



# Appendix A Public Outreach Summary

June 2022

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# 1 Background

On May 5, 2021, the Governor of Virginia announced that the Commonwealth had reached an agreement with Norfolk Southern (NS) to extend passenger rail service along the former Virginian Line from Roanoke to the New River Valley (NRV) for the first time since 1979. The Governor's announcement marked the beginning of negotiations with Norfolk Southern for Virginia to purchase 28 miles of right-of-way and tracks in the Virginian Line from the Salem Crossovers west of Roanoke to Merrimac (Christiansburg). The agreement includes plans to increase and expand rail service to the New River Valley through infrastructure improvements, including a new passenger platform and station.

To better connect statewide Amtrak service to southwestern Virginia, the Virginia Passenger Rail Authority (VPRA) began a feasibility study (the "Study") in Fall 2021 to examine potential station locations in the NRV. The Study builds on previous work analyzing the development of an NRV Station for the region and assesses potential station location opportunities that are now possible because of the Governor's May 2021 announcement.

Initially the Study examined five (5) potential locations for a station along existing railroad corridors in and around the NRV. The screening analyses of the Study eliminated the North Franklin East location from consideration due to railroad operations and safety. The remaining four (4) potential locations were advanced for further analysis. VPRA examined the remaining locations to determine which of the locations would potentially move forward to a National Environmental Policy Act (NEPA) Class of Action determination requested by VPRA to the lead federal agency, most likely the Federal Railroad Administration (FRA).

The purpose of this report is to summarize the NRV Study Public Outreach that includes outreach to property owners, key stakeholder focus groups, and public meetings held on February 28 and March 1, 2022, and efforts following the public meetings.

## 2 Public Outreach

The Study team created opportunities to obtain direct feedback from citizens and stakeholders in the NRV, which included the efforts outlined below. All materials listed below and in this document are available on the Study website: <https://transformingrailva.com/projects/new-river-valley-station/>.

### 2.1 Property Owner Meetings

VPRA identified property owners to contact via direct mailing in the four (4) remaining alternatives identified in **Chapter 3** of the Study. Twenty (20) properties were identified and property owners who were directly impacted by a station concept design were notified via the United States Postal Service. On December 29, 2021, VPRA mailed certified letters to all 20 identified property owners. The certified letters provided a brief outline of activities-to-date and requested meeting availability in January 2022 for VPRA to discuss the efforts underway in the New River Valley. Of the 20 property owners who received notifications, eight responded and met with VPRA and the consultant team.

VPRA held property owner meetings between January 25, 2021, and February 25, 2022, as indicated in **Table 2.1**. Zoom or Teams provided the virtual meeting platform. Some property owners requested a PDF version of the presentation to be sent to their mailing address in advance. As such, the Study team mailed presentations to those who requested a copy. VPRA held a total of seven meetings; four meetings with Merrimac affiliated property owners; one meeting with an Ellett affiliated property owner; one meeting with an NRV-N affiliated property owner; and one meeting with the Uptown Mall, who received information on both the NRV-N and NRV-W sites. If a meeting was unable to be held, VPRA provided presentation materials via email in lieu of a discussion

**TABLE 2.1 PROPERTY OWNER – MEETING INFORMATION**

Date	Location	Time	Statistics
January 25, 2022	Teams virtual meeting	3:30 – 4:30 PM	8 attendees 25 comments and questions
January 26, 2022	Zoom virtual meeting	4:00 – 5:00 PM	4 attendees 6 comments and questions
February 3, 2022	Teams virtual meeting	1:00 – 2:00 PM	10 attendees 40 comments and questions
February 4, 2022	Zoom virtual meeting	2:00 – 3:00 PM	5 attendees 8 comments and questions
February 4, 2022	Zoom virtual meeting	4:00 – 5:00 PM	9 attendees 17 comments and questions
February 18, 2022	Teams virtual meeting	2:30 – 3:30 PM	7 attendees 41 comments and questions
February 25, 2022	Zoom virtual meeting	3:00 – 4:00 PM	5 attendees 17 comments and questions

## 2.2 Key Stakeholder Focus Group Meetings

VPRA held key stakeholder meetings on February 7, 9, and 10, 2022, as indicated in **Table 2.2**. VPRA identified stakeholders by their affiliation and connection in respected fields to shed light on project aspects, as well as their local familiarity with the alternatives. In all key stakeholder meetings, meeting participants asked questions, and provided comments to VPRA.

**TABLE 2.2 KEY STAKEHOLDER – FOCUS GROUP MEETING INFORMATION**

Date	Location	Time	Statistics
February 7, 2022	Zoom virtual meeting	11:00 – 12:00 PM	Educational, Business, Economic Development key stakeholder group
			19 attendees
			17 comments and questions
February 9, 2022	Zoom virtual meeting	1:00 – 2:00 PM	Government and Transportation key stakeholder group
			13 attendees
			28 comments and questions
February 10, 2022	Zoom virtual meeting	1:00 – 2:00 PM	Rail Advocacy key stakeholder group
			6 attendees
			58 comments and questions

## 2.3 Public Meetings

VPRA held two virtual meetings on February 28, 2022, from 6:00 – 7:30 PM and March 1, 2022, from 12:00 – 1:30 PM, as indicated in **Table 2.3**. VPRA presented the findings of the Study to the public. The virtual-only meeting format eliminated traditional paper documents such as comment cards and Title VI questionnaires. The virtual meeting format allowed attendees the opportunity to participate in a live information session followed by a live question-and-answer (Q&A). Both public meeting sessions presented the same information. VPRA gave participants the opportunity to ask questions during the meeting through the chat feature. VPRA grouped questions by themes for the speakers to answer during the meeting and participants emailed additional comments to [contactus@vp.ra.virginia.gov](mailto:contactus@vp.ra.virginia.gov) after the meeting during the Survey 2 period that ended on March 15, 2022. Responses to the questions are in **Section 4.2**.

**TABLE 2.3 PUBLIC MEETING – MEETING INFORMATION**



Date	Location	Time	Statistics
February 28, 2022	Zoom virtual meeting	6:00 – 7:30 PM	146 pre-registered
			83 attendees
			32 comments and questions
March 1, 2022	Zoom virtual meeting	Noon – 1:30 PM	164 pre-registered
			105 attendees
			28 comments and questions

Participants had two opportunities to attend the same virtual presentation: February 28, 2022, from 6:00 – 7:30 PM and March 1, 2022, from Noon – 1:30 PM (see **Appendix A-1**). VPRA encouraged meeting participants to pre-register for their preferred session (see **Figure 2.1**). The presentation provided the findings of the Study. A copy of the presentation is in **Appendix A-3**.

Online meeting participants had the opportunity to ask questions in the chat and offer comments during the presentation. **Appendix A-4** details the question-and-answer dialogue.

## Upcoming Events

Mark your calendars for these upcoming Virtual Public Meetings

 <p>New River Valley Passenger Rail Station Feasibility Study Virtual Public Meeting (Option 1)</p> <p><b>Monday, February 28</b> 6 to 7 PM Virtual with Live Q&amp;A Meeting will be recorded The content will be the same as the March 1 meeting.</p> <p><a href="#">Meeting Flyer</a></p> <p><a href="#">Register in advance for this meeting</a></p>	 <p>New River Valley Passenger Rail Station Feasibility Study Virtual Public Meeting (Option 2)</p> <p><b>Tuesday, March 1</b> 12 to 1 PM Virtual with Live Q&amp;A Meeting will be recorded The content will be the same as the February 28 meeting.</p> <p><a href="#">Meeting Flyer</a></p> <p><a href="#">Register in advance for this meeting</a></p>
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**FIGURE 2.1 UPCOMING EVENTS PRE-REGISTRATION**

## 2.4 Online Surveys

Two surveys were issued at key points in the Project.

The first survey obtained feedback, concerns, and other targeted responses from the community to solicit opinions regarding the Study approach, site considerations, impact and other screening considerations. The survey launched December 22, 2021, and closed January 31, 2022. Survey 1 took approximately 5 minutes to complete, and 2,630 participants completed the survey.

The second survey solicited public input and stakeholder feedback after the public meetings that reported the process and findings of the Study. To obtain demographic information, the survey asked questions that ranged from gender, age, and race. Survey 2 launched after the public meeting on February 28, 2022 and closed on March 15, 2022. Survey 2 took approximately 4 minutes to complete, and 158 participants took the survey.

For a summary of both surveys, please reference **Appendix A-6**.



## 3 Outreach and Preparations

The Study team developed a Public Involvement and Interagency Coordination Plan (PIICP) in October 2021 which defined and outlined the outreach process. The PIICP indicated the roles and responsibilities of the various key players, explained the outreach process, detailed the outreach materials, tools and techniques, and provided the key stakeholder contact list. The following information represents excerpts of the PIICP and how they were implemented as part of the Study's outreach effort.

### 3.1 Outreach Materials, Tools, and Techniques

The following is a series of outreach materials, tools, and techniques the Study team used to conduct public outreach in a virtual engagement.

#### 3.1.1 COMMUNITY OUTREACH MATERIALS

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VPRA developed outreach materials in accordance with the Transforming Rail in Virginia guiding documents and requirements with the intent for all outreach and document deliverables to be in a similar style. This cohesive branding ensured all materials produced identified the Project and further strengthened the visual reference of the Project in the public realm, both in-person and virtually. Outreach materials produced included:

- Project Fact Sheet
- Public Meeting Announcement Flyer
- Social Media Graphics & Campaign
- Stakeholder and Public Meeting PowerPoint

#### 3.1.2 OUTBOUND COMMUNICATIONS

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VPRA deployed outbound communications, via email and social media campaigns, at key communication milestones to continually engage the public and subscribers during the five-month planning process. Communications aligned with key project milestones:

- Project launch (to accompany email announcement and website launch).
- Announcement of two survey(s), follow-on reminder(s) for survey completion, and thank you.
- Public meeting announcement, follow-on reminder, and post release/archival of meeting posting.
- Announcement of Study posting to project webpage.
- Announcement of FRA determination of NEPA Class of Action.

#### 3.1.3 PROJECT WEBPAGE

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The website functioned as a storing house of all relevant project information. The webpage launched December 21, 2022. The webpage was updated over time as added resources were created.

### 3.1.4 PUBLIC MEETING

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The public meeting allowed the community to engage with the Project Team by viewing the presentation, relaying their concerns, asking questions, and contributing to the planning process. For further information, please reference **Section 2.3**.

### 3.1.5 ONLINE SURVEYS

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Two surveys were issued at key points in the Project. VPRA tailored the surveys to appeal to the general public and key stakeholders. The surveys asked a series of baseline questions and used “skip logic” to segment the survey responses. VPRA shared the survey results on the Project webpage. For further information, please reference **Section 2.4**.

## 3.2 Deployment of Outreach Materials

The Project team (VPRA and Moffatt & Nichol (M&N)) used outreach and communication tools to inform the public about the virtual public meeting and to provide background information about the Study (**Appendix A-1** and **Appendix A-5**). Outreach methods included:

- Developing a dedicated project webpage, <https://transformingrailva.com/projects/new-river-valley-station/>, beginning December 22, 2021, over two months prior to the public meeting.
- Announcing the Project launch through an email blast on December 22, 2021.
- Informing the public about the Project and Study via three online newspapers on December 23, 2021, December 27, 2021, and December 28, 2021.
- Mailing of certified letters on December 29, 2021, to property owners whose land may be impacted by one or more of the four potential alternatives.
- Meeting with property owners on a virtual platform during January – February 2022.
- Meeting with key stakeholder groups on a virtual platform on February 7, 9, and 10, 2022.
- Publishing virtual meeting flyers on the project website and VPRA social media accounts to advertise the meeting. The flyer advertisement was part of the social media campaign.
- Media coverage in three online newspapers on February 13, 2022, and two on February 23, 2022.
- Distributing an e-blast notification to the Transforming Rail: New River Valley public email listserv on February 4, 2022, four weeks prior to the meeting, and sending reminder e-blast notifications on February 18, February 21, and February 28, 2022, leading up to the meeting. Additionally, sending follow-up e-blast notifications on March 1, March 3, and March 7 to encourage meeting participants to visit the project website, review the meeting recordings, and take Survey 2.
- Publicizing the website launch and Survey 1 via social media, including:
  - Tweets from the VPRA account on December 22, 2021; December 27, 2021; January 3, 2022; January 11, 2022; January 24, 2022 (see **Appendix A-1**)
  - Posts from the VPRA Facebook account on December 22, 2021; December 23, 2021; December 27, 2021; January 3, 2022; January 11, 2022; January 24, 2022 (see **Appendix A-1**)
- Publicizing the meeting and Survey 2 via social media, including:

- Tweets from the VPRA account on January 28, 2022; January 31, 2022; February 7, 2022; February 17, 2022; February 21, 2022; February 28, 2022; March 4, 2022; March 7, 2022; March 14, 2022 (see **Appendix A-1**)
- Posts from the VPRA Facebook account on January 28, 2022; January 31, 2022; February 7, 2022; February 17, 2022; February 21, 2022; March 4, 2022; March 7, 2022; March 14, 2022 (see **Appendix A-1**)

## 4 Summary of Public Comments

From Fall 2021 to Spring 2022, the Study team solicited feedback about the Study and collected public comments through a variety of methods. VPRRA provided the public with the ability to submit comments and to provide input via the NRV Passenger Rail Station project website via email through [contactus@vpra.virginia.gov](mailto:contactus@vpra.virginia.gov), which remains open for the public to use.

The solicitation of feedback that the Study team requested from members of the public, key stakeholders, and private property owners is described below.

### 4.1 Survey 1 Comment Summary

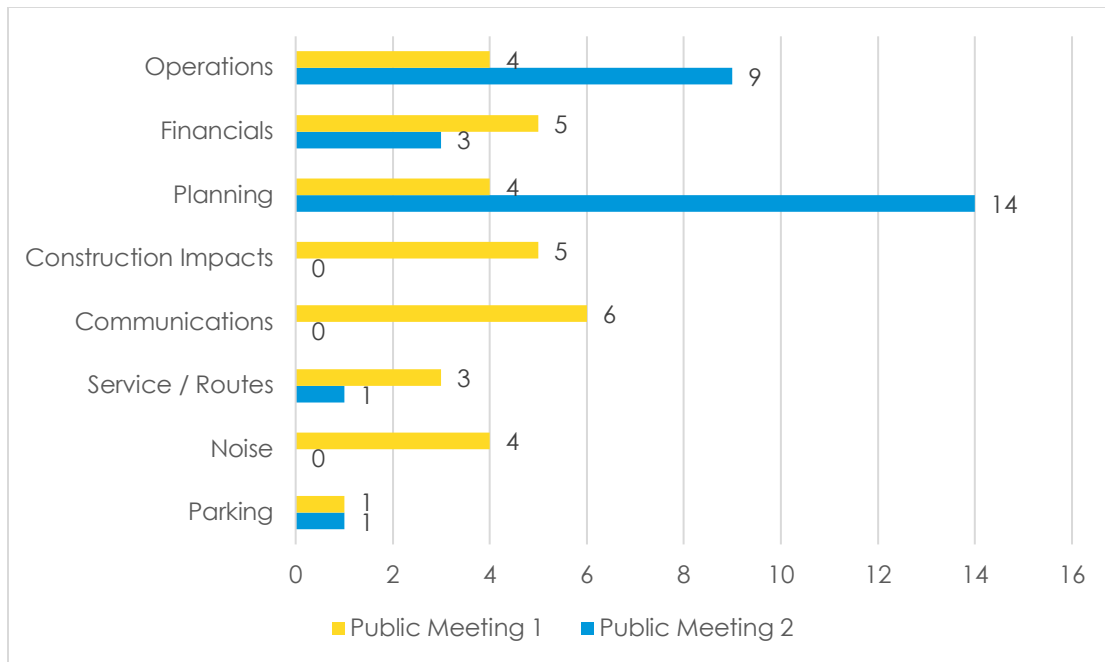
Prior to the public meeting, meeting participants had the opportunity to share their thoughts and provide comments through Survey 1, whose purpose was to solicit public input as part of the location screening process. A total of 2,630 participants filled out the Survey, which took approximately 5 minutes to complete. The survey results are provided in **Appendix A-6**.

Survey 1 received a total of 1,444 comments spread out across six questions. General themes amongst the comments included the following:

- General sentiment is people are excited and looking forward to this becoming a reality
- Multi-modal and public transit access/service to station, connectivity, and student access are all important issues
- Ease of access and proximity to other amenities is important
- Access to site depends on location, however most people can't walk/bike (although they would like to) and will likely have to drive
- All site features listed are important
- All environmental factors listed are important and care should be taken to minimize environmental impacts
- Both Ellett and Merrimac present challenges
- Both NRV Mall sites are preferred sites

### 4.2 Public Meeting Questions and Comments Summary

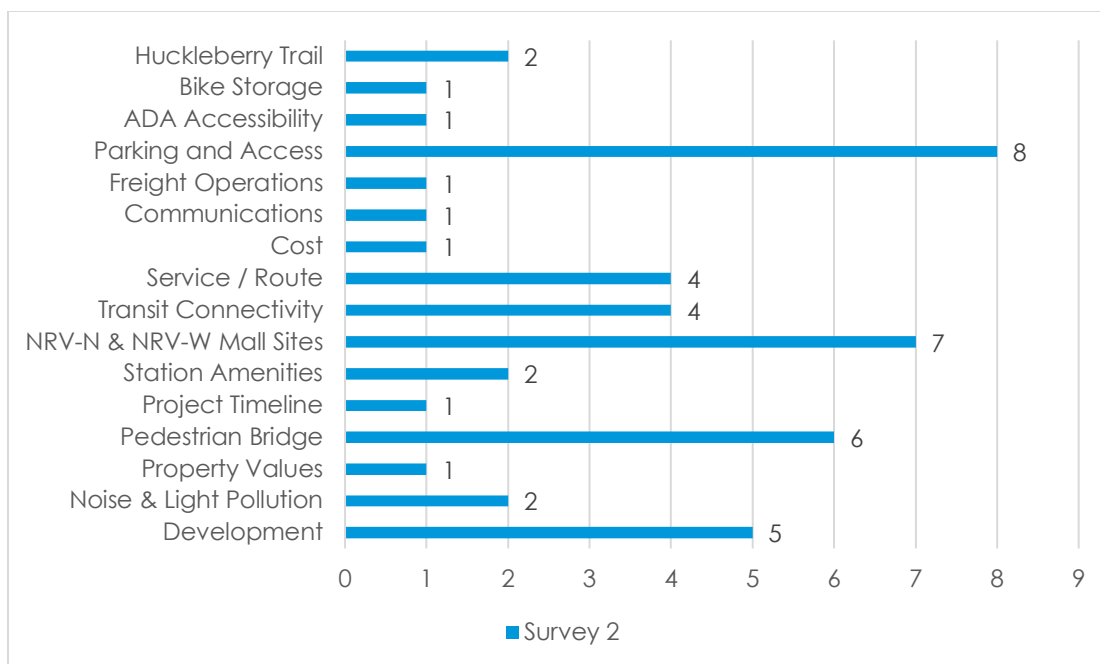
This section summarizes written comments received in the chat function of the Zoom platform during the February 28, 2022 and March 1, 2022 virtual public meetings. The comments and questions received at the virtual public meeting ranged from questions on operations and planning, to construction impacts and parking. Summaries of the questions and answers from the public meetings are provided in **Appendix A-4**. See **Figure 4.1** for a breakdown of the comments received in the public meeting by topic.



**FIGURE 4.1 TOPICS OF COMMENTS AND QUESTIONS RECEIVED DURING THE PUBLIC MEETING**

### 4.3 Survey 2 Comment Summary

In addition to the question-and-answer period following each presentation, meeting participants had the opportunity to provide comments through Survey 2. A total of 158 participants filled out the Survey, which took approximately 4 minutes to complete. The survey results are provided in **Appendix A-6**. See **Figure 4.2** for a breakdown of the comments received in Survey 2 by topic.



**FIGURE 4.2 TOPICS OF COMMENTS RECEIVED IN SURVEY 2**

## 4.4 Additional Comments Received via Email

To align with the close of Survey 2, meeting participants were encouraged to submit their questions and comments to VPRa until March 15, 2022. Below are transcriptions of the 11 questions and comments received via the project email address following the Public Meeting between March 1, 2022, and March 15, 2022. VPRa responded to questions and comments on a rolling basis, providing supporting information to the recipients.

- **Planning:**

1. “AEI Consultants is conducting a HUD-compliant noise assessment for the proposed construction of multifamily apartments located at VA-114/Peppers Ferry Rd NW and Quinn W Stuart Blvd, Christiansburg, VA 24073. A Norfolk Southern railroad is located approximately 1,000 feet east of this property. This project is currently under review by HUD and HUD has asked for more information about future operations at this railroad so they can complete their review.

It was brought to our attention that there are plans to provide passenger rail service by Amtrak on this railroad. I also understand that the New River Valley rail station is proposed for either north or west of the Uptown Christiansburg mall. Would it be possible to request a copy of the feasibility study that was completed by VPRa for this area? If not, would an excerpt be available regarding the potential station location?

In addition, is there any information available about what the planned future operations will look like? Anything that estimates average daily passenger trains would be very helpful in determining potential noise sources. I know the passenger

rail service at this location is still in the early stages of planning, but any more information regarding future operations would be greatly appreciated.

Please let me know if you need any more information or have any question regarding this environmental assessment."

2. "I have a question related to Amtrak returning to the New River Valley. I know that the Commonwealth is buying part of the former Virginian line as part of the agreement with Norfolk Southern for the new service. Why is the Commonwealth buying this trackage? I'm asking because that option seems to be incompatible with the proposed station sites in Christiansburg (adjacent to the Uptown Mall) that were selected based on public feedback. The track that both of the potential station sites are on (the Blacksburg Branch) branches off the former N&W line, not the Virginian line. In addition, because it doesn't go there, using the former Virginian Line will preclude any potential service expansion to Bristol, which I know the state is going to look at after the NRV extension is completed. For these reasons, it would be smarter to use the former N&W route, so why is the Commonwealth buying the former Virginian route? Regardless, what route will the service extension from Roanoke to Christiansburg use? Will it use the former Norfolk & Western or the former Virginian line?"
3. "During the March 1, 2022, public meeting, I sent a question to "Chat" that was not answered. It related to the pedestrian walkovers for the proposed mall train station in Christiansburg. The issue related to a note that stakeholders in the area of the proposed station had been interviewed and I wanted to know who these stakeholders were as I reside in the stakeholder area and was neither notified of these meetings nor interviewed as I would have made a suggestion.
  1. These walkovers could be eliminated from this station design as they do not offer any conveniences to anyone for several reasons, and I do not believe the cost is warranted.
  2. Anyone using either walkway to access Celtic Way will still have to walk to Peppers Ferry Road along that access road (Celtics Way) as the properties on the opposite of the rail station and Celtics Way, are Private Property.

I do want this rail station itself to be completed as I do intend to use it and I do reside in The Villas at Peppers Ferry and do think my suggestion for the elimination of the walkovers does warrant consideration and this will eliminate some of the work proposed."

4. "Thank you for the presentations. I have two questions I hope you will be able to answer:
  1. Does the estimated cost include building the track from the Virginian line up to the mall area?

2. Will a wye for turning the train be part of the plans, and where would it be located?

5. "There are two rail lines through the New River Valley, both now under Norfolk Southern. The former Norfolk and Western line is the only way to reach Bristol. The proposed station sites are all on the former Virginian Railway, which does not go anywhere near Bristol.

If the Christiansburg station is built at Merrimac or any other point on the Virginian Railway, it will not be possible to extend service to Bristol later on.

Best as I can tell, I'm the only one to raise this concern, and I'm not even from here.

6. "Kate--

You have the dubious privilege of having your e-mail address on the website, so I am forwarding this to you. I composed the paragraphs pasted below my name for coordination and approval with the Virginia Rail Policy Institute. As with many non-profits, by the time everything was blessed and edited, we were a day late to submit them in the survey. However, we hope you can arrange to consider them anyway. Thanks for your help with this!

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News reports indicate that Virginia has concluded negotiations with Norfolk Southern to purchase the former Virginian Railway line between Salem and the west portal of the tunnel at Merrimac. A survey currently appears on-line soliciting public comment on where the New River Valley Amtrak station should be located. It is active through the month of January and is an outreach of consultant Moffatt & Nichol.

A map appears with the survey depicting four possible locations. When this acquisition was announced by Governor Northam on May 5, 2021, the station location was said to be planned for Merrimac. However, Merrimac was an anthracite coal mine, now completely reclaimed and reforested yet very isolated. There is nothing there, not even electricity, and there is no public road access to the railroad at that point. Everything relating to a station would have to be built from scratch — utilities, parking, and several miles of highway access. So, the Merrimac location is not good.

Similarly, the Ellett Valley site is also very rural and not well connected to major thoroughfares accessing Blacksburg or Christiansburg.

The location at the New River Valley Mall, shown as the red box on the survey, is the best site in terms of facilities and access. Abundant parking is already available



behind the former Sears store, highway access to Blacksburg, Radford, and Christiansburg is convenient by roads bordering the mall, and bus service to places throughout the New River Valley already exists at the mall. Additionally, a station at the mall would be adjacent to the Huckleberry Trail greenway, affording easy bicycle and pedestrian access to a station.

The fourth site in the survey is south of Peppers Ferry Road, beyond the mall. This site, formerly a coal wharf, has easy access off the highway. There seems to be no advantage to locating the actual station there, however. This site would better be used as the train servicing facility for storing and servicing the Amtrak equipment overnight.

The map of the four locations included with the survey is useful and shows the proximity of the tail track of the Huckleberry Branch with the west end of the tunnel. A short connector track would need to be constructed to span this gap but may well cost less than the infrastructure enhancements needed to put a passenger station at Merrimac. There appears to be no obstacle to such construction. Some grading for the line already exists and the necessary right of way is entirely the edge of a forested valley already publicly owned, with no apparent negative impacts on homes or businesses. The siding serving the Corning Plant could be modified to provide a wye track for turning Amtrak trains. Concurrence of Norfolk Southern would be needed to access and incorporate the end of the Huckleberry Branch, as it is not part of the state purchase at this point.

In full consideration of all the above factors, the Virginia Rail Policy Institute urges the New River Valley Passenger Station Authority and its consultant to select the proposed site at New River Mall.”

- **Community Outreach:**

7. “I am the president of the Villas at Peppers Ferry condominium association, and I attended yesterday’s virtual public meeting about the two possible NRV passenger rail sites. As you are probably aware, our community is close to these sites. I would like to talk to you about how we might engage our community on this project. Please give me a call to discuss this or direct me to the proper person.

... the best time to reach me is usually between 10AM and 3PM.”

8. “Is it possible to get the PowerPoint presentation used for the recent New River Valley Rail Station Public meetings?” as well as “Is there a way to sign up to get notices/news from VPRA especially advance notice of meetings?  
Thanks.”
9. “We are very interested in this project.”

- **Pedestrian Bridge:**

10. "I understand that 2 meeting and a survey regarding this subject have taken place and I was not aware of either. It appears that the site selection process has narrowed down to two site both of which are within a stone's throw of my front door. Although I'm not excited about either, I understand the need for rail expansion in this area. My biggest concern is the placement of foot bridges that would require pedestrian traffic down resident driveways in the Villas of Peppers Ferry according to the drawing I have viewed. When and where is the next meeting to discuss this project? And please don't worry. I am not a disgruntled resident and will only provide positive feedback and maybe some small design recommendations regarding the placement of a pedestrian bridge.

Maybe also a better job of informing residents that are most directly affected by the rail expansion is in order. Signs on the street, mailings etc. "

- **Potential Station Locations:**

11. "Good afternoon,

As a nearby resident in Roanoke, a former resident of Radford and Blacksburg, and someone who still works in Blacksburg, Virginia, I wanted to contact you about something that is important to me regarding the location choice for the new VPR station in the NRV area.

I'm thrilled there will be a new station as better, expanded regional transportation options are sorely needed in the NRV and Southwest VA in general.

However, while I believe I missed the deadline on the survey you held, I also saw that one important location to consider was not included in your survey options (unless I'm mistaken).

I'm contacting you to urge you to contact the Christiansburg Institute <https://www.christiansburginstitute.com/thethewholestory> in Christiansburg, VA, and talk with them about establishing this new train stop by the Christiansburg Institute. There is a rail line directly behind the Edgar A. Long Building, the main building remaining of CI and locating a station near CI, while including CI in the planning process as well as including support for CI's building preservation plans as part of the area around the new station, would be a valuable way for Virginia as a whole, the NRV, and nearby communities to finally put resources behind recognizing and uplifting this important historical and cultural treasure in our region! CI's incredible legacy is of great value to our whole community and by making it a must see, integral location for those traveling from, to, and through the NRV, VPR would not only have a new rail location at a place near major highway and interstate connecting points and in a town close to both Blacksburg and Radford - as

Christiansburg is a fairly mid-way location in the NRV - VPRA would also be contributing to a major cultural resource led by CI community leaders.

Thank you for considering this request, and for your work to expand our statewide transportation options."

# 5 Media Coverage

In addition to VPRA's outreach methods, media coverage provided another communication outlet to inform the public about the Study, advertise the two survey efforts and public meeting, and generate interest in the project.

## 5.1 Online News Outlets

The online news outlets and blogs listed below covered the information presented at the Public Meeting in the days prior to and following the meeting:

- *Rail News*
- *The Roanoke Times*
- *WDBJ7*
- *Roanoke.com*
- *WFIR News*

All articles described the public meeting awareness. Articles issued after the public meeting indicated findings of the Study with the results of the two NRV mail preferred alternatives moving forward to a NEPA process. **Appendix A-7** includes copies of the articles.

# 6 Next Steps

The next steps for the NRV Project are shown in the timeline below (Figure 6.1). VPRA will continue to solicit community feedback throughout the Project.

As the Project moves from the Study stage to the NEPA stage outlined below, the Project team will continue to consider the comments received on the information presented at the Public Meeting.

VPRA updated the Transforming Rail in Virginia: New River Valley Passenger Rail Station website with the recorded Public Meeting presentations that they held on February 28, 2022, and March 1, 2022. The home page and past events page contain links to the meeting materials. The Study and all corresponding appendices will be made available to the public via the Project website.

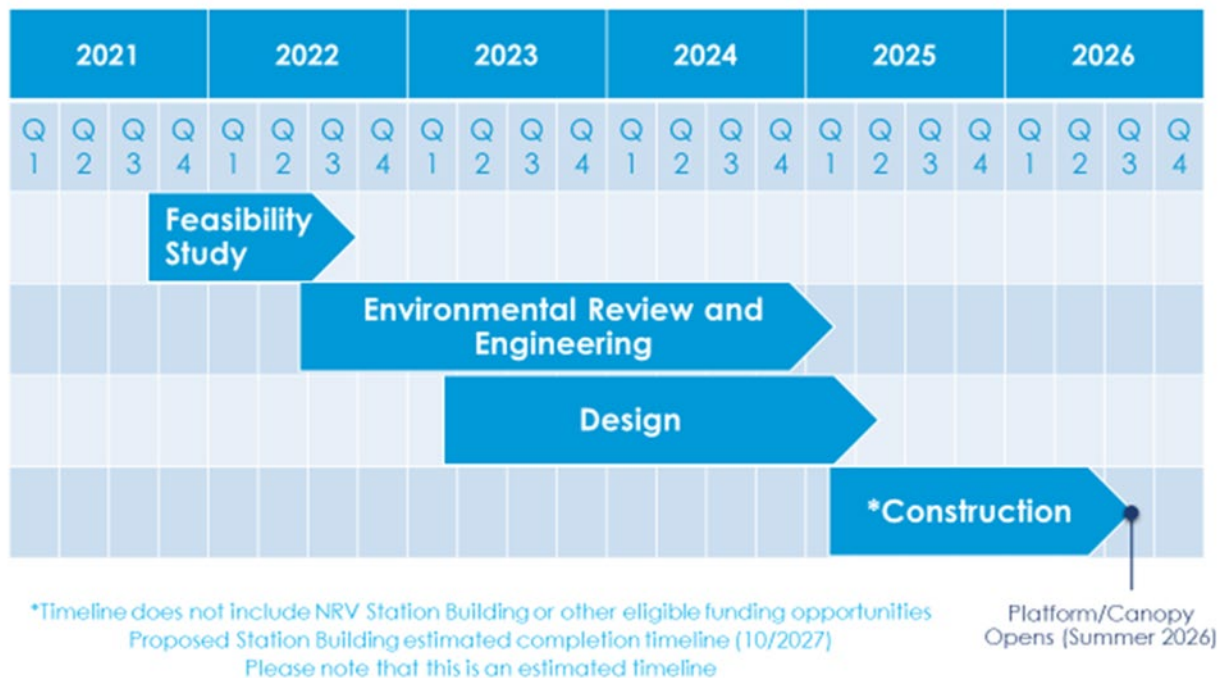


FIGURE 6.1 NRV PASSENGER RAIL STATION PROJECT TIMELINE