

**RESOLUTION APPROVING
AMENDMENT #2 TO
THE 2040 METROPOLITAN TRANSPORTATION PLAN (2040 MTP)
FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

A motion was made by MPO Board member BARRY JACOBS and seconded by MPO Board member ELLEN RECKHOW for the adoption of the following resolution; and upon being put to a vote, was duly adopted.

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board is the duly recognized transportation decision-making body for the 3-C transportation planning process (i.e., continuous, cooperative and comprehensive) of the DCHC MPO; and

WHEREAS, the Amended 2040 Metropolitan Transportation Plan (2040 MTP) meets the planning requirements of 23 CFR Part 450 and the MPO's Public Involvement Policy as adopted on November 12, 2012; and

WHEREAS, Amendment #2 has been proposed (see Exhibit "A" attached hereto).

BE IT THEREFORE RESOLVED that the Amended 2040 Metropolitan Transportation Plan for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization be approved and adopted.

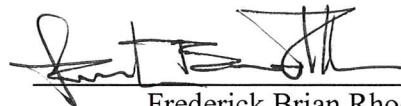


Stephen M. Schewel, DCHC MPO Board Chair

Durham County, North Carolina

I certify that Stephen M. Schewel personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: October 19, 2016



Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2020

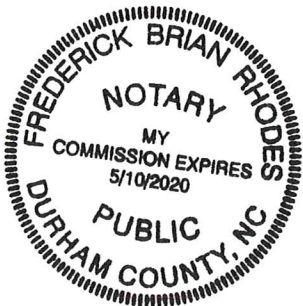


Exhibit A

Figure 7.2.1. Major Highway Projects by MPO and Time Period

Durham Chapel Hill-Carrboro MPO		
2011-20	2021-30	2031-40
Triangle Expressway extension of the Durham Freeway (I-40 to NC 540)	Managed lanes added to I-40 from Wade Avenue (Wake County) to NC 147 (Durham Freeway)	Managed lanes added to I-40 from NC 147 (Durham Freeway) to US 15-501 (Durham County)
East End Connector completed linking US 70 to NC 147 (Durham Freeway)	I-85 widening (I-40 to Lawrence Rd)	I-85 widening (Lawrence Rd to Durham County)
I-40 widening (US 15-501 to I-85)	I-85 widening (US 70 to Red Mill Road)	US 15-501 freeway conversion (I-40 to US 15-501 bypass)
	US 70 freeway conversion (Lynn Road to Wake County line)	Northern Durham Parkway (Aviation Pkwy to US 501)
Capital Area MPO		
2011-20	2021-30	2031-40
I-40 widened from Wade Ave. to Lake Wheeler Road	I-40 widened from I-440 to NC 42 in Johnston County	NC 50 widened from I-540 to Dove Road
I-40 widening through Cary	US 1 upgrade to freeway from I-540 to NC 98	Managed lanes added to I-540 (Northern Wake Expressway) from I-40 to US 64 bypass
US 401 widened from I-540 to Louisburg with a Rolesville bypass	NC 540 completed as a toll road from Holly Springs to US 64 bypass	US 401 widened from Garner to Fuquay-Varina
NC 540 completed as a toll road from Apex to Holly Springs	I-440 widened from Wade Avenue to Crossroads	Managed lanes added to I-40 from MPO boundary in Johnston County to Cornwallis Road
Brier Creek & TW Alexander Drive Interchanges on US 70	NC 54 widened through Cary and Morrisville	US 1 widening south from US 64 to NC 540
NC 42 widening from US 70 to Rocky Branch Road	I-40 Managed lanes added from Durham County line to Cornwallis Rd.	

7.3 Transit Services

Building on the prior work of a blue-ribbon Special Transit Advisory Committee (STAC) that completed its work in 2008, a complete transit system for the region focuses on three critical elements, Bus, Rail, and Circulators:

- **BUS:** A significant expansion of bus service throughout the Triangle, adding new routes to communities presently without service, and improvements to headways at existing transit agencies
- **RAIL:** Rail transit connecting the region's principal activity centers in Chapel Hill, Durham, Research Triangle Park, Cary and Raleigh
- **CIRCULATORS:** High-frequency, short-distance services linking nearby neighborhoods to major activity centers and the region's high capacity bus and rail corridors



While the STAC established the framework for the region’s transit vision, the recommendations on how to achieve this vision are being developed through the Triangle Regional Transit Programs composed of three county-level transit investment plans and three analyses of alternative investments in the region’s most promising transit corridors. These ~~six~~ inter-related efforts – and their current status – are:

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1. Durham County Transit Plan (adopted)
2. Orange County Transit Plan (adopted)
3. Wake County Transit Plan (under consideration)
4. Wake-Durham Commuter Rail Service (recommended by Alternatives Analysis)
5. Durham-Orange Light Rail Service (adopted)
6. Wake County Light Rail Service (recommended by Alternatives Analysis)

7. Locally Preferred Alternative -- BRT (adopted by Chapel Hill Town Council)

For details on the current status of each of these ~~six~~ efforts, visit: www.ourtransitfuture.com and www.NSCStudy.org

These intensive planning efforts have led to Durham and Orange County voters approving ½ cent sales taxes for expanded transit service; and the submittal by Triangle Transit of a “New Starts” application to the Federal Transit Administration (FTA) for federal funding for a light rail line linking Chapel Hill and Durham.

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Based on the three county-level transit investment plans and the ~~three~~ transit corridor alternatives analyses, new light rail transit, commuter rail transit, and bus rapid transit investments are included in the 2040 Capital Area MPO and Durham-Chapel Hill-Carrboro MPO Metropolitan Transportation Plans. Details on rail and BRT technology and services are contained in Appendix 2.

Light rail transit provides the opportunity for frequent, all-day passenger rail service to serve transit oriented development along growth corridors. With electric propulsion, light rail can save energy costs and operate without dependence on foreign oil.

Commuter rail service operates in existing mainline rail corridors, serves stations that are further apart than light rail transit, and emphasizes service during peak commuter hours, with the possibly of occasional mid-day and evening service.

Bus Rapid Transit can offer service characteristics similar to light rail, depending on the design of the system.

Proposed rail and bus rapid transit investments are summarized in Figure 7.3.1. Figure 1.2 in the Executive Summary displays a map of all the rail and bus transit services. The county-level transit plans and Alternatives Analysis documents for the Durham-Orange County Corridor, Wake County Corridor, and Durham-Wake County Corridor, which are available through the MPOs and Triangle Transit, provide additional detail on the investments anticipated by 2040. [and Chapel Hill North-South Transit Corridor Study](#)

Figure 7.3.1 – Rail and BRT Projects by MTP Period (technical information in Appendix 2)

Rail or BRT Segment	Type of Service	MTP Period
West Durham - Garner	Commuter Rail	by 2030
UNC Hospital - Durham Alston Avenue	Light Rail	by 2030
Durham Alston Avenue - Briggs Avenue	Light Rail	by 2040
N. Raleigh (Millbrook) - Cary CBD via Raleigh CBD & NCSU	Light Rail	by 2030
Chapel Hill MLK Corridor	Chapel Hill Eubanks Road to Southern Village via UNC Hospitals	Bus Rapid Transit
		by 2030

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Appendices 2 and 3. Transit Services

The transit plans for the Triangle region are heavily informed by the Alternatives Analysis conducted by Triangle Transit for three transit corridors (Wake, Durham-Orange and Durham-Wake) and the Durham, Orange and Wake County transit financial plans that have been adopted by the Durham-Chapel Hill-Carrboro MPO and the NC Capital Area MPO. Transit investments are envisioned to create a seamless system composed of three critical elements: Bus, Rail, and Circulators:

- **BUS:** A significant expansion of bus service throughout the Triangle, adding new routes to communities presently without service, and improvements to existing routes, including the development of Bus Rapid Transit service along MLK Boulevard in Chapel Hill.
- **RAIL:** light rail transit connecting Chapel Hill with Durham and Cary with North Raleigh through central Raleigh and the NC State campus; and commuter rail linking Durham with Garner, Raleigh, Cary, Morrisville and the Research Triangle Park.
- **CIRCULATORS:** High-frequency, short-distance services linking major activity centers to regional and intercity rail services.

The table below summarizes major investments involving dedicated transit guideways; these projects plus bus routes are included in the tables in this appendix.

Major Transit Investments by MTP Period (see map in 2040 MTP document)

Investment	Type of Service	MTP Period
Downtown Cary to Raleigh Millbrook	Light Rail	2021-2030
UNC Hospital to Durham Alston Avenue	Light Rail	2021-2030
Durham Alston Avenue to Briggs Avenue (extension)	Light Rail	2031-2040
Durham (Duke Hospital) to Garner	Commuter Rail	2021-2030
MLK Boulevard in Chapel Hill Eubanks Rd to Southern Village via UNC Hospitals	Bus Rapid Transit	2021-2030

The CTP transit projects are the same as the MTP projects except for the following additions:

- Light Rail Transit extension from UNC-CH through Carrboro to Eubanks Road;
- Regional Rail extension from west Durham through Hillsborough to Mebane; and,
- Additional Bus Rapid Transit (BRT) in Chapel Hill.

A full listing of all transit projects including the implementation year is in the table that follows. Each row in the table is a separate transit route or service, by direction. The attribute information for each project is presented in columns. Key attributes include:

Route Name – This name provides information to help identify the transit system, local route identification information, and the destination points of the route. Each transit route typically has 2 directions (Eastbound/Northbound and Westbound/Southbound).

Mode – The type of service (e.g. light rail, commuter (regional) rail, local bus, express bus, shuttle service).

Headway – the time between each bus or train on the route, both during peak commute periods and “off-peak” periods during the mid-day and evening.

Start and Stop Years – Indicates the years in which the service will begin and end. In some cases, a service may have a stop year that is before 2040 because it is replaced by a different type of service

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(e.g., a bus route that stops when a rail service opens) or because it is upgraded to a different service. Services expected to continue beyond the 2040 horizon year of the plan have a default stop year of 2060. Services in place for the base year of the Plan have a start year of 2010.

No.	Route_Name	Mode	Peak Headway	Off-Peak Headway	Start Year	End Year
DCHC MPO						
1	Rail LRT D-O 1 EB	Light Rail	10	20	2030	2060
2	Rail LRT D-O 1 WB	Light Rail	10	20	2030	2060
3	Rail LRT Wake 1 EB	Light Rail	10	20	2030	2060
4	Rail LRT Wake 1 WB	Light Rail	10	20	2030	2060
5	Rail CR CP EB	Regional Rail	30	60	2024	2060
6	Rail CR CP WB	Regional Rail	30	60	2024	2060
7	CAT B NB	Local	30	60	2010	2060
8	CAT B SB	Local	30	60	2010	2060
9	CAT D RTP	Local	30	60	2010	2060
10	CHT 54 Local EB	Local	10	20	2010	2029
11	CHT 54 Local WB	Local	10	20	2010	2029
12	CHT A NB:Weiner-MLKBlvd	Local	33	43	2010	2060
13	CHT A SB:MLKBlvd-Weiner	Local	32	43	2010	2060
14	CHT A2 SB:MLKBlvd-Rosemary	Local	38.8	0	2010	2060
15	CHT BRT NB	Express/Shuttle	5 7.5	10 20	2049 21	2060
16	CHT BRT SB	Express/Shuttle	5 7.5	10 20	2049 21	2060
17	CHT CCX IB:Chatham-ChapelHill	Local	20	40	2010	2028
18	CHT CCX OB:ChapelHill-Chatham	Local	20	40	2010	2028
19	CHT Circ Gateway Shuttle NB	Local	15	30	2030	2060
20	CHT Circ Gateway Shuttle SB	Local	15	30	2030	2060
21	CHT Circ Jones Ferry EB	Local	15	30	2030	2060
22	CHT Circ Jones Ferry WB	Local	15	30	2030	2060
23	CHT Circ University Mall EB	Local	15	30	2030	2060
24	CHT Circ University Mall WB	Local	15	30	2030	2060
25	CHT Circ Witfield-Mt Moriah EB	Local	15	30	2030	2060
26	CHT Circ Witfield-Mt Moriah WB	Local	15	30	2030	2060
27	CHT CL IB: WaldenGrnflds-UNCHosp	Local	20	60	2010	2060
28	CHT CL OB: UNCHosp-WaldenGrnflds	Local	20	60	2010	2060
29	CHT CM IB:FamPrac-JonesFerry	Local	47	49	2010	2060
30	CHT CM OB:JonesFerry-FamPrac	Local	46	49	2010	2060
31	CHT CPX IB:UNC-CarborroP&R	Express/Shuttle	19	0	2010	2060
32	CHT CPX OB:CarrboroP&R-UNC	Express/Shuttle	18	0	2010	2060
33	CHT CW IB:Pittsboro-JonesFerry	Local	36	55	2010	2060