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6

Public Involvement and Agency Coordination

The key principles of education, inclusion, transparency, accountability, and responsiveness guide the planning and public involvement process for the D-O LRT Project, including the Proposed Refinements described in this Supplemental EA.

As required by federal and state law, GoTriangle engages public agencies, advisory groups, non-governmental groups, property owners, residents, tenants, businesses, and the public.

The following sections document the public involvement and agency coordination efforts related to the Proposed Refinements.

6.1 Public Involvement and Agency Coordination Plan

To promote awareness of the Proposed Refinements, GoTriangle built upon the previous Public Involvement Program for the Previous Design documented in DEIS section 9.3, Combined FEIS/ROD section 2.7, section 6.1 of the 2016 Supplemental EA and 2016 Amended ROD section 1.6.

This chapter describes GoTriangle’s updated approach to communications, public outreach, community engagement, and government relation strategies for the D-O LRT Project, including the Proposed Refinements. It also describes how public and agency input influenced the development of the Proposed Refinements.

GoTriangle updated the strategies for public involvement for the New Starts Engineering Phase of the D-O LRT Project under the FTA Capital Investment Grants Program. These strategies will also serve as a framework for public involvement through the Construction, Testing, and Start-Up phases of the project.

6.2 NEPA Public Involvement Program since the 2016 Amended ROD

Sections 6.2.1 through 6.2.7 of this chapter describe the key public outreach strategies since the publication of the Amended ROD. **Appendix K-1** includes additional information on outreach strategies, summaries of key meetings, and outcomes.

While interested and affected stakeholder groups continue to be a priority audience, public involvement efforts since the Amended ROD emphasize outreach to groups not previously engaged in the D-O LRT Project. Efforts focus on residents, community groups, and businesses in Durham and Orange counties not involved in the public process, either because they lack knowledge about the D-O LRT Project or because they do not yet know how to participate in the public process.

By combining online, open attendance, and targeted stakeholder engagement methods, GoTriangle’s ongoing public involvement efforts support full and widespread participation of the community. The resulting public participation represents the community’s diversity in age, income level, race,

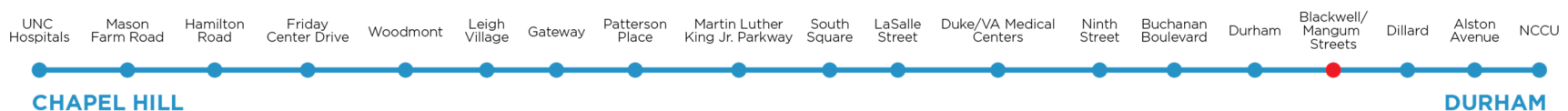
national origin, culture, and tenure living or working in the area.

6.2.1 Online and Electronic Methods

- GoTriangle.org/lightrail provides a D-O LRT Project overview, schedules, notice of upcoming events, news items, and a contact form.
- Email outreach provides big-picture project updates to subscribers who opt-in on the website or during events.
- Quarterly advertising campaigns use paid advertising with online news outlets, social media platforms, and local radio stations to engage uninvolved stakeholders and produce high turnout and productive engagement at public meetings and online.
- Quarterly online public meetings offer a parallel experience to quarterly in-person meetings, allowing interested parties to take part in the public process where and when they choose.

6.2.2 Large Public Events

- Quarterly in-person public meetings allow GoTriangle to share information on proposed refinements,



obtain public input regarding design, provide follow-up on past public input, and increase awareness of important decision points and milestones.

- GoTriangle held quarterly public meetings on the following dates:
 - September 26 and 28, 2017: GoTriangle hosted public open houses to share and collect feedback on the proposed design updates developed since the release of the Amended ROD.
 - January 16 and February 20, 2018: Through in-person and online interactive design workshops, GoTriangle gathered themes for the architectural design of the light rail system.
 - April 24 and 26, 2018: To show how the architectural team interpreted the public input from the January and February 2018 quarterly meetings, GoTriangle held open houses to show the design motifs developed from the public input. The open houses also showed participants typical features of light rail stations and platforms.
- GoTriangle will hold meetings in November 2018 during the public comment period to collect input on

the Proposed Refinements included in this Supplemental EA.

6.2.3 Targeted Engagement

- A speaking circuit provides educational and feedback opportunities to small groups, both upon request and at regular intervals after major project milestones. See **appendix K-1** for a list of past presentations.
- Conversations with staff at GoTriangle’s office or in the field provide opportunities for in-depth conversations on proposed changes with directly affected individuals and small, well-defined groups of stakeholders.
- Corridor tours with key stakeholder groups, including businesses, neighborhoods, elected officials, and special interest groups allow GoTriangle to gain in-depth input on stakeholders’ mobility and safety priorities and understand stakeholder perspectives on local right-of-way constraints. See **appendix K-1** for records of past corridor tours.
- GoTriangle holds “pop-up meetings” at other organizations’ community events and festivals and in high-traffic public spaces. Pop-up meetings allow project staff to hold one-on-one conversations with

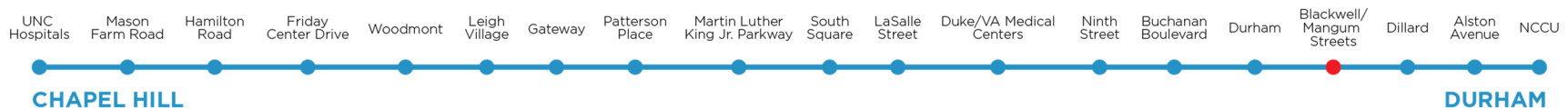
community members about the project. See **appendix K-1** for a list of pop-up events held by GoTriangle at community events and festivals.

6.2.4 Outreach to Environmental Justice Populations

GoTriangle prioritizes outreach activities that encourage participation by environmental justice (EJ) populations: minorities and low-income individuals who live or work in communities potentially affected by the D-O LRT Project. Between January 2017 and July 2018, GoTriangle attended over 40 events in communities with EJ populations. See **appendix K-1** for a comprehensive list of presentations, meetings, and events.

GoTriangle recognizes that work schedules and access to transportation may pose a challenge for in-person public meeting attendance and participation for EJ populations. To lower barriers to in-person engagement, GoTriangle strives to schedule meetings at transit-accessible venues and during alternative meeting hours or on weekends. GoTriangle also strives to hold at least one of each quarterly public meeting at venues located within EJ communities.

Special notification and information-sharing strategies enhance GoTriangle’s



efforts to support EJ participation. The notification strategies include geo-targeted social media advertising, direct mailing, and in-person canvassing.

Prior to the release of this Supplemental EA, GoTriangle conducted outreach in communities with EJ populations potentially affected by the Proposed Refinements to communicate the proposals under consideration. In addition to mailed notifications, GoTriangle hand-delivered letters to potentially affected residents and businesses in EJ areas near Erwin Road and Alston Avenue. GoTriangle used these in-person conversations to explain the Proposed Refinements, answer questions, and collect input. GoTriangle also met with property owners, residents, tenants, businesses, and other stakeholders within EJ communities.

In advance of the public comment period for this Supplemental EA, GoTriangle mailed written notices about the public comment period. The notices also provided information on public meeting dates, times, and locations, as well as information about how and where to review the document.

To help spread the word about the public comment period, GoTriangle coordinated with trusted community leaders to share information. These trusted community leaders shared messages with the community during organizational

meetings or by using organization email lists, newsletters, or through social media accounts followed and trusted by the community.

During the public comment period, GoTriangle will seek out “pop up” opportunities to receive input from potentially affected EJ communities. As opportunities arise, GoTriangle will conduct outreach during church services, ongoing community meetings, and weekend festivals. This outreach will supplement the more traditional public meetings held during the public comment period for this Supplemental EA.

6.2.5 Limited English Proficiency Communities

GoTriangle continues to implement a robust program of outreach to Limited English Proficiency (LEP) communities. GoTriangle offers the ability to request translation and interpretation services for any GoTriangle-hosted public meeting. All meeting notices include Spanish-language information offering on-site translation upon request, and all GoTriangle websites incorporate a Google Translate widget to provide individuals the ability to translate all major project materials in their preferred language. Additionally, GoTriangle publishes all major marketing materials in Spanish. GoTriangle also partners

with La Ley, a local Spanish-language radio station, and Univision, a Spanish television station to advertise public input opportunities and raise awareness about the D-O LRT Project.

Prior to the public comment period for this Supplemental EA, GoTriangle provided interviews on Spanish-language television and radio stations, and canvassed LEP communities to share information, collect detailed feedback, and answer questions about the Proposed Refinements.

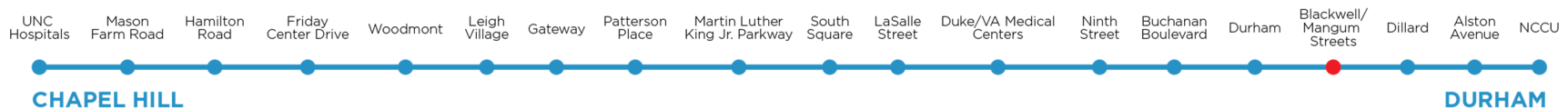
6.2.6 Public Outreach Notifications

GoTriangle provides extensive notification and uses a multi-media approach for public outreach. **Appendix K-1** provides a summary of methods used for notification between January 2017 and June 2018.

6.2.7 Media Outreach

GoTriangle issues a news release for all formal public meetings at least two weeks prior to the meetings. As part of the public comment period for this Supplemental EA, and as required by Federal law, GoTriangle published a legal notice to notify the community about the availability of this Supplemental EA.

In addition, GoTriangle shared news releases with local media contacts to



advertise the in-person and online public meeting opportunities held during the public comment period. GoTriangle used paid advertising with local online newspapers and local radio stations to ensure widespread coverage.

6.3 Proposed Refinements Resulting from Public Involvement

Public comments on previous NEPA documents resulted in commitments to study additional design changes during the Engineering Phase of the project. Additional public input received through the ongoing public outreach efforts conducted by GoTriangle helped to further refine the proposals under study in this Supplemental EA. Sections 6.3.1 through 6.3.7 describe how public and stakeholder comments affected the proposals under study in this Supplemental EA. More detailed information regarding public input related to the Proposed Refinements is in **appendix K-1. Appendix K-2** summarizes comments received from stakeholder and public meetings.

6.3.1 ROMF

GoTriangle received public feedback on the Rail Operations Maintenance Facility (ROMF) in comments on previous NEPA

documents and during neighborhood meetings held on November 15 and 28, 2017, and January 31, 2018.

Design changes under study in this Supplemental EA build on commitments made in the Amended ROD. Public input from the November 2017 and January 2018 neighborhood meetings helped refine the commitments and respond to continued concerns expressed by the surrounding community. The community concerns focused on noise, visual effects, and traffic impacts.

In response to concerns about noise, GoTriangle incorporated a vegetative earth berm with landscaping into the ROMF site design as part of the Proposed Refinements. GoTriangle additionally performed a detailed noise and vibration study (see **appendix J**) to confirm that the Proposed Refinements would not result in severe noise impacts for the communities surrounding the ROMF.

To reduce visual impacts, GoTriangle shifted the location of the ROMF buildings farther away from neighboring residential land uses and included new vegetative buffers, berms, and site grading as part of the Proposed Refinements. Feedback received during the January 2018 neighborhood open house helped to inform the landscaping

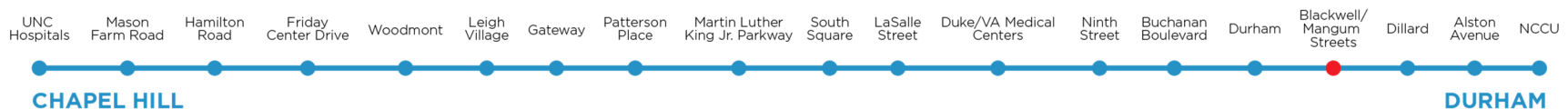
plant materials and the gate aesthetics included in the Proposed Refinements.

To address neighborhood concerns with traffic impacts from the ROMF, GoTriangle conducted a voluntary traffic impact analysis for the ROMF, which assessed traffic impacts on Farrington Road and Ephesus Church Road. Based on the results of the study, GoTriangle added a left turn lane with the Proposed Refinements to improve the flow of traffic into to the facility (see **appendix C-5**).

6.3.2 Gateway Station

As part of the Transit Oriented Development (TOD) grant funded study (see **appendix C-6**), GoTriangle held meetings with local government stakeholders and property stakeholders. Based on the comments received and the supporting data from the TOD study market analysis, GoTriangle identified that a shift in the Gateway Station location would help maximize future economic development opportunities near the light rail station for both Durham and Orange counties.

GoTriangle received public comments on the proposed Gateway Station shift as part of the Durham and Orange County Transit Plan updates in April 2017. Because of the public comments, GoTriangle committed to study the proposal as part of the Proposed Refinements.



In September 2017, GoTriangle met with potentially affected property owners, residents, and tenants located near the station during GoTriangle’s September 2017 open house on the Proposed Refinements. Public comments received on the proposal supported the station shift and identified the need for better bicycle and pedestrian connectivity to the Gateway Station. GoTriangle incorporated the public feedback and added additional bicycle and pedestrian improvements to the Proposed Refinements.

In December 2017, after consideration of the public comments, the GoTriangle Board of Trustees approved the modification of the location of the Gateway Station and the related track alignment. This approval provided the necessary local approval to advance the proposal into NEPA environmental review as part of this Supplemental EA.

6.3.3 Patterson Place Station

As part of the TOD grant funded study (see **appendix C-6**), GoTriangle held meetings with local government and property stakeholders. The feedback from these meetings identified that the planned location of the Patterson Place Station affected station accessibility and platform visibility due to the placement behind a grocery store loading dock. In

addition, the feedback identified that the track alignment east of the station created an uneconomic remnant parcel north of Southwest Durham Drive.

To improve platform visibility and access to the station, avoid creating an uneconomic remnant parcel, and maximize the economic development potential near the station, GoTriangle shifted the Patterson Place Station approximately 500 feet northeast and revised the associated light rail alignment across Southwest Durham Drive.

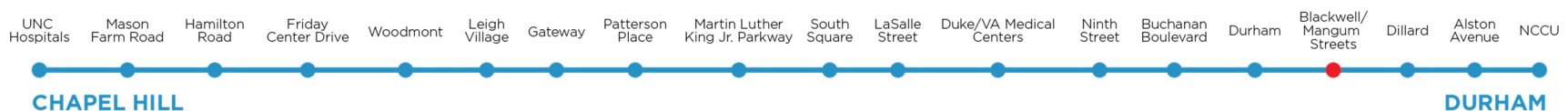
GoTriangle received public comments on the proposed Patterson Place Station shift as part of the Durham and Orange County Transit Plan updates in April 2017. Because of the public comments received on these plans, GoTriangle committed to study the proposal as part of the Proposed Refinements.

Aware of the proximity to the environmentally sensitive New Hope Creek and New Hope Creek Bottomlands, GoTriangle hosted meetings in June 2017 about the Proposed Refinements to the Patterson Place Station that targeted potentially affected property owners, tenants, and interested organizations. GoTriangle received comments supporting the Patterson Place Station shift as well as comments noting concerns with the proposed station shift. The concerns

noted that the proposal could potentially increase development pressure on the nearby open space and result in potential effects to nearby water resources.

After hearing concerns during the GoTriangle-hosted meetings, GoTriangle attended the New Hope Creek Corridor Advisory Committee meetings in June 2017 and October 2017 to receive additional comments on the proposed station shift. The committee expressed similar concerns about the potential to increase development pressure and result in indirect effects on the nearby New Hope Creek and New Hope Creek Bottomlands.

GoTriangle conveyed to the committee that Durham-City County Planning maintains jurisdiction over land use and zoning controls. Durham City-County Planning indicated that the proposed station shift would not result in changes to the boundaries established in the Durham Comprehensive Plan for the preservation of open space and that future development proposals would be subject to the requirements of the Patterson Place Compact Neighborhood. Durham City-County Planning invited the committee to participate in meetings in July 2017 to determine the land uses and intensities for future development in station areas.



The committee submitted additional written and verbal comments to the GoTriangle Board of Trustees during meetings in October 2017. The comments noted support for density on existing impervious surfaces; expressed continued concern with development pressure on undeveloped land adjacent to the New Hope Creek Corridor relating to the proposed station shift; and noted an additional concern that the planning documents noted by the Durham City-County Planning to protect New Hope would not adequately protect the corridor and open space.

After consideration of the comments and staff responses, the GoTriangle Board of Trustees approved the modification of the location of the Patterson Place Station and the related track alignment, providing the necessary local approval to advance the proposal into NEPA environmental review as part of this Supplemental EA. GoTriangle also shared the committees' comments with Durham City-County Planning.

Durham City-County Planning continued to correspond with the committee through February 2018. As a result of this correspondence, Durham City-County Planning hosted meetings in May 2018 to review the environmental protection standards, including the steep slope regulations, which had been a source of concern for the committee.

See Section 4.3 of **appendix K-1**, for detailed meeting summaries relating to the proposed Patterson Place Station Refinement.

6.3.4 University Drive Alignment Refinement, Martin Luther King Jr. Parkway Station Shift

The Previous Design for the light rail alignment required the widening of University Drive to allow the light rail to travel in the median of University Drive and serve the Martin Luther King Jr. Parkway Station. The City of Durham expressed concerns with the road widening, especially with respect to pedestrian and bicycle access, and noted that local land use plans call for compact and walkable development within station areas. In addition, the city noted concern with any traffic mitigation design that could further contribute to the widening of the roadways or intersections.

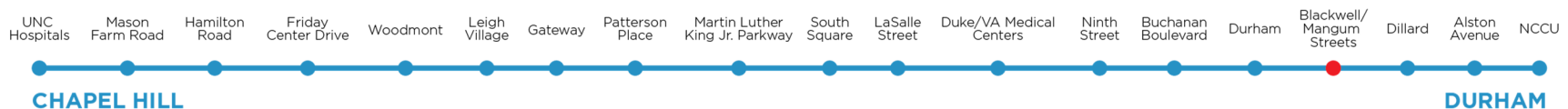
GoTriangle performed additional traffic analyses and coordinated with numerous state and local agencies to address traffic impacts without widening University Drive. GoTriangle also reviewed the location of the alignment and station as well as the bicycle and pedestrian connections to the station to improve pedestrian and bicycle access to the station.

GoTriangle also met with utility providers to obtain additional information about potential utility conflicts with the D-O LRT Project and identify ways to avoid or limit impacts to existing utilities. The utility providers identified a major communications hub (Frontier Communications) located southwest of Snow Crest Trail that would have conflicted with the Previous Design.

The Proposed Refinements shift the light rail alignment away from the Frontier Communications hub before crossing over University Drive. The Proposed Refinements also shift the alignment and the Martin Luther King Jr. Parkway Station from the median of University Drive to the shoulder. In addition, the Proposed Refinements include modified sidewalks, bicycle lanes, and a new multi-use path to improve access to the revised station.

While the Proposed Refinements would avoid widening University Drive and improve access and waiting conditions, the proposed changes would result in the new acquisition of a multi-family residential building, a commercial office, and a bank.

GoTriangle held information sessions in June 2017 and a public meeting in September 2017 to discuss the proposals with potentially affected property owners, residents, tenants, businesses and other interested



stakeholders. During these meetings. The multi-family residence’s condominium association voiced concerns related to the potential displacement of residents and the potential loss of income to the condominium association.

Because of the feedback received during the June and September 2017 meetings, GoTriangle attended meetings with the condominium association in July, August, and October of 2017 to understand more detail about the residents’ and condominium association representatives’ concerns about the Proposed Refinements. In addition to expressing concerns relating to potential displacements and income loss, the residents and condominium association representatives identified concerns relating to potential construction impacts, traffic flow, vegetation loss, and noise related to light rail operation. The residents also proposed other alignment alternatives to avoid affecting the multi-family condominium building.

GoTriangle evaluated the alternative proposals to avoid affecting the multi-family building. However, the alternative proposals would have: resulted in additional property impacts, proved infeasible due to engineering and roadway design requirements, resulted in new utility conflicts, or resulted in environmental impacts prohibited by floodplain or floodway regulations. For

these reasons, GoTriangle did not consider these proposals further.

However, GoTriangle proposes to refine the design to address the concerns about traffic flow and access from Larchmont Road to University Drive. As part of the Proposed Refinements, GoTriangle proposes to add a new traffic signal at the intersection of Larchmont Road and University Drive. GoTriangle additionally performed a detailed noise and vibration study (see **appendix J**) to confirm that the Proposed Refinements would not result in severe noise impacts for the residents. Mitigation in the existing Amended ROD addresses the concerns relating to construction impacts and vegetation loss.

During the October 30, 2017 GoTriangle Board of Trustees meeting, the GoTriangle Board of Trustees received public comment on the proposed University Drive alignment and Martin Luther King Jr. Parkway Station. After consideration of the comments and staff responses, the GoTriangle Board of Trustees approved the alignment and station refinement, providing the necessary local approval to advance the proposal into NEPA environmental review as part of this Supplemental EA.

6.3.5 Erwin Road

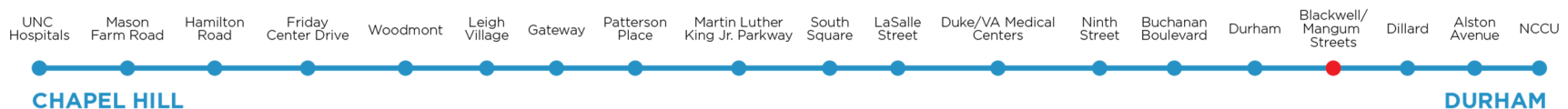
In November 2016, GoTriangle received comments from Duke University noting

concerns with the location of the light rail operating at-grade in the median of Erwin Road and the ability to maintain access to the Duke University Medical Center hospital and emergency department. GoTriangle agreed to review the design in partnership with Duke University, Duke University Medical Center, the Durham VA Medical Center, and other stakeholders in the Erwin Road corridor.

GoTriangle also met with utility providers to obtain detailed information about utilities within the corridor. This coordination led to more details about a 44kV high voltage transmission line, located underneath Erwin Road, which feeds the hospitals and medical facilities along Erwin Road.

GoTriangle met with staff and stakeholder representatives of the Erwin Road corridor, including Duke University, Duke University Hospital, and the Durham VA Medical Center to discuss refinements to the existing design to ensure access to the emergency departments. GoTriangle also shared information about the identified utility conflicts.

The Erwin Road stakeholders noted concerns that utility relocation could result in potential electrical service disruption to the hospitals. In addition, the stakeholders expressed concerns about the existing design in regards to



pedestrian and bicycle safety, and emergency vehicular access to hospitals. For these reasons, the Erwin Road stakeholders recommended that GoTriangle study various refinements to the alignment in Erwin Road and requested GoTriangle consider design refinements to address these concerns.

Because of the feedback from the utility providers and the stakeholders from the Erwin Road corridor, GoTriangle proposes to refine the design of the light rail in the Erwin Road Corridor as part of the Proposed Refinements. The proposal includes elevating the line between LaSalle Street and NC 147 to reduce the amount of sensitive utility conflicts, maintain access to the medical facilities and emergency departments, and avoid the relocation of the high-voltage transmission line. In addition, the proposal includes shifting the Duke VA/Medical Centers Station to Fulton Street, which provides closer access to the hospitals.

During the development of the Proposed Refinements, GoTriangle also considered a station refinement that would have moved the LaSalle Street Station farther north on Erwin Road toward Fulton Street to reduce property impacts. However, the Durham City-County Planning Department advised that shifting the station would decrease access to transit around existing affordable housing communities.

Because of this feedback, GoTriangle did not consider this proposal further.

6.3.6 Blackwell/Mangum Street Stations

In response to comments received on the Previous Design from the GoTriangle Board of Trustees, the Durham City Council, Durham County Board of County Commissioners, Downtown Durham Inc., and the public, GoTriangle committed to study a proposal to add a station on Pettigrew Street between Blackwell and Mangum streets to serve destinations in downtown Durham.

The Previous Design did not include a station between Blackwell and Mangum Streets because the three-car platform length would adversely affect the historic W.T. Blackwell Bull Durham building (a National Historic Landmark). However, the Proposed Refinements include a two-car platform length, which makes the addition of a new station platform between Blackwell and Mangum Streets feasible.

GoTriangle shared the proposed station addition with the community during its September 2017 public information meetings, and staff received positive feedback during meeting one-on-one conversations during the meeting. In addition, attendees submitted written comments specifically stating support for

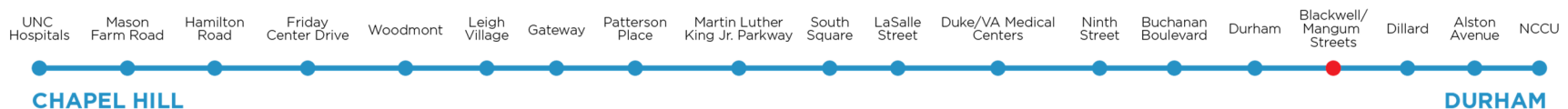
the addition of the Blackwell/Mangum Streets Station.

Following the September 2017 public information meetings, between September and December 2017, the Orange County Board of Commissioners, the Durham County Board of County Commissioners, the DCHC MPO Policy Board, and the GoTriangle Board of Trustees all approved the addition of the station. These approvals allowed GoTriangle to advance this proposal for study in this Supplemental EA.

6.3.7 Line-wide Architectural Design

On January 16 and February 20, 2018, GoTriangle hosted interactive workshops to identify architectural design themes for the light rail system that would reflect community priorities and values. During this exercise, GoTriangle engaged over 100 in-person attendees and over 100 online participants through the facilitated process. Three design themes for the light rail line emerged from this process – cultural diversity, natural heritage, and research and innovation.

The Project’s architectural team then used the public input from the workshops to inspire the architectural design of stations and platforms. On April 24 and 26, 2018, GoTriangle hosted meetings to present the design concepts developed based on January and February



workshops. Participants provided feedback on the design concepts on comment forms at the public meetings, which are included in the meeting summary report in **appendix K-2**.

In July 2018, the Durham Area Designers (DAD) wrote letters to GoTriangle and to officials in Durham and Orange Counties expressing concerns with the design concepts presented during the April public meetings. In the letters, DAD offered recommendations to: reflect the local architecture, design and materials; extend the canopy coverage; use materials with patina rather than applied patterns; avoid steel, aluminum and forced repetitive patterns; and include room for art.

GoTriangle staff, including the architects and designers, met with representatives of DAD on August 21, 2018 to understand better the concerns expressed in the letters. GoTriangle received a presentation from DAD that included historical information on Durham’s rail history and rail architecture; suggestions of platform canopy designs, architecture; and examples of art opportunities to emulate in the desired textures, finishes, coverage, and design.

During the August meeting with DAD, GoTriangle staff, architects, and designers provided information about the

design process. Members of DAD expressed support for the project; noting their advocacy for the light rail and desire to remain involved throughout final design.

6.4 Agency Coordination

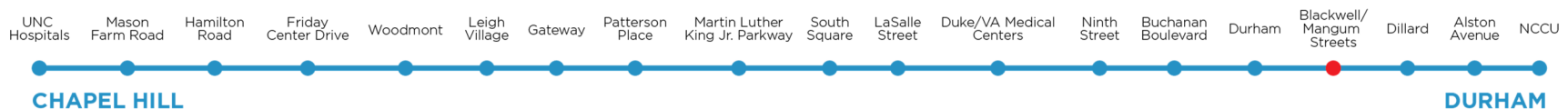
As described in the Amended ROD, the FTA is the lead federal agency for the D-O LRT Project and GoTriangle is the lead local agency. Three other federal agencies – the USACE, the FHWA, and the EPA – are cooperating agencies.

Participating agencies include: North Carolina Department of Environmental Quality-Division of Water Resources (NCDEQ-DWR), United States Fish and Wildlife Service (USFWS), North Carolina Wildlife Resources Commission (NCWRC), the State Historic Preservation Office (SHPO), Office of State Archaeology (OSA), North Carolina Department of Transportation (NCDOT), the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO), the City of Durham, Durham County, Town of Chapel Hill, Orange County, UNC, Duke University, NCCU, Durham Technical Community College, and NCRR.

Agency coordination for the D-O LRT Project is ongoing. Additional information on this coordination is included in **appendix L**. Agency coordination since

publication of the Amended ROD has included:

- Regular coordination phone calls with FTA;
- Coordination meetings, phone calls, and email correspondence with participating agencies, (see **appendix L**, SHPO correspondence is in **appendix F-4**) including:
 - Coordination with the NCDEQ and USACE regarding 404/401 permitting
 - Coordination with the USACE Real Estate Division on the non-recreational land outgrant license for use of (USACE-owned) government lands;
 - Preparation and submittal of an update to the Jurisdictional Determination package for the USACE (see **appendix H**);
 - Consultation with USFWS regarding potential presence of endangered plant species;
 - Section 106 consultation on June 5, 2018 with SHPO and OSA;
 - Section 4(f) consultation with Officials with Jurisdiction over Section 4(f) resources (UNC, USACE, Durham County, City of Durham)



- Coordination meetings with FHWA, NCRR, NCDOT, DCHC MPO, Orange County, Town of Chapel Hill, Durham County, City of Durham staff

Additional agency coordination will continue throughout the project design and development process. Section 106 historic resource consultation will continue with SHPO and OSA, as will Section 404/401 permit coordination with USACE and NCDEQ.

6.5 Next Steps

GoTriangle will receive public input on the Proposed Refinements during three in-person public meetings held in early November on the subject of this Supplemental EA. GoTriangle will also hold an online open house that parallels the in-person events, offering meeting participants the opportunity to review the meeting materials and participate online.

The FTA and GoTriangle will receive input on the proposals in this Supplemental EA for the duration of the public comment period. Written comments may be submitted via:

- **email:** lightrail@gotriangle.org
- **GoTriangle’s website:** www.GoTriangle.org/lightrail
- **U.S. mail:** D-O LRT Project – Proposed Refinements, c/o

GoTriangle – ATTN: Ashley Schulz,
Post Office Box 13787, Research
Triangle Park, NC 27709

- Stanford L. Warren Branch Library

For the duration of the public comment period, the Supplemental EA will be available for public review and inspection on the GoTriangle website and in the libraries noted below:

<https://gotriangle.org/lightrail/resource-library>

- Universities:
 - UNC Chapel Hill Davis Library
 - Duke University Perkins Library
 - NCCU Shepard Library
- Orange County:
 - Orange County Main Library
 - Carrboro Branch/McDougle Middle School Library
- Town of Chapel Hill:
 - Town of Chapel Hill Public Library
- Durham County:
 - East Region Library
 - North Region Library
 - South Region Library
 - Southwest Region Library

