

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

**February 8, 2012**

A motion was made by TAC Member MIKE WOODARD and seconded by TAC Member ELEN RECKHOW 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-Wake corridor in July 2011 and issued an Addendum to the "Detailed Definition of Alternatives Technical Report" in August 2011 which added that an Alston Avenue/NCCU commuter rail station would be evaluated; and

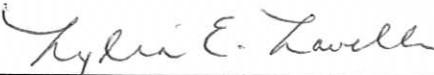
**WHEREAS**, the TTA and the DCHC MPO have both conducted comprehensive public involvement activities, which included public workshops, public hearings and presentations to local elected boards, for the visioning process, Transitional Analysis and Alternatives Analysis; and

**WHEREAS**, commuter rail transit technology is consistent with local plans, has demonstrated community support, presents minimal environmental impacts, accesses key employment centers, is cost-effective, and is competitive with the Transportation System Management alternative, 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 Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS) phases when a final decision is made on the remaining active options; and

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

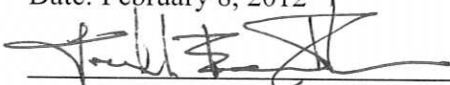
**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee adopts commuter rail transit technology on the alignment recommended in the "Detailed Definition of Alternatives Technical Report" dated July 2011 as the Locally Preferred Alternative for the Durham-Wake 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 8<sup>th</sup> day of February, 2012.

  
Lydia E. Lavelle, TAC Chair

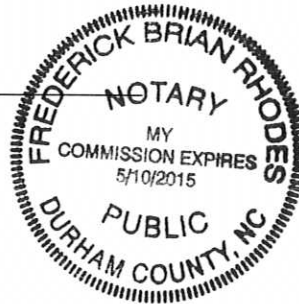
Durham County, North Carolina

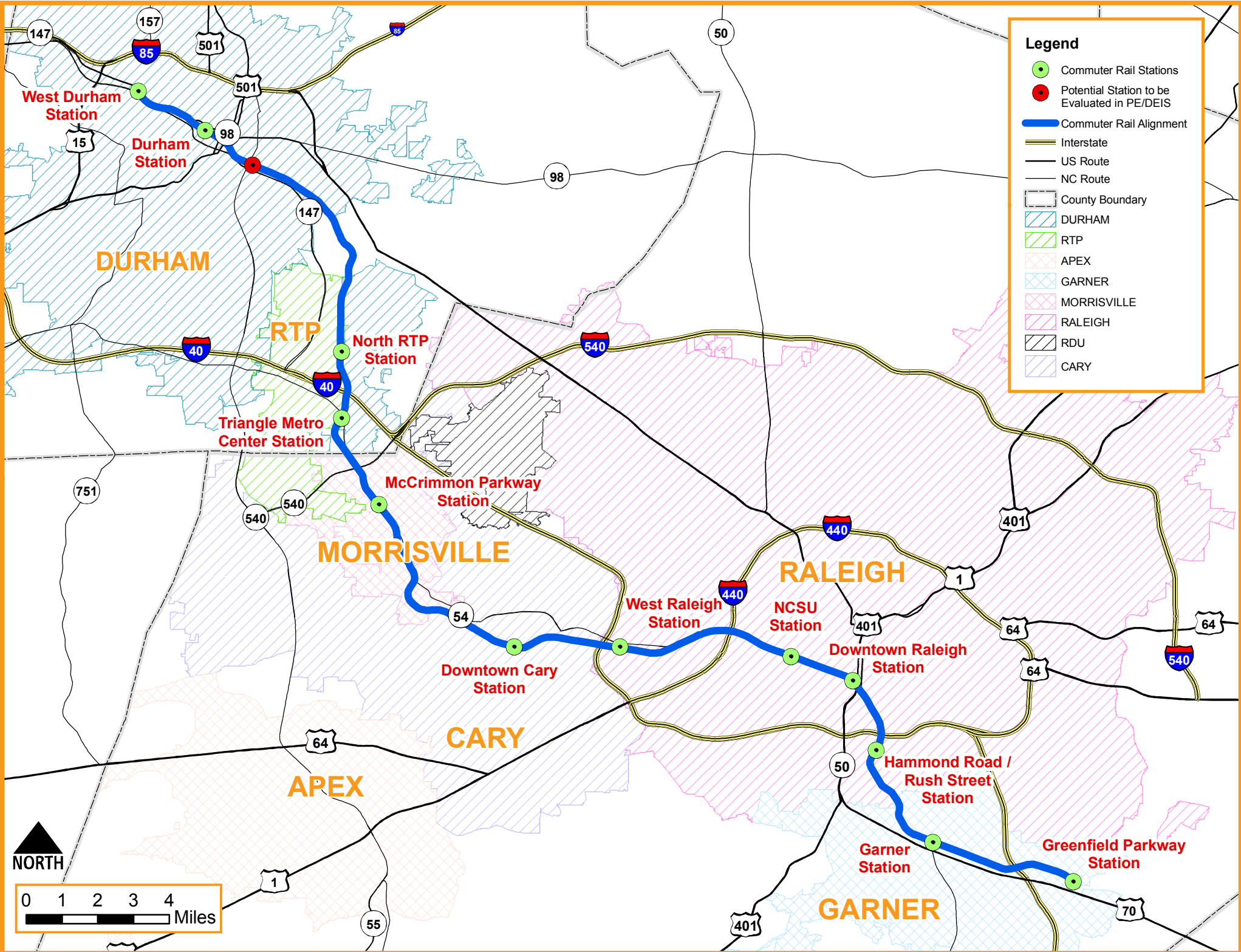
I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: February 8, 2012



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





### Legend

- Commuter Rail Stations
- Potential Station to be Evaluated in PE/DEIS
- Commuter Rail Alignment
- Interstate
- US Route
- NC Route
- County Boundary
- DURHAM
- RTP
- APEX
- GARNER
- MORRISVILLE
- RALEIGH
- RDU
- CARY

