

**RESOLUTION AMENDING
THE LOCALLY-PREFERRED ALTERNATIVE (LPA) FOR
THE DURHAM-ORANGE COUNTY TRANSIT CORRIDOR
TO INCLUDE A STATION AT NORTH CAROLINA CENTRAL UNIVERSITY**

A motion was made by MPO Board member _____ and seconded by MPO Board member _____ 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, GoTriangle 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 Report to study rail corridors in Durham, Orange, and Wake counties; and

WHEREAS, in February 2012 the DCHC MPO Board approved the Locally Preferred Alternative (LPA) for the Durham-Orange Light Rail Transit (D-O LRT) corridor as presented in the 2011 Transitional Analysis Report, extending from UNC Hospitals in Chapel Hill to near Alston Avenue and Pettigrew Street in Durham; and

WHEREAS, in June 2012 the DCHC MPO Board approved a resolution making certain clarifications to the LPA for the D-O LRT corridor; and

WHEREAS, in May 2013 the DCHC MPO Board adopted the 2040 DCHC MPO Metropolitan Transportation Plan (“MTP”) for the DCHC MPO Urbanized Area, which includes the D-O LRT project; and

WHEREAS, GoTriangle in cooperation with the Federal Transit Administration (“FTA”) has completed a Draft Environmental Impact Statement (DEIS) for the D-O LRT corridor; and

WHEREAS, the DEIS evaluated alternative alignments for the D-O LRT corridor between Durham and Chapel Hill; and

WHEREAS, the DEIS recommended a final alignment known as the NEPA Preferred Alternative; and

WHEREAS, in November 2015 the DCHC MPO Board endorsed the NEPA Preferred Alternative extending from a station at UNC Hospitals to a station at Alston Avenue and Pettigrew Street (the “Alston Avenue Station”) because it minimizes environmental impacts while promoting increased regional transit use and supportive land use; and

WHEREAS, in February 2016 the FTA issued a combined Final Environmental Impact Statement and Record of Decision, determining that the requirements of the National Environmental Policy Act (NEPA) had been satisfied and selecting the NEPA Preferred Alternative for the D-O LRT Project; and

WHEREAS, during public review of the DEIS, GoTriangle received numerous comments requesting study of an additional station near the campus of North Carolina Central University (NCCU); and

WHEREAS, GoTriangle is evaluating the feasibility of refining the project to include an additional 0.6-miles of LRT guideway and a station near the NCCU campus (the “NCCU Station”);

WHEREAS, in September 2016, the Durham City Council unanimously approved a resolution endorsing the proposal to add the NCCU Station to the D-O LRT project; and

WHEREAS, in October 2016, the Durham County Board of County Commissioners unanimously approved a resolution endorsing the proposal to add the NCCU Station to the D-O LRT project; and

WHEREAS, GoTriangle anticipates that 50 percent of the D-O LRT Project’s costs will be paid for by the federal government under the Capital Investment Grants (“New Starts”) program; and

WHEREAS, GoTriangle intends to apply to enter the Project Engineering phase of the New Starts program in December 2016; and

WHEREAS, for the segment from the Alston Avenue Station to the NCCU Station to be eligible for federal funding within the New Starts program, the segment must be adopted into the LPA and included in the project description in the 2040 Metropolitan Transportation Plan before the D-O LRT Project enters Project Engineering; and

WHEREAS, during the Project Engineering phase GoTriangle will continue its evaluation of the engineering and financial feasibility of the refinement;

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board approves and adopts an Amendment to the Locally-Preferred Alternative for the Durham-Orange Light Rail Transit Project to revise the Project’s eastern terminus to an additional station near the intersection of Lawson Street and Alston Avenue on this, the 14th day of December, 2016.

Steve Schewel, DCHC MPO Board Chair

Durham County, North Carolina

I certify that Steve Schewel personally appeared before me this day acknowledging to me that he signed the foregoing document.

Date: December 14, 2016

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