

**RESOLUTION TO APPROVE
THE LOCALLY-PREFERRED ALTERNATIVE (LPA) FOR
THE DURHAM-ORANGE COUNTY TRANSIT CORRIDOR**

February 8, 2012

A motion was made by TAC Member ALICE GORDON and seconded by TAC Member ELEN BECKHOW for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

WHEREAS, the Special Transit Advisory Commission (STAC) recommendations in May 2008 included rail transit extending from Raleigh to Durham to Chapel Hill; and

WHEREAS, the Durham-Chapel-Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) incorporated the STAC rail transit into the adopted 2035 Long Range Transportation Plan in April 2009; and

WHEREAS, the North Carolina General Assembly approved the Congestion Relief/Intermodal Transport bill in August 2009 that enables local areas to fund public transportation through an increase in sales tax, car registration fees and special district property taxes; and

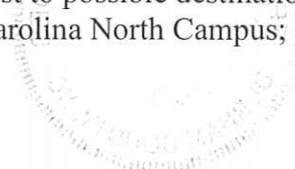
WHEREAS, the Triangle Transit Authority (TTA) implemented the Triangle Regional Transit Program in 2010 to study the financial, ridership, environmental and public input aspects of regional bus and rail transit, and subsequently conducted a visioning process and Transitional Analysis to study rail corridors in Durham, Orange, and Wake counties, and

WHEREAS, the TTA completed an Alternatives Analysis on the three highest-performing corridors that included the Durham-Orange corridor in July 2011 and issued an Addendum to the "Detailed Definition of Alternatives Technical Report" in August 2011 which clarified that reasonable alternatives to the proposed alignments crossing the Little Creek and New Hope Creek areas will be studied; and

WHEREAS, the TTA and the DCHC MPO have both conducted comprehensive public involvement activities, which included public workshops, public hearings and presentations to local elected boards, for the visioning process, Transitional Analysis and Alternatives Analysis; and

WHEREAS, light rail transit technology has a greater potential to promote economic growth and focus transit-supportive development around station areas as compared to bus rapid transit technology; and

WHEREAS, alignment option A3 in the UNC station area is supported by the Town of Chapel Hill, UNC at Chapel Hill, and UNC Hospitals and would allow for future extension of the alignment to the west to possible destinations such as downtown Chapel Hill, downtown Carrboro and the Carolina North Campus; and



WHEREAS, both alignment options C1 and C2 are potentially compatible with the overall vision for the transit corridor; and

WHEREAS, the ridership, costs, environmental impacts, community impacts, and impacts on nearby roadway traffic of alignment options C1 and C2 need to be further studied in the Scoping and Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS) phases before a final decision is made on which alignment should be advanced; and

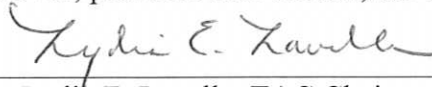
WHEREAS, alignment option D3 in the South Square station area would best promote transit-supportive economic development; and

WHEREAS, the adoption of the Locally Preferred Alternative does not include a recommendation for the location of a Rail Operations and Maintenance Facility and the location of this facility will be further studied in the Scoping and PE/DEIS phases; and

WHEREAS, the adoption of the Locally Preferred Alternative will be followed by further study of the alignment and station locations in the Scoping and PE/DEIS phases when a final decision is made on the remaining active options; and

WHEREAS, the substantive issues identified in public comments on the Alternatives Analysis will be addressed in subsequent development steps such as Scoping and PE/DEIS.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee adopts light rail transit technology on the alignment recommended in the “Detailed Definition of Alternatives Technical Report” dated July 2011 with the modification that both the C1 and C2 options be carried forward for further study in the Meadowmont and Hillmont station areas, with a preference for C2, as the Locally Preferred Alternative for the Durham-Orange County Corridor (as illustrated on the attached map), and that the DCHC MPO intends to incorporate this LPA into the forthcoming 2040 Long Range Transportation Plan, provided here on this, the 8th day of February, 2012.




Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: February 8, 2012



Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

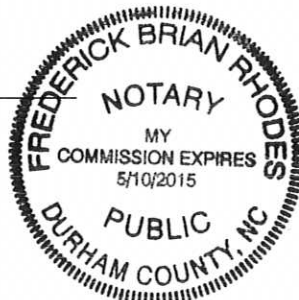
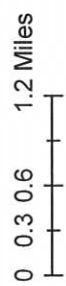
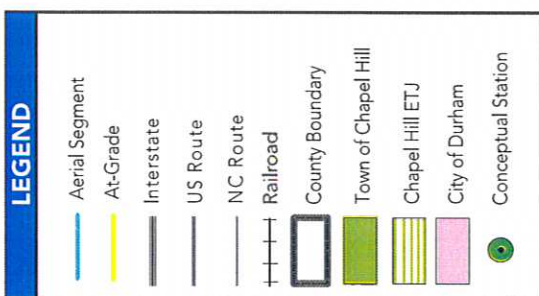
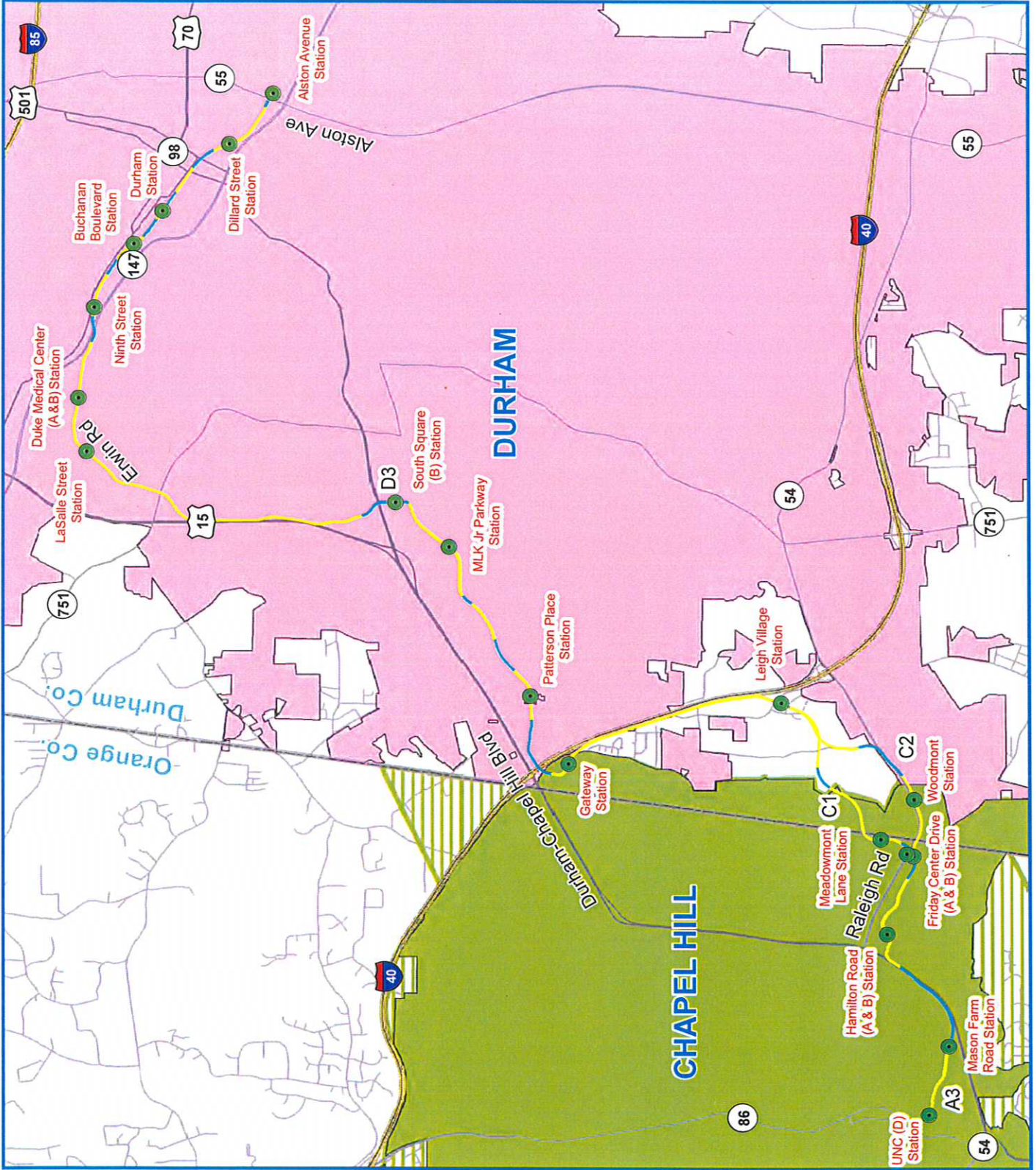


FIGURE ES-1
DURHAM-ORANGE
LOCALLY PREFERRED
ALTERNATIVE (LRT)



JUNE 2011

