't need  
17 a cannon to kill a rat, and I think that's  
18 what we're trying to do now.

19 It's a very expensive, inflexible  
20 approach to a problem that we do have. I  
21 like something that Wake County's talking  
22 about with dedicated bus routes, not buses  
23 on the regular streets, because they are  
24 subject to whatever's going on with the

1 traffic. You have a wreck, you can't stay  
2 on schedule.

3 I think we need to do something  
4 with a much more sophisticated bus -- bus  
5 system that has dedicated lanes it can be  
6 in so that it can stay on schedule and  
7 provide service to our citizens.

8 I think this light rail has got  
9 some very attractive destination points,  
10 yes, Chapel Hill, UNC, and downtown here  
11 and over at Duke, et cetera, but how are  
12 you going to get the people into the  
13 system to use it? People are not going to  
14 drive their cars somewhere and park and  
15 get on a train to go somewhere when they  
16 can get there quicker without that, or  
17 certainly people that don't have the  
18 means, they're not going to hire a taxi to  
19 take them to a train stop somewhere to get  
20 on the train to get from point A to point  
21 B.

22 It's not in our mindset to work  
23 that way here. We don't have the  
24 population density to support that way of

1 moving around. We're not Portland,  
2 Oregon, or Norfolk or some of these other  
3 places that have those densities, and I  
4 really don't think we will because,  
5 truthfully, I don't want us to have that  
6 kind of density. I like the fact that  
7 we're not overpopulated around here.  
8 Thank you.

9 MS. LORISA SEIBEL: Hello. My  
10 name is Lorisa Seibel. I live at  
11 Durham, North Carolina 27705.  
12 And I'm a member of the Durham People's  
13 Alliance and also of Durham CAN, two local  
14 groups that supported the referendum for  
15 funding the light rail and improvements to  
16 our bus system.

17 We are in support of improving  
18 transit for all residents of Durham, and  
19 we're also in support of making sure that  
20 that transit is accessible and that  
21 housing is affordable around each transit  
22 station so that everyone in Durham, no  
23 matter what their income, can benefit from  
24 transit improvements to be able to get to

1 work, to school, to the doctors, and other  
2 places.

3 As we move forward with the  
4 Environmental Impact Statement and other  
5 plans for the transit system, we ask that  
6 GoTriangle include economic impact and  
7 racial equity in the Environmental Impact  
8 Statement for the Light Rail Transit  
9 Project.

10 We expect the EIS to contain a  
11 substantive and thorough analysis of the  
12 economic impact and racial equity on all  
13 residents, particularly residents who live  
14 near the stations.

15 The EIS should address economic  
16 impact and racial equity such as  
17 gentrification and displacement that may  
18 affect local residents, small businesses,  
19 affordable housing, and transportation  
20 costs. And this is the wording of a  
21 petition that was signed by 115 People's  
22 Alliance supporters. I want to read a  
23 couple of the comments.

24 There's one that's about

1 sustainability of this and the -- that we  
2 want in all of your plans to look at  
3 vulnerable communities to guarantee the  
4 overall success of this project. Let's do  
5 it right in Durham.

6 Another person says she lives near  
7 a proposed station and wants to make sure  
8 there's affordable housing for all current  
9 residents to keep the unique mix of our  
10 neighborhood community. And I will submit  
11 the petition with the 115 signatures.

12 MR. JOYNER: Thank you. You can  
13 hand that to...

14 MR. WIB GULLEY: Hi. Good  
15 afternoon. My name is Wib Gulley. I live  
16 at Durham, North  
17 Carolina. And I'm speaking today  
18 representing CAN, the Congregations  
19 Associations & Neighborhoods, a city-wide  
20 organization here in Durham. It's a  
21 non-profit. It's made up of approximately  
22 15,000 households in Durham.

23 And CAN has gone on record solidly  
24 in support of the Durham-Orange light rail

1 system, very happy to see the progress  
2 it's been making and look forward to  
3 seeing it built.

4 CAN also will be submitting for  
5 the record later today a petition with  
6 over 310 signatures of Durham residents in  
7 support of this project.

8 I only have a few other comments  
9 to share. One is that I understand these  
10 projects having different views. If you  
11 look around the country, you don't escape  
12 that. There's always some discussion and  
13 argument within communities about building  
14 these. There always has been.

15 I am -- As I sit here and listen,  
16 I'm very disappointed to hear the poor  
17 information that's out there and the  
18 things that are just wrong that people  
19 have been somehow led into believing about  
20 this. And it's too bad, and I can't  
21 correct all that this afternoon,  
22 particularly in two minutes. But I am  
23 aware of the very careful study that's  
24 been done by the GoTriangle staff and am



1 very appreciative of that hard work for  
2 years that's gone into this.

3 Know that this route's going to  
4 take the most heavily traveled corridors  
5 in Durham and Orange County and provide an  
6 answer to being in congestion all the  
7 time.

8 I understand that BRT -- if you  
9 know anything about BRT, running BRTs is  
10 as expensive as light rail to build and  
11 more expensive to operate. That's just  
12 the facts. That's not an opinion.

13 But I do know this also, that  
14 Durham County voted for this with  
15 60-percent majority and Orange County did,  
16 too, in the last couple of years, and I  
17 want to assure all of those who are  
18 working on this that a strong majority of  
19 folks in Durham County and Orange County  
20 still support this. Thank you all so  
21 much.

22 MR. DAN HUDGINS: I'm Dan Hudgins,  
23 and I live at here in  
24 Durham. I've lived in Durham for 38

1 years. I'm a social worker by profession,  
2 and I've spent most of my career in public  
3 social services and most recently on the  
4 faculty of the School of Social Work at  
5 UNC where I taught courses in public  
6 policy.

7 For 27 years, I was the director  
8 of the Durham County Department of Social  
9 Services where we struggled to assist  
10 low-income Durham families meeting their  
11 basic needs. We worked to help them  
12 access education and training for job  
13 opportunities that would provide a basic  
14 living for them and their families.

15 For the vast majority of the  
16 thousands of families we served,  
17 transportation was a major barrier to  
18 access jobs, education, and medical  
19 appointments.

20 I've studied the Draft  
21 Environmental Impact Statement and am  
22 testifying here today in full support of  
23 the project. The environmental justice  
24 section of the impact statement is clear

1 about the concentration of low-income  
2 residents that will be served.

3 While there's been criticism of  
4 the time it will take for  
5 transit-dependent persons to get from  
6 Alston Avenue to UNC Hospital, it's much  
7 quicker on the light rail than it would be  
8 on buses because of connections, traffic,  
9 and wait times. That's just the fact.

10 On the other part -- One other  
11 part of the planning that excites me is  
12 what our county commission and city  
13 council here in Durham have done to  
14 establish a goal of 15 percent of  
15 affordable housing within distances of the  
16 light rail stops.

17 The commitment tells us what our  
18 local elected officials are doing to  
19 support environmental justice and will  
20 help to assure those who are most in need  
21 will have access to the critical  
22 resources. I'm also recommending that  
23 GoTriangle adopt the same goal for the  
24 light rail transit.

1                   And I want to thank you for having  
2     the opportunity to speak today, and I also  
3     want to let you know I'm speaking on  
4     behalf of Durham People's Alliance's  
5     Affordable Housing Committee and its  
6     700-plus members.

7                   I'd also like to enter into the  
8     record today a letter from another  
9     organization I'm involved with, the  
10    Coalition for Affordable Housing & Transit  
11    that's also in support and lists all the  
12    organizations that are a part of the  
13    coalition. Thank you.

14                  MR. JOYNER: You can hand that to  
15    Jeffrey. Before our next speaker gets  
16    started, if I can call up the folks that  
17    have number 6 on their speaker card. And  
18    if you would, if you have number 6 on your  
19    speaker card, if you would line up here.  
20    Jeffrey will make sure everybody's in  
21    order.

22                  And, again, for those who have  
23    recently joined us, as the speakers come  
24    up, please hand your speaker card to

1 Robert there and state your name and  
2 address for the record. At that point,  
3 your two-minute time will begin. There is  
4 a timer at the podium that you can see as  
5 your time counts down, and it will make a  
6 tone at the end of that time period.

7 So if our speakers are settled,  
8 you may proceed.

9 MR. MONTE BROWN: Hello. My name  
10 is Monte Brown, and I live at  
11 in Chapel Hill, North  
12 Carolina, and the train does not affect  
13 me. Therefore, I have no conflict of  
14 interest, but I felt obligated to come  
15 give my opinion.

16 I'm speaking today as a private  
17 citizen, and I do not represent any group,  
18 so I have no conflict, but I'm extremely  
19 knowledgeable about the Erwin Road  
20 corridor, including detailed knowledge of  
21 the traffic, employee commute patterns,  
22 and even the exact location of every  
23 building. I also benefit from the  
24 knowledge of a spouse who's dependent on a

1 bus system as she cannot drive.

2 So I support public  
3 transportation, just not this one. I work  
4 in Durham and live in Chapel Hill.  
5 Supposedly I would be the target of the  
6 ridership of the light rail, but, in fact,  
7 I would never use it.

8 I come here today to say the  
9 emperor has no clothes. The only ones  
10 likely to benefit from the current plan  
11 are the few developers who own land along  
12 this circuitous route which makes no sense  
13 and the consultants who are getting paid  
14 to design the plan that does not work.  
15 Where is the independent analysis?

16 We have totally lost sight of what  
17 we're trying to achieve, but it is  
18 politically incorrect to question the plan  
19 because we're seen as NIMBY, I don't live  
20 in their back yard; against the  
21 environment; or an elitist.

22 When I met with the consultants  
23 personally, they said the goal was to get  
24 employees to work. When I pointed out

1     there was no park-and-rides, they then  
2     changed the goal to say it was to get the  
3     patients to Duke and UNC. What is the  
4     goal?

5             We should not be talking about  
6     routes 2A, 2B, 2C1. We should step back  
7     and say, what do we need to do to better  
8     connect our community and what's the best  
9     method? Don't think that we've gone too  
10    far down a road to turn now.

11            There is no clear objective. This  
12    won't increase employment. There -- If  
13    you're trying to connect Duke and UNC,  
14    there is the Robertson Shuttle and Bull  
15    City Connector, but they're not connected  
16    and there's no park-and-ride. We can fix  
17    that.

18            This thing does not connect to  
19    Carolina North, the new RTP density plan;  
20    the airport; and the downtown Raleigh,  
21    where the highest density is planned in  
22    Chapel Hill.

23            If we want to help the  
24    environment, we'd be better using our

1 dollars to shut the coal plant at UNC and  
2 convert it to natural gas. Yet we move  
3 down this project as if we have blinders  
4 on and no stopping.

5           So at this point we need to  
6 realize the goal -- that we need to  
7 realize that the goal is to justify the  
8 light rail. There is no other goal. So  
9 we -- But we're justifying the light rail,  
10 so we look progressive rather than simply  
11 becoming a progressive community. The  
12 time is to stop the light rail to nowhere.

13           MS. JANE WAGSTAFF: My name is  
14 Jane Wagstaff,  
15 Durham, North Carolina 27707. I'm  
16 following this gentleman. I, too, have no  
17 dog in this fight. My area is not  
18 affected by this particular project.

19           I will say that I am the mother of  
20 a police academy candidate right now, so  
21 I'm paying close attention to budgets. I  
22 know what that young man is going to  
23 make. I know what his future will look  
24 like. I know the hazards and the dangers,



1 and it is not a big salary.

2 So from a fiscal standpoint, just  
3 like the other gentleman, I wanted to be  
4 here to voice a concern purely on economic  
5 issues is why I've been watching and also  
6 because my dear friend lives in the  
7 Farrington ROMF area.

8 So I want you to pay close  
9 attention to what I'm going to read now  
10 because even though this project does not  
11 affect my area right now and it might not  
12 affect many people in here who are not  
13 like directly affected by the project  
14 right now -- I think most of you here  
15 are -- it could be you next time.

16 So the GoTriangle website and the  
17 DEIS public comment and media sections  
18 failed to mention the intense opposition  
19 to the Farrington ROMF site that has  
20 erupted since the site became known to  
21 residents on June 18th when a public  
22 meeting was held to discuss the Leigh  
23 Village compact neighborhood with  
24 invitations mailed by the Durham Planning

1 Department.

2 Can it be a coincidence that the  
3 DEIS states that the comment period on  
4 scoping for the D-O LRT concluded on June  
5 18th? Did you hear that, mailed and  
6 concluded June 18th. It appears the  
7 Farrington ROMF was unveiled to those  
8 directly affected only when the GoTriangle  
9 knew it was too late for them to  
10 participate.

11 And speaking of elected officials,  
12 is it appropriate for them to serve on the  
13 board of GoTriangle and still take part in  
14 discussions, much less to vote, on the  
15 light rail plans? Should they not recuse  
16 themselves under a conflict of interest  
17 policy? Thank you.

18 MS. JACKIE WAGSTAFF: Good  
19 evening. My name's Jackie Wagstaff. I  
20 guess that's my sister right there.

21 MS. JANE WAGSTAFF: Separated at  
22 birth.

23 MS. JACKIE WAGSTAFF: I'm here in  
24 opposition of this light rail, been in

1 opposition of this light rail proposal  
2 since the day of its conception, but I'm  
3 going to bring a new twist to this.

4 Let's talk about the fares. I've  
5 been sitting in these meetings for over a  
6 couple of years either informal or formal,  
7 and the one question that I've asked at  
8 every meeting that has never been answered  
9 is, what will be the price of the ride of  
10 this fare?

11 When I look around this room, how  
12 many people in this room ride a DATA bus  
13 or Go Durham? How often do you ride it?  
14 I mean, are you riding it now because now  
15 we're trying to get the light rail, or do  
16 you ride it out of a sense of necessity?  
17 That's what we need to look at.

18 This is the price of a fare -- I  
19 called Charlotte just before I got here  
20 because I remember meeting with you and  
21 you never could answer it. So I called  
22 Charlotte to find out what the -- and I've  
23 ridden the light rail in Charlotte and it  
24 run through all the high rent districts.

1 It doesn't run in the hood. It runs in  
2 the high rent districts. So let's be  
3 clear where it will be going.

4 Meadowmont didn't want it and  
5 several other people in Chapel Hill didn't  
6 want it. So we know it's not going to go  
7 through the hood, so the price of it is  
8 going to more than that \$2 that it costs  
9 you to get on a DATA bus or Go Durham and  
10 ride all day long.

11 One way on the light rail in  
12 Charlotte, \$2.20, one way, versus the \$1  
13 we pay now to get on DATA bus. For a  
14 round trip, \$4.40. That's just to get  
15 from here to here to Southpoint and then  
16 come back.

17 Now, if you ride all day where it  
18 costs us \$2 to ride all day on DATA bus or  
19 Go Durham, that will be \$6.60. We know  
20 that poor people ride those light rails  
21 and those buses. For seven days -- If you  
22 want to get a pass for seven days, that's  
23 \$22. How can we afford it? I don't see  
24 the population even in this room that are

1 going to be affected by that light rail.

2 That light rail is not going to be put  
3 there to accommodate the poorest of our  
4 residents.

5 Our residents struggle to find \$2  
6 to ride DATA bus every day, and they're  
7 never in the conversation. So even though  
8 Mr. Huggins said that that quick a ride  
9 from Durham to Chapel Hill for poor people  
10 to the hospital, it's going to be quicker,  
11 it won't be cheaper, so they still won't  
12 be getting on it.

13 So we have to understand the cost  
14 that's going to be associated, that's  
15 going to even stress our people that are  
16 already stressed to the max. So while  
17 we're sitting here talking about all this  
18 other stuff, we need to think about the  
19 cost of light rail and do -- and bring  
20 that survey back of other cities that have  
21 it and what they charge for you to ride  
22 light rail. So adamantly oppose.

23 MS. ANITA FOUST: Good afternoon.  
24 I'm Anita Keith Foust. I live in Durham.

1 I'm against the light rail. I follow  
2 behind all the rest of them who are  
3 against it, but I also come here to speak  
4 for a disabled mother who lives over in  
5 the Crest Street area which is right there  
6 behind Veteran's Hospital, the Duke area.

7 She's already been damaged by the  
8 construction that is going on on Erwin  
9 Road. Prosperity is going on on Erwin  
10 Road, but where she lives behind VA  
11 Hospital, there's all kinds of  
12 negative-type economic problems going on.

13 She is against the light rail. I  
14 am, too. But her reason is because she  
15 will be affected. I hear everyone talking  
16 about the pie in the sky and how they're  
17 going to look out for low-income people.  
18 That's a promise that probably won't be  
19 kept, so let's not have the light rail  
20 until we have something in writing, in  
21 concrete, to prove the point that we've  
22 heard and -- the rest of them say, that  
23 they are authorities on -- and I heard  
24 people saying that people have conflicts

1 of interest that are coming down here. I  
2 don't have a dog in the fight, either. I  
3 can't drive. I can't catch the bus.  
4 People have to take me where I need to go  
5 as well as this mother who lives in the  
6 Crest Street area, which is also called  
7 Hicks Town.

8 This is going to negatively affect  
9 poor neighborhoods, and I don't want to  
10 hear all of that pie in the sky without  
11 some proof. So I'm against the light  
12 rail. Thank you.

13 MR. JOYNER: Before our next  
14 speaker comes up, anybody who has a number  
15 7 on their speaker card, do we have any  
16 additional speakers? Say at this point,  
17 do we have any additional speakers? Okay.  
18 Go ahead and get started.

19 MS. RACHEL BERTHIAUME: Hi. My  
20 name is Rachel Berthiaume, and I live at  
21 I just wanted to come up  
22 and share my point of view.

23 So I came into the Triangle for  
24 grad school opportunities and for the

1 multiple options for employment in the  
2 health sector that this area provides.

3 I've lived both in Raleigh and now  
4 currently live in Durham, and during that  
5 time, during the past seven years, I've  
6 traveled across the Triangle daily from  
7 either Raleigh or from Durham to Chapel  
8 Hill for work and for school, and 90  
9 percent of that travel for work and school  
10 was on public transit, on Triangle Transit  
11 buses.

12 And this opportunity would save me  
13 thousands of dollars in car use and gas  
14 and tons of stress that I would have  
15 otherwise experienced by driving in the  
16 traffic.

17 So I'm totally in support of this  
18 light rail plan. I look forward to using  
19 it. I would ask that more consideration  
20 be taken to extend the light rail into  
21 east Durham to ensure that these  
22 neighborhoods have access to the  
23 opportunities. And I appreciate the  
24 comments that were just made about



1     inexpensive transit opportunities, and I  
2     would like to see that happening in  
3     tangent with the continuation of the light  
4     rail pursuits. Thank you very much.

5             MR. JOYNER: Is there anybody that  
6     has signed up to speak? Okay. If not,  
7     we're going to take a break for a few  
8     moments until someone else has an -- or  
9     until some other speakers come in.

10            I will quickly go through, again,  
11     for those who joined us recently -- this  
12     looks like somebody -- ma'am, have you --  
13     did you come in to speak? You look like  
14     you have a speaker's card. You timed it  
15     perfectly. If you would come over here to  
16     the front, and we'll let you speak.

17            Okay. We're going to take a  
18     five-minute break then until we get a  
19     couple more speakers in at this point.  
20     So, again, I'll talk a little bit about  
21     how the hearing is set up. Folks will  
22     have until 6 o'clock [sic] to sign up to  
23     speak. And so when we don't have  
24     speakers, we take a break for -- what'd I

1 say? 6? I was looking at the time.  
2 Thank you. 7 o'clock. My mistake. Folks  
3 will have until 7 o'clock to sign up to  
4 speak. So we'll take a brief break right  
5 now, and when we get more speakers in, we  
6 will reconvene and give them an  
7 opportunity to speak.

8 (RECESS.)

9 MR. JOYNER: At this time I'll go  
10 ahead and reconvene so we can give our  
11 other folks an opportunity to speak. I  
12 will quickly go through the process for  
13 those who have recently joined us.

14 Again, we will be allowing folks  
15 to sign up to speak until 7 o'clock this  
16 evening. So anybody who has signed up to  
17 speak as of 7 o'clock, we'll stay as long  
18 as it takes for those folks to finish up.

19 All speakers will have two minutes  
20 to speak. I'll point out the ground rules  
21 that we have here. I would ask that  
22 everyone please continue to abide by  
23 those. Everybody's done a great job so  
24 far. I want to make sure that everyone

1 has an opportunity to speak and be heard.  
2 So as the speakers are called to come up  
3 to speak, if you would take your blue card  
4 and hand it to Robert there in the blue,  
5 and he'll make sure that the court  
6 reporters have an opportunity to get that  
7 card.

8 And then, if you would, state your  
9 name and address for the record. You will  
10 have two minutes to speak at the podium.  
11 There's a countdown timer, and it will  
12 count down. When it hits two, it'll make  
13 a little beeping noise and then you'll  
14 need to wrap it on up.

15 So, again, we have -- as  
16 mentioned, we have court reporters that  
17 will be taking -- providing a transcript  
18 -- a written transcript of your comments.  
19 So please be sure to speak clearly and not  
20 too fast. I know folks get a little  
21 nervous speaking in public, but if you  
22 would make sure you speak clearly so that  
23 everybody can be heard.

24 And, again, for the folks out in

1 the audience, I appreciate everybody  
2 giving those folks an opportunity to  
3 speak. So -- yeah, I was going to say  
4 let's make sure those doors are closed  
5 because it's a little loud in the hall.

6 Okay. With that, we'll start.  
7 Ma'am, if you'd like to come up and hand  
8 your card to Robert.

9 MS. GWYN SILVER: All right. Good  
10 evening, everybody. I am Gwyn Silver, and  
11 I'm a resident of Durham residing

13 Over the past year, I've attended  
14 probably seven or more meetings or open  
15 forums on the Durham-Orange Light Rail  
16 Transit System. For district 1, community  
17 support was firmly due to the proposed  
18 station at Alston Avenue. I also  
19 supported that, as well.

20 Many years ago up to Durham voting  
21 for the sales tax to cover transit costs,  
22 I anticipated the first rail would run  
23 from Durham to RTP or Raleigh, as elected  
24 officials often commented that the traffic

1 on the Durham Freeway would only get worse  
2 in the coming years.

3           Ironically, I work for a company  
4 out at RTP beginning in 1985 when Miami  
5 Boulevard was a two-way street and the  
6 extension of the highway -- of the Durham  
7 Freeway into Raleigh was everybody --  
8 everyone's dream.

9           Once they finished the highway, a  
10 co-worker said, it's going to be traveling  
11 to Raleigh as a freeway, an expressway.  
12 Within about five years, the  
13 bumper-to-bumper traffic started to slowly  
14 return, and today it is truly  
15 bumper-to-bumper.

16           At the first meeting I attended  
17 when the Durham-Orange light rail was  
18 proposed, I asked specifically, are you  
19 sure there is enough space for the rail to  
20 run along Pettigrew Street? And responses  
21 convinced me that that was definitely  
22 true.

23           It is sorely disappointing to me  
24 and northeast central Durham community

1 that was counting on this stop to see the  
2 plans change and the stop moved to Grant  
3 Street.

4 With so much controversy and  
5 especially no affordable housing planned  
6 along the light rail, I propose that we  
7 put this project on the back burner and  
8 that we look at other alternatives,  
9 specifically a light rail into Raleigh.  
10 Thank you.

11 MR. JOYNER: Thank you.

12 MS. BONNIE HAUSER: Hi. I'm  
13 Bonnie Hauser. I live at  
14 Hillsborough, and I -- so I don't  
15 have a dog in this fight.

16 The decision before the FTA is  
17 build/no build, and many of us are saying  
18 no build. To me and many others here  
19 tonight, a no build decision is preferred  
20 because the plan, the underlying commuter  
21 projections, and the corridor line doesn't  
22 make sense given the land-use plans and  
23 expected growth in the area.

24 Millions of people are moving to

1 the Triangle, but nowhere near the  
2 Durham-Orange light rail line. To us, no  
3 build allows local leaders to put light  
4 rail on the back burner and start planning  
5 regional transportation. Light rail by  
6 itself may have made sense 20 years ago,  
7 but now we need to focus on integrating  
8 transportation systems throughout the  
9 Triangle, not between two employers.

10 The hub-and-spoke bus system that  
11 operate in Durham and Chapel Hill need to  
12 be enhanced with convenient point-to-point  
13 service that connects local communities  
14 with major employment centers in Wake,  
15 RTP, and Chatham.

16 Simple service changes will  
17 immediately reduce rush-hour congestion,  
18 reduce emissions, and improve service for  
19 low-income, transit-dependent communities.  
20 No build allows local leaders to redirect  
21 local funds to regional transportation,  
22 complete streets with a bike/ped -- with  
23 bike/ped amenities and other  
24 transportation improvements, including

1 last-mile service.

2           Dedicated byways can also be used  
3 for the densest corridors and over time,  
4 if use warrants it, those corridors could  
5 be converted to light rail. It's  
6 evolutionary, but it makes more sense from  
7 an investment risk and benefit to the  
8 community perspective.

9           So for us, no build means yes to a  
10 flexible, forward-looking transportation  
11 system for Orange and Durham that can  
12 evolve with accelerating growth throughout  
13 the Triangle. Thank you.

14           MR. NORBERT MILDNER: I forgot my  
15 glasses. I hope my arm is long enough.  
16 So my name is Norbert Mildner. I live  
17                           in Chapel Hill and living  
18 in the Downing Creek Subdivision.  
19 Happened to be that the train goes right  
20 in front of our subdivision, which means  
21 it's going to be gridlocked and the  
22 backside there's a body shop and also a  
23 parking lot. So we and some other  
24 surrounding communities, just gridlocked.



1                   However, we agree that  
2    transportion, of course, needs an  
3    overhaul, but, of course, not light rail  
4    at this point.

5                   By the time the light rail is  
6    going to be built, the technology is  
7    already outdated. Just think about the  
8    smart phone and how it's -- you know, how  
9    quickly it's changed the world. Uber, a  
10   car ride, but that's just the beginning.  
11   Let's look also at the Charlotte facility  
12   because they have some of the worst  
13   traffic.

14                  And the light rail has been  
15    planned for many, many years, and I get  
16    the feeling that they want to get it done  
17    no matter what. So the light rail also  
18    benefits just -- it's supposed to benefit  
19    the public, but actually it just benefits  
20    just a few. For instance, according to  
21    the DEIS, the population around the  
22    corridor is supposed to be in 2035 like 23  
23    -- two thousand -- two thousand to thirty  
24    one thousand. So the projected ridership

1 will be just 1,500, which equals to almost  
2 5 percent. 5 percent for 1.6 billion is  
3 quite a bit of money.

4 And then the next example is --  
5 all this, in my opinion, is driven by just  
6 plain greed because -- some of it's  
7 builder that would like to have this done,  
8 by the station -- right next to it is  
9 called Meadowmont -- Meadow -- yeah,  
10 Meadowmont Station, which is right next to  
11 the Friday Center, quickly in walking  
12 distance, and they would like to get it  
13 built here, which is -- that makes no  
14 sense, and, of course, there is no  
15 parking, so they're going to park -- I  
16 don't know where they're supposed to be  
17 parking.

18 And then the light rail cannot  
19 sustain itself because it's way expensive  
20 and then there are also some other  
21 implications like safety, railroad  
22 crossing, and I just hope nobody loses --  
23 one of their spouses, children get, you  
24 know, hit by the train. And I guess

1 pretty much that's it. Thank you.

2 MR. JOYNER: Thank you. Sir --  
3 actually, ma'am, we need to finish getting  
4 the folks on the aisle here, this row  
5 here. So if you wouldn't mind. I know  
6 you were being polite, but I want to make  
7 sure to get everybody in the row.

8 REV. MARK ANTHONY MIDDLETON:  
9 Absolutely. So good evening. My name is  
10 Mark Anthony Middleton. I reside at  
11 in Durham. I'm the pastor of  
12 a wonderful Christian Church here in  
13 Durham, and I'm also representing Durham  
14 CANS, a clergy caucus, a caucus that  
15 represents many of the folk who we've been  
16 talking about.

17 Our congregations are associated  
18 with neighborhoods, represent many  
19 low-income and poor people here in our  
20 city. Durham CAN wants to register our  
21 support for the light rail transit system  
22 for a number of reasons.

23 Firstly, for many of our people,  
24 parking -- a park-and-ride situation is

1 not even an issue because they don't have  
2 cars, which is why we supported 15 percent  
3 affordable housing there, light rail  
4 transit stops, so people can walk to these  
5 stops.

6 Our secretary of transportation,  
7 Anthony Fox, who served in Charlotte, made  
8 a statement -- and I'm paraphrasing --  
9 that the Civil Rights movement created  
10 opportunities, but it's transportation  
11 that connects us to those opportunities.  
12 And Durham CAN believes that one of the  
13 hallmarks of a great metropolis and,  
14 indeed, a great nation is connectivity.

15 One of the things that makes  
16 America a super power is our ability to  
17 get from coast to coast by many means of  
18 transportation, and we believe the growth  
19 that's occurring in Durham is inevitable  
20 and that the light rail transit system  
21 will be just a part -- a part of a  
22 strategic and comprehensive plan to help  
23 people.

24 The poor people who will be served

1 by this light rail transit system, it's  
2 not our intention that they remain poor.  
3 We believe that this light rail transit  
4 system will actually be a vehicle to raise  
5 people out of poverty because of  
6 connectivity to employment opportunities.  
7 And, again, many of them won't have to  
8 park a car because they don't have a car.

9 We believe that the growth that's  
10 occurring in our Triangle and particularly  
11 in Durham is inevitable, it will continue,  
12 and we believe that it's not a bad thing,  
13 that it's indicative of the great  
14 metropolis that we are becoming. And one  
15 of those hallmarks and signatures of a  
16 great metropolis and nation is a transit  
17 system that is multifaceted and that  
18 serves many people. Thank you.

19 MS. RACHEL SAULS: Hi. My name is  
20 Rachel Sauls. I live at  
21 in Durham. I'm 16 years old, and  
22 I'm a senior at Jordan High School. I am  
23 in support of the light rail because I  
24 believe that it will allow students like

1 myself to access opportunities throughout  
2 the Triangle.

3 Currently, I am the leader of  
4 several after-school organizations, and  
5 one thing that I've noticed is that a lot  
6 of students can't come and be a part of  
7 these groups because they have no way of  
8 getting home afterward because the bus is  
9 only at 2:30 for my school.

10 Additionally, internships are a  
11 great way to learn more about the  
12 community, get involved, and they also  
13 help with the college application process  
14 tremendously, and that's something I've  
15 noticed especially as I'm filling all of  
16 these things out myself.

17 Right now, if a lot of the  
18 students at my school wanted to do an  
19 internship somewhere in the Durham-Chapel  
20 Hill area, they would not be able to  
21 simply because of transportation.

22 So I think the light rail is not  
23 only a great economic and environmental  
24 opportunity, it's also a great educational

1 opportunity, and I'm here to represent  
2 myself and other students who I know would  
3 benefit from this. Thank you.

4 MR. BLAIR POLLOCK: Good  
5 afternoon. My name's Blair Pollock. I  
6 live at Chapel  
7 Hill. I've been a Triangle-Chapel Hill  
8 area resident since 1976, and I initially  
9 wasn't going to speak this evening, but I  
10 support the light rail system. I won't be  
11 an immediate beneficiary of it. I'm 64.  
12 I hope by the time that I'm incapable of  
13 driving I will be able to ride a train to  
14 and from Chapel Hill and Durham and  
15 further on into Raleigh and RTP and where  
16 I need to go. We have to start somewhere.

17 This process has been fraught. I  
18 came here to go to the planning school in  
19 Chapel Hill in 1976, and some of my  
20 cohorts were writing their transportation  
21 master's theses about a rail system  
22 starting then. So it's been a long slog.

23 I lived in San Francisco when the  
24 BART was first getting started in 1975.

1 It took until 2005 to then have a line to  
2 the airport.

3 I've been a supporter of transit  
4 all my life, having grown up in New York.  
5 It -- As the speaker before me said, it  
6 frees up young people to not be dependent  
7 on their parents, to not wait to have a  
8 driver's license, to not be chained to a  
9 car payment. And I hope that we look  
10 forward instead of backwards or sideways  
11 and support the rail system.

12 MS. SUSAN DUNLAP: My name is  
13 Susan Dunlap. I live at

14 I teach on the faculty at Duke  
15 Divinity School, and I'm also a chaplin at  
16 Urban Ministries of Durham.

17 Working as a chaplin among  
18 homeless people and people living in  
19 extreme poverty has shown me how extremely  
20 important access to transportation is for  
21 people who are trying to get out of  
22 homelessness or out of poverty. People  
23 need buses to get an ID. They need buses  
24 to get -- or some sort of transportation



1 to get to schools, to training programs,  
2 to get to appointments, and finally to get  
3 to a job.

4 I'm here to support the light rail  
5 transit project, and I'm very glad to hear  
6 from conversations with staff that the  
7 fares will be comparable to bus fares.  
8 There will not be an enormous gap between  
9 what it costs to ride a bus and what it  
10 costs to -- to ride light transit.

11 I waited to rise and say that  
12 because for those of us who are committed  
13 to people living in poverty being able to  
14 leave poverty, this light rail transit  
15 system will be accessible to them, and for  
16 that reason, I will continue in my support  
17 for the light rail transit system. Thank  
18 you.

19 MR. JOYNER: Is there anybody else  
20 who has signed up to speak? Yes, ma'am.  
21 Before you do step up here, let me just  
22 make sure, for those who have recently  
23 joined us, again, I'll point to the ground  
24 rules. Everybody's doing a great job.

1 I'm not pointing this out to chastise  
2 anyone. I'm just pointing it out for  
3 anybody that's recently joined us.

4 Again, folks will have a chance to  
5 sign up to speak until 7 o'clock this  
6 evening, and we'll stay until everyone who  
7 has signed up prior to 7 has an  
8 opportunity to speak. All our speakers  
9 will have two minutes to speak. We'll  
10 call folks up; and as they come to the  
11 podium, the speakers will hand their blue  
12 card to Robert, and then they will state  
13 their name and address for the record. At  
14 that point, the two-minute time limit will  
15 begin. There's a timer on the podium that  
16 will let them know sort of where they are  
17 on the two-minute time limit, and it makes  
18 a beep or whatever at the end of that two  
19 minutes.

20 Again, speakers please be sure to  
21 speak legibly so everybody here can hear  
22 you as well as our court reporters who  
23 will be providing a written transcript.  
24 So I know folks get nervous when they

1 speak sometimes and go a little too fast,  
2 so please try to make sure you're speaking  
3 so everybody can hear you and not going  
4 too fast. So with that, ma'am, if you'd  
5 like to join us.

6 MS. SANDY OGBURN: My name is  
7 Sandy Ogburn. I live at  
8 in Durham. I am here to speak in  
9 support of building the light rail transit  
10 system. We have been planning a system --  
11 a regional system for 25 years. Light  
12 rail has not been a part of that for that  
13 entire time.

14 If we stop this process now and  
15 start over again, we will be another 20  
16 years in the planning, and we simply don't  
17 have that time. Our region cannot sustain  
18 itself, nor can it continue to grow if we  
19 don't do this now. And I have submitted a  
20 written statement, as well. Thank you.

21 MR. JOYNER: Thank you. Is there  
22 anyone else that has signed up to speak?  
23 Okay. Well, while we are waiting, I will  
24 take a moment to just go over some of the

1 -- for anybody who joined us recently and  
2 was not able to hear the very beginning, I  
3 will take a quick moment to talk a little  
4 bit about the fact that we are seeking  
5 comments tonight on the Draft  
6 Environmental Impact Statement for this  
7 project, and then there are several ways  
8 to provide comments.

9 In addition to speaking tonight,  
10 written comments are being collected  
11 tonight. You may send comments via email,  
12 postal mail, or the project website.

13 It's important to know that verbal  
14 and written comments carry the same  
15 weight. So if you're uncomfortable  
16 speaking in public, please feel free to  
17 use other methods of providing input or  
18 supplementing your input tonight since we  
19 do have a two-minute time limit.

20 Written and verbal comments will  
21 not receive a reply. However, responses  
22 to substantive comments will be provided  
23 in the combined Final Environmental Impact  
24 Statement and the Record of Decision for

1 the project, which is the final plan  
2 document for the project.

3 The comment period for this -- The  
4 comment period for this document ends on  
5 October 13, so we will need you to provide  
6 your comments by October 13.

7 So, again, are there any -- is  
8 there anyone that has signed up to speak,  
9 that has already signed up to speak?

10 Okay. If not, then we will take a --

11 MS. BARBARA DICKINSON: I have a  
12 card.

13 MR. JOYNER: Okay. Yes, that's  
14 what -- come on down.

15 MS. BARABARA DICKINSON: I need --

16 MR. JOYNER: Yes, if you would  
17 just come up to the podium, and if you  
18 would hand your blue card to that  
19 gentleman in the blue shirt. And please  
20 state your name and address for the record  
21 and you can begin.

22 MS. BARBARA DICKINSON: How do you  
23 do. My name is Barbara Dickinson. I live  
24 here in Durham. I've spoken to the board

1 on numerous occasions. None were  
2 recordable. But now that this is a formal  
3 complaint period, I would like to object  
4 to the placement of the Farrington  
5 location for the rail maintenance  
6 facility.

7 So it's a quiet, peaceful  
8 neighborhood. It's residential. It's  
9 meant to be serene. It caters to a lot of  
10 elderly. It caters to a lot of children.  
11 It's not the right place to have an  
12 industrial rail facility that runs 24  
13 hours a day or even 18 hours a day.

14 Clearly there are better  
15 locations. I understand from the senior  
16 planning director of GoTransit that the  
17 only reason the Cornwallis location has not  
18 been selected is because the Jewish  
19 Community Center, which is a commercial  
20 business, cannot expand if they do so.

21 Well, it seems to me since so many  
22 constituents live in our area -- and, in  
23 fact, the Downing Creek facility would be  
24 that passenger station -- we are a bigger

1 presence than a community -- than a  
2 company, and so we should have higher  
3 precedence than that.

4 Outside of that, there's two  
5 schools right nearby that will be affected  
6 by this. Traffic is already horrendous.  
7 Those of you that have ever traveled in  
8 that corridor know during regular school  
9 times and especially at morning drop off  
10 and afternoon pickup, we can't afford to  
11 have a rail facility traveling across  
12 those roads and stopping traffic every  
13 five minutes.

14 So besides that, it's a wildlife  
15 preserve area. There's many types of  
16 wildlife. Those of you that live there  
17 have seen it. You know how beautiful it  
18 is. It'd be awful to have the toxic  
19 runoff that's going to occur. And  
20 whatever they put in these GoTransit  
21 packets to make you think otherwise,  
22 you're fooling yourself.

23 So I also have a question with the  
24 ethics, that the mayor is the head of the

1 GoTransit pushing for this project, and  
2 the ethics of having an internal  
3 environmental impact report as opposed to  
4 an external facility evaluated fairly. So  
5 thank you very much.

6 MR. JOYNER: Thank you. Is there  
7 anyone else who has a blue card that  
8 signed up to speak? Yes, sir. Yeah,  
9 you're up next, if you're ready.

10 MR. JOE MILAZZO: All right. Give  
11 me about one minute.

12 MR. JOYNER: Okay. That sounds  
13 good. While he's -- While he's going,  
14 I'll run through some of the information  
15 that I was talking about earlier.

16 Again, I'll point to the ground  
17 rules and thank everybody for following  
18 those. I appreciate that.

19 And, again, this is -- we're  
20 seeking comments on the Draft  
21 Environmental Impact Statement for the  
22 Durham-Orange Light Rail Transit Project  
23 this evening. We are -- We will providing  
24 a written transcript of all the verbal



1 comments for the record this evening.

2 There are several ways to provide  
3 input for the project. In addition to  
4 speaking tonight at the hearing, written  
5 comments are being collected tonight or  
6 you may send comments via email, postal  
7 mail, or via the project website.

8 Again, verbal and written comments  
9 bear the same weight, so if you're  
10 uncomfortable speaking in public, please  
11 feel free to use the other methods of  
12 providing input or if you need to make  
13 more comments than the two-minute time  
14 limit will allow, that's another good  
15 opportunity for you to provide those  
16 comments.

17 Written and verbal comments will  
18 not receive a reply, but the responses to  
19 substantive comments will be provided in a  
20 combined Final Environmental Impact  
21 Statement and Record of Decision for the  
22 project. The comment period for this  
23 document will end on October 13th, so  
24 please get your comments in by the 13th.

1 All right.

2 And are you -- sir, are you ready?

3 MR. JOE MILAZZO: Sure.

4 MR. JOYNER: Okay. If you'd like  
5 to, please come on up to the podium and  
6 hand your blue --

7 MR. JOE MILAZZO: Sure.

8 MR. JOYNER: -- sheet to Robert  
9 there in the blue. And please state your  
10 name and address for the record. You'll  
11 have two minutes to speak. There is a  
12 timer there that you can see.

13 MR. JOE MILAZZO: Okay.

14 MR. JOYNER: And begin whenever  
15 you're ready.

16 MR. JOE MILAZZO: That sounds  
17 great. Hi. Good day. My name's Joe  
18 Milazzo. I'm the executive director of  
19 Regional Transportation Alliance Business  
20 Leadership Group. I want to speak about  
21 supporting regional approach, and, of  
22 course, optimizing the Durham-Chapel Hill  
23 light rail transit corridor.

24 We're a business coalition. We've

1 consistently supported mass transit across  
2 the market. Our past and ongoing support  
3 has included the bus-on-shoulder system,  
4 the referendum in Durham and Orange  
5 Counties, a BRT-based approach in Wake  
6 County, and the ongoing Wake Transit  
7 initiative along with leadership tools and  
8 so on.

9 Our position on the Wake Transit  
10 plan, it has strong regional connections  
11 serving as both now and as we grow in  
12 leveraging funding support from all levels  
13 of government.

14 Our organization is endorsing dual  
15 use of portions of the proposed light rail  
16 corridor by BRT to ensure and accelerate  
17 strong regional conductivity and/or to  
18 enhance operational efficiency. Sections  
19 with dual use would operate as a transit  
20 way similar to proposed dual-use guideway  
21 segment east of Durham station.

22 These are in place, including  
23 Seattle and Pittsburgh. One example would  
24 be they enable buses to use all or

1 portions of the proposed light rail  
2 corridor between the UNC Hospital station  
3 and the Leigh Village station area and  
4 I-40 and NC-54. Other examples could be  
5 in southwest Durham near Little Creek and  
6 downtown Durham to provide extended access  
7 to NC Central and Durham Tech and, of  
8 course, to points east.

9 So our expected benefits, optimize  
10 use of the proposed corridor, increase  
11 transit ridership along the guideway via  
12 interline, higher transit frequency, to  
13 minimize patron delays, and then regional  
14 connections and reduce transfers allowing  
15 more travel past to use the corridor and  
16 leverage existing and future road  
17 infrastructure and may enhance economic  
18 development. Thank you very much.  
19 That'll do it.

20 MR. JOYNER: Thank you.

21 MR. JOE MILAZZO: Okay.

22 MR. JOYNER: Is there anyone else  
23 that has a speaker card and is ready to  
24 speak? Anyone else?

1           Okay. Well, we will take a brief  
2 break until someone else has signed up to  
3 speak. Again, until -- folks will have  
4 until 7 o'clock to sign up to speak, and  
5 we will reconvene as we get additional  
6 speakers this evening. So we'll take a  
7 quick break. Thank you.

8                               (RECESS.)

9           MR. JOYNER: If everyone would  
10 please take your seat and end your  
11 conversations or if you need to continue  
12 conversations, feel free to step on out in  
13 the hall, but we'll need everybody's  
14 attention at this point, and I will  
15 reconvene the hearing.

16           Again, I will ask everybody to  
17 adhere to the ground rules that are shown  
18 here, and thank you all for continuing to  
19 do so.

20           For our speaker, again, I will ask  
21 you to state your name and address for the  
22 record, and following that we will start  
23 the two-minute time. You'll have a  
24 two-minute time limit. There's a timer



1 for ten years, it's exciting.

2 One of the communities I've lived  
3 at in the last five -- ten years while I  
4 was gone was Charlotte, and I've seen what  
5 they've done along South Boulevard as well  
6 as what they're doing in the northern part  
7 of the city, not just with density but  
8 also just attracting economic development  
9 and development for students and  
10 cohesiveness between the universities and  
11 the hospitals.

12 I think that this project will  
13 definitely be of benefit to this area. I  
14 was stuck on the Durham Freeway this  
15 evening coming here, and as I was stuck  
16 between Swift and Chapel Hill, I saw a  
17 train coming through and thought it must  
18 be a great idea to be on the train versus  
19 stuck on the Durham Freeway.

20 So that being said, I applaud the  
21 leadership for investing and looking at  
22 this type of technology. I think light  
23 rail's a good thing for this community. I  
24 think we are rapidly developing the

1 density to support this kind of  
2 development, and I think it's a good  
3 thing. So keep moving forward, and I  
4 support it. Thank you.

5 MR. JOYNER: Thank you. Is there  
6 anyone else that has a blue comment card  
7 and is ready to speak? Okay. Check --  
8 She's going to check and just make sure  
9 before we pause, see if anybody else has  
10 had an opportunity to speak.

11 Again, tonight we are seeking  
12 comments on the Draft Environmental Impact  
13 Statement for the project. There's  
14 several ways to provide input on the  
15 project in addition to speaking at this  
16 hearing. Written comments are being  
17 collected tonight. You may send comments  
18 via email, postal mail, and project  
19 website. Verbal and written comments  
20 carry the same weight, so feel free to use  
21 other methods of providing input, if you'd  
22 like.

23 Sounds like we don't have anybody  
24 else to speak just yet. Again, we will be



1 allowing folks to sign up to speak up to 7  
2 o'clock this evening, so we'll be here at  
3 least until 7 to see if anybody else would  
4 like to speak for the record about this  
5 project. So until that time, we're going  
6 to take another break.

7 (RECESS.)

8 MR. JOYNER: Okay. We've got a  
9 couple more speakers that have arrived, so  
10 if everyone would please take their seats.  
11 And I will, again, point out the public  
12 hearing ground rules. I thank everybody  
13 that's been here for continuing to adhere  
14 to those ground rules.

15 For our speakers, I will say we  
16 are seeking comments tonight on the Draft  
17 Environmental Impact Statement for this  
18 project, for the Durham-Orange Light Rail  
19 Transit Project.

20 There are several ways to provide  
21 input on the project. In addition to  
22 speaking tonight in this hearing, written  
23 comments are being collected tonight. You  
24 may send comments in via email, postal

1 mail, and the project websites. Verbal  
2 and written comments carry the same  
3 weight, so please feel free to use other  
4 methods of providing input, if you'd like.

5           Written and verbal comments will  
6 not receive a reply. However, responses  
7 to substantive comments will be provided  
8 in the combined Final Environmental Impact  
9 Statement and Record of Decision. And the  
10 comment period for this draft EIS ends on  
11 October 13.

12           So for those folks wishing to  
13 speak tonight, anyone that has signed up  
14 prior to 7 o'clock will have an  
15 opportunity to speak, and we'll stay here  
16 until everyone that signed up prior to 7  
17 has that opportunity to speak.

18           I will bring folks up. If you  
19 haven't already, make sure -- when you  
20 come up to speak, make sure to hand the  
21 blue card that you have to Robert, and  
22 he'll make sure that our court reporters  
23 get -- get those.

24           Before you speak, please state

1 your name and address for the record, and  
2 then you will have two minutes to speak.  
3 There is a timer at the podium, so that'll  
4 give you an idea of where you are  
5 timewise. And at the end of two minutes,  
6 a little buzzer will go off.

7 Please be sure to speak clearly  
8 into the microphone so that our court  
9 reporters will have an opportunity -- they  
10 will be providing a written transcript so  
11 that your comments can be part of the  
12 public record on this project.

13 So with that, sir, if you would  
14 like to go ahead and come up to the podium  
15 and state your name and address.

16 MR. DIMITRI TREMBATH: Good  
17 evening. Thank you for the opportunity to  
18 speak tonight. My name is Dr. Dimitri  
19 Trembath. I'm an associate professor in  
20 the department of pathology and lab  
21 medicine at the University of North  
22 Carolina at Chapel Hill and a resident of  
23 Durham, and the opinions expressed tonight  
24 are obviously my own. They do not

1 represent those of UNC.

2 I am speaking tonight against  
3 light rail and advocate a no build option  
4 with any and all funds raised from local,  
5 state, and federal sources used to improve  
6 current transit options, explore and  
7 develop bus rapid transit, and encourage  
8 an independent review of the transit needs  
9 of Durham and Orange County.

10 The case against light rail can be  
11 made both against light rail in general  
12 and even more so against proposed  
13 Durham-Orange light rail plan put forth by  
14 GoTriangle.

15 Light rail does not improve  
16 congestion, as one can see from the  
17 practical results in Charlotte, recently  
18 determined to be the most congested city  
19 in North Carolina, and more globally by  
20 looking at cities that have made mass  
21 transit a priority, such as Vancouver,  
22 which, despite extensive investment in  
23 mass transit, has been determined to be  
24 the most congested city in North America.

1           This is due, in part, to what some  
2 authors have called the principle triple  
3 conversion, when you relieve coming --  
4 from removing some riders from the road is  
5 quickly negated by other riders taking  
6 their place.

7           With the general transit time to  
8 work in the US being approximately 20  
9 minutes, light rail being at best half as  
10 fast as automobiles, cannot literally keep  
11 up.

12           Light rail is also, according to  
13 data from Our Transit Future's own  
14 website, one of, if not the most  
15 expensive, forms of public transportation  
16 with a capital cost of 8 million per mile  
17 compared to 1 million per mile for  
18 conventional bus transport.

19           With a recovery of 20 percent or  
20 less, light rail places an increasing  
21 burden on the taxpayer to fund both trips  
22 on light rail and the maintenance of light  
23 rail. The estimates for the Durham-Orange  
24 Light Rail Plan say this will be, at

1 minimum, a \$12.8 million additional tax on  
2 taxpayers annually.

3           Given the increasing cost of the  
4 Durham-Orange Light Rail Plan, now 1.8  
5 million, the decrease in promised travel  
6 times, 42 to 44 minutes, the safety issues  
7 created by at-grade crossings and the  
8 other disruption of the Farrington Road  
9 corridor and the homes of people who live  
10 there by the proposed rail maintenance  
11 facility, I propose that the Durham-Orange  
12 Light Rail Plan be shelved and an  
13 independent review, without the  
14 involvement of GoTriangle, the Durham City  
15 Council, and Chapel Hill Town Council, be  
16 performed to determine the best options  
17 for the Durham-Orange County corridor.  
18 Thank you.

19           MR. JOYNER: Thank you. And I  
20 know everybody gets a little nervous  
21 sometimes speaking, but -- quickly, but we  
22 do need to make sure our court reporters  
23 have an opportunity to hear all the words  
24 so that we can get everything captured.

1 Thank you.

2 MR. CONNOR DRAKE: My name is  
3 Connor Drake. I've lived in Chapel Hill  
4 and Durham all my life. I commute via  
5 bicycle and DATA buses. I've also  
6 commuted with the Triangle Transit buses  
7 from Chapel Hill to Raleigh on the CRX.

8 This issue's close to my heart,  
9 and I'm here to voice my support for the  
10 proposed light rail project. I currently  
11 reside at 510 North Buchanan Boulevard.  
12 And I just jotted down some notes quickly,  
13 but I believe Chapel Hill and Durham is at  
14 a crossroads. You know, our population's  
15 growing rapidly, and, you know, we can  
16 find all types of reasons not to do  
17 anything, you know. For almost as long as  
18 I've been alive, I think we've talked  
19 about the idea of having light rail, and  
20 it's, you know, maybe not in the formal  
21 project form, but it's always been shelved  
22 or there's been another environmental  
23 impact assessment and it's -- and I think  
24 we can find all types of reasons not to

1 move forward. I've heard noise.

2 But I think this is an amazing  
3 opportunity, and I think it's an amazing  
4 opportunity to develop sustainably during  
5 what I see as a crossroads from the  
6 development of the area.

7 I think the cost of doing nothing  
8 and making modest incremental increases to  
9 our bus system, which I love, I take the  
10 bus, is -- will have a larger price tag in  
11 the long run when we're looking at the  
12 price of suburban sprawl.

13 I think this community is ready  
14 for a multi-mobile public transportation  
15 infrastructure. I can't wait to ride on  
16 light rail. I can't wait to see future  
17 generations, my family, my children in the  
18 future, ride on light rail and benefit  
19 from this investment and the economic  
20 development outcome from it. So thank  
21 you.

22 MR. JOYNER: Thank you. Is there  
23 anyone else who has signed up or has a  
24 blue speaker card that would like to



1 speak? It is after 7 o'clock, so if we  
2 have no more speakers this evening, I'd  
3 like to thank everybody for coming, and  
4 we'll adjourn this hearing. Please drive  
5 safely on your way home. Thank you.

6 (THE HEARING CONCLUDED AT 7:10 P.M.)

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