

2035 LRTP Transit Service

Summary

Transit service in the 2035 LRTP includes a variety of transit modes and lengthy lists and descriptions of the various routes and service types. A summary of the transit services includes:

- Light Rail service starts in 2023, and runs from UNC-Chapel Hill to the Durham Multimodal Center (in downtown Durham).
- Light Rail service starts in 2025, and runs from the Durham Multimodal Center to the Triangle Metro Center, and on to Wake County and Raleigh destinations.
- Passengers do not have to transfer – this is a seamless rail transit system from Chapel Hill, through Durham, and into Wake County.
- Local bus feeder service connects to the Rail stations.
- Bus Rapid Transit (BRT) service in Chapel Hill. BRT provides very frequent service and often operate on a separate guideway or on a separate travel lane in the regular roadway.
- There is service expansion in local, express and regional bus routes.
- There are improved headways (e.g., bus frequency). Headway is the amount of time between the arrival of buses.
- There is circulator service in employment centers such as downtown Durham and Chapel Hill, and the Regional Triangle Park and RDU airport.
- There is not any Commuter Rail service – this service was proposed in previous LRTP alternatives.

Light Rail Service

Financial and technical analyses find that light rail transit can be implemented from Chapel Hill, through Duke University and Medical Center and downtown Durham, and to the Research Triangle Park (RTP) by the year 2025. For transportation modeling and financial planning purposes, the 2035 LRTP assumes that the light rail service will be implemented in the two phases summarized in the previous paragraph. However, the actual implementation phasing might be modified based on the more detailed feasibility studies that will be required.

The light rail service will be a continuous service line and will not require transfers in downtown Durham as was true with previously proposed rail transit service (e.g., in 2030 LRTP). An additional advantage of light rail trains will be the capability, to some extent, to operate trains on streets that have regular vehicular traffic. This mixing capability offers the possibility to deviate the light rail service from the current railroad corridor to

serve nearby locations such as North Carolina Central University (NCCU) and Durham Technical Community College.

Transit Service Maps and Tables

A map of the transit service is presented on page 3 showing the light rail and bus transit routes and light rail stations. Tables that list the bus transit services for the four transit operators and their key attributes follows the map in the following order:

- Chapel Hill Transit (CHT)
- Durham Area Transit Authority (DATA)
- Duke University Transit
- Triangle Transit – Note that only 40% of the costs are assumed in the 2035 LRTP for Triangle Transit services that operate in both the DCHC MPO and Capital Area Metropolitan Planning Organization (CAMPO) planning areas.

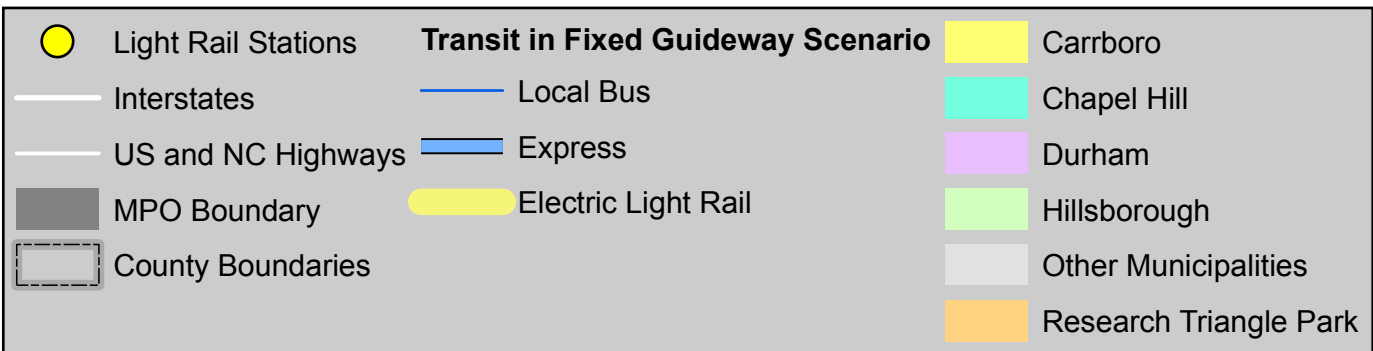
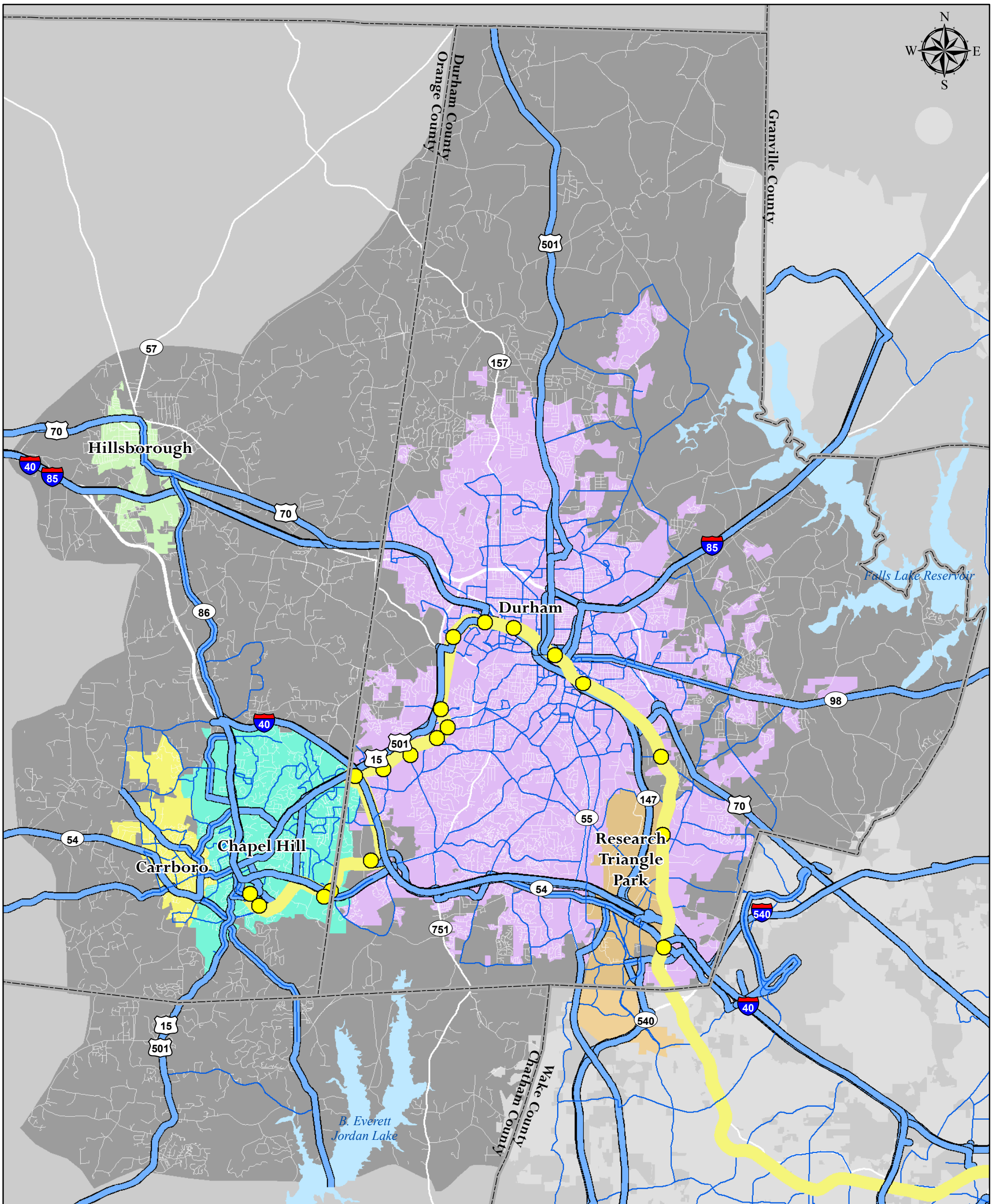
Key attributes include:

- Reg ID – This number, the regional identification number, facilitates the identification of projects in the various modeling and financial databases in the long-range plan.
- Route Name – This name provides information to help identify the transit system, local route identification information, and the destination points of the route.
- Service Type
 - Local Bus – standard fixed-route bus service with frequent stops.
 - Express Bus – express bus service that has only a few stops between major residential and employment centers, longer routes and faster operating speeds.
 - Circulator Service – very frequent bus service that operates in close proximity to the employment center that is being served.
- Start and Stop Years – Indicates the years in which the service will begin and end. In many cases, a service with a stop year that is before 2036 (January 1, 2036 -- which is the last year of the LRTP) will be shown in the next row with a subsequent start year but the headway has been improved. In some cases, a service will have a 2040 start year that indicates it is a post year project in which no costs are assumed in the 2035 LRTP.
- Capital Costs – Includes costs for vehicles, infrastructure, facilities and other fixed assets. State and federal grant funding is often designated specifically for capital or operating and maintenance costs.

- O&M Costs (Operating & Maintenance) – Includes vehicle maintenance, operator labor, fuel and other costs that are closely associated with the hours of service provided. State and federal grant funding is often designated specifically for capital or operating and maintenance costs.

DURHAM CHAPEL HILL CARRBORO METROPOLITAN PLANNING ORGANIZATION

Bus & Light Rail Transit Projects in Draft 2035 LRTP



Transportation
Plan
20 35

10.23.2008

0 1.25 2.5 5 Miles

4 - 4

4 - Transit Service
Draft 2035 LRTP
 Bus Transit Service-- Chapel Hill Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|-----------|--------------------------------------------------|------------|-----------|--------------|-----------------|--------------------------|------------------------|
| X.24.0 | ChapelHill Circulator EB | 2020 | 2036 | Local Bus | Daylight | \$13,172,480 | \$2,671,296 |
| X.24.0 | ChapelHill Circulator WB | 2020 | 2036 | Local Bus | Daylight | \$10,923,520 | \$2,003,472 |
| 3.79.0 | CHT NS IB:SVillage-Eubanks | 2009 | 2010 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 3.79.0 | CHT NS OB:Eubanks-SVillage | 2009 | 2010 | Local Bus | Daylight | \$542,160 | \$667,824 |
| X.24.0 | ChapelHillCirculator NB | 2010 | 2036 | Local Bus | Daylight | \$17,750,720 | \$2,003,472 |
| X.24.0 | ChapelHillCirculator SB | 2010 | 2036 | Local Bus | Daylight | \$17,750,720 | \$2,003,472 |
| 3.54.0 | CHT A IB:Weiner-MLKBlvd | 2009 | 2036 | Local Bus | Daylight | \$14,638,320 | \$1,335,648 |
| 3.54.0 | CHT A OB:MLKBlvd-Weiner | 2009 | 2036 | Local Bus | Daylight | \$14,638,320 | \$1,335,648 |
| 3.46.0 | CHT Base 1 Carrboro N IB | 2010 | 2036 | Local Bus | Daylight | \$14,096,160 | \$1,335,648 |
| 3.46.0 | CHT Base 1 Carrboro N OB | 2010 | 2036 | Local Bus | Daylight | \$7,048,080 | \$667,824 |
| 3.17.0 | CHT Base 11 S Orange IB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.17.0 | CHT Base 11 S Orange OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.44.0 | CHT Base 13 Hills. Exp IB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 3.44.0 | CHT Base 13 Hills. Exp OB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 3.42.0 | CHT Base 2 New Hope Commons IB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.42.0 | CHT Base 2 New Hope Commons OB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.50.0 | CHT Base 3 Estes-Carrboro IB | 2015 | 2036 | Local Bus | Daylight | \$8,644,440 | \$1,335,648 |
| 3.50.0 | CHT Base 3 Estes-Carrboro OB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.48.0 | CHT Base 4 Laurel Hills IB (NC 54/Durham) | 2015 | 2036 | Local Bus | Daylight | \$11,385,360 | \$1,335,648 |
| 3.48.0 | CHT Base 4 Laurel Hills OB (NC 54/Durham) | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.40.0 | CHT Base 8 UNC Exp IB (Carolina North/Main Camp) | 2015 | 2036 | Circulator | Daylight | \$5,692,680 | \$1,302,174 |
| 3.40.0 | CHT Base 8 UNC Exp OB (Carolina North/Main Camp) | 2015 | 2036 | Circulator | Daylight | \$5,692,680 | \$1,302,174 |
| 3.38.0 | CHT Base 9 Mason Farm/Carolina North Exp IB | 2020 | 2036 | Express Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.38.0 | CHT Base 9 Mason Farm/Carolina North Exp OB | 2020 | 2036 | Express Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.97-1.0 | CHT BRT-1 I40-Rsmry-UNC IB | 2015 | 2036 | BRT Guideway | 18-Hour | \$15,180,480 | \$3,400,000 |
| 3.97-1.0 | CHT BRT-1 I40-Rsmry-UNC OB | 2015 | 2036 | BRT Guideway | 18-Hour | \$15,180,480 | \$3,400,000 |
| 3.99-1.0 | CHT BRT-3A I40-US15-UNC IB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.99-1.0 | CHT BRT-3A I40-US15-UNC OB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.101-1.0 | CHT BRT-3B I40-Elzbth-UNC IB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.101-1.0 | CHT BRT-3B I40-Elzbth-UNC OB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.103-1.0 | CHT BRT-3C I40-Carolina N IB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.103-1.0 | CHT BRT-3C I40-Carolina N OB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.105-1.0 | CHT BRT-5 I40 to UNC IB | 2025 | 2036 | BRT Guideway | 18-Hour | \$2,429,680 | \$0 |
| 3.105-1.0 | CHT BRT-5 I40 to UNC OB | 2025 | 2036 | BRT Guideway | 18-Hour | \$2,429,680 | \$0 |
| 3.107-1.0 | CHT BRT-6 from Carolina N/Ch/Or Line OB | 2025 | 2036 | Express Bus | Daylight | \$2,981,880 | \$850,000 |
| 3.107-1.0 | CHT BRT-6 to Carolina N/Ch/Or Line IB | 2025 | 2036 | Express Bus | Daylight | \$4,528,040 | \$1,700,000 |
| 3.110-1.0 | CHT BRT-7 from UNC/NW Carrboro OB | 2025 | 2036 | Express Bus | Daylight | \$2,981,880 | \$850,000 |
| 3.110-1.0 | CHT BRT-7 to UNC/NW Carrboro IB | 2025 | 2036 | Express Bus | Daylight | \$4,528,040 | \$1,700,000 |
| 3.109-1.0 | CHT BRT-7a from Carolina N/NW Carrboro OB | 2025 | 2036 | Express Bus | Daylight | \$2,981,880 | \$850,000 |

Draft 2035 L RTP

Bus Transit Service-- Chapel Hill Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|-----------|-----------------------------------------------|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 3.109-1.0 | CHT BRT-7a to Carolina N/NW Carrboro IB | 2025 | 2036 | Express Bus | Daylight | \$2,981,880 | \$850,000 |
| 3.113-1.0 | CHT BRT-8 from UNC/NC54/Carrboro OB | 2020 | 2036 | Express Bus | Daylight | \$4,337,280 | \$1,700,000 |
| 3.113-1.0 | CHT BRT-8 to UNC/NC54 Carrboro IB | 2020 | 2036 | Express Bus | Daylight | \$6,586,240 | \$3,400,000 |
| 3.115-1.0 | CHT BRT-8a from Carolina N/NC54 Carrboro OB | 2025 | 2036 | Express Bus | Daylight | \$2,981,880 | \$850,000 |
| 3.115-1.0 | CHT BRT-8a to Carolina N/NC 54 Carrboro IB | 2025 | 2036 | Express Bus | Daylight | \$4,528,040 | \$1,700,000 |
| 3.36.0 | CHT Carr 1A Feeder (changed to local svc.) | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.35.0 | CHT Carr 1B Feeder (changed to local svc) | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.15.0 | CHT CARR 2 Feeder (Jones Ferry/Dtwn Carrboro) | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.14.0 | CHT CH MODY | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.64.0 | CHT CL IB: WldnGrnflld-UNCHosp | 2009 | 2020 | Local Bus | Daylight | \$1,435,720 | \$0 |
| 3.64.0 | CHT CL IB: WldnGrnflld-UNCHosp | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.64.0 | CHT CL OB: UNCHosp-WldnGrnflld | 2009 | 2020 | Local Bus | Daylight | \$1,435,720 | \$0 |
| 3.64.0 | CHT CL OB: UNCHosp-WldnGrnflld | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.57.0 | CHT CM IB:FamPrac-JonesFerry | 2009 | 2020 | Local Bus | Daylight | \$1,435,720 | \$0 |
| 3.57.0 | CHT CM IB:FamPrac-JonesFerry | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.57.0 | CHT CM OB:JonesFerry-FamPrac | 2009 | 2020 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.57.0 | CHT CM OB:JonesFerry-FamPrac | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 3.60.0 | CHT CPX IB:UNC-CarrboroP&R | 2009 | 2020 | Express Bus | Daylight | \$1,435,720 | \$0 |
| 3.60.0 | CHT CPX IB:UNC-CarrboroP&R | 2020 | 2036 | Express Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.60.0 | CHT CPX OB:CarrboroP&R-UNC | 2009 | 2020 | Express Bus | Daylight | \$1,435,720 | \$0 |
| 3.60.0 | CHT CPX OB:CarrboroP&R-UNC | 2020 | 2036 | Express Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.56.0 | CHT CW IB:Ptsboro-JonesFerry | 2009 | 2020 | Local Bus | Daylight | \$1,435,720 | \$0 |
| 3.56.0 | CHT CW IB:Ptsboro-JonesFerry | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.56.0 | CHT CW OB:JonesFerry-Ptsboro | 2009 | 2020 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.56.0 | CHT CW OB:JonesFerry-Ptsboro | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 3.62.0 | CHT D IB:Prvdnce-SmithLevel | 2009 | 2020 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.62.0 | CHT D IB:Prvdnce-SmithLevel | 2020 | 2036 | Local Bus | Daylight | \$8,674,560 | \$1,335,648 |
| 3.62.0 | CHT D OB:SmithLevel-Provdnce | 2009 | 2020 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.62.0 | CHT D OB:SmithLevel-Provdnce | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 3.9.0 | CHT Eubanks Station/Whitfiled area 1A Feeder | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.8.0 | CHT Eubanks Station/Whitefiled 1B Feeder | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.34.0 | CHT EW Crosstown | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.67.0 | CHT F IB:ColonyWds-McDougle | 2009 | 2036 | Local Bus | Daylight | \$14,638,320 | \$1,335,648 |
| 3.67.0 | CHT F OB:McDougle-ColonyWds | 2009 | 2036 | Local Bus | Daylight | \$14,638,320 | \$1,335,648 |
| 3.66.0 | CHT FCX IB:Pttstor-FridayCntr | 2010 | 2036 | Express Bus | Daylight | \$3,393,520 | \$0 |
| 3.66.0 | CHT FCX OB:FridayCntr-Pttstor | 2010 | 2036 | Express Bus | Daylight | \$3,393,520 | \$0 |
| 3.70.0 | CHT G IB:Briarcliff-BookerCrk | 2009 | 2036 | Local Bus | Daylight | \$18,433,440 | \$2,003,472 |
| 3.70.0 | CHT G OB:BookerCrk-Briarcliff | 2009 | 2036 | Local Bus | Daylight | \$18,433,440 | \$2,003,472 |
| 3.1-1.0 | CHT Gateway Feeder 1 | 2025 | 2036 | Local Bus | Daylight | \$1,435,720 | \$0 |

4 - Transit Service
Draft 2035 L RTP
 Bus Transit Service-- Chapel Hill Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|---------|----------------------------------|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 3.2-2.0 | CHT Gateway Feeder 2 | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.3-3.0 | CHT Gateway Feeder 3 | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.72.0 | CHT HS IB:VarsityTh-Hghsch | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.72.0 | CHT HS OB:Hghsch-VarsityTh | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.74.0 | CHT HUX IB:UNCHosp-HedrckBldg | 2009 | 2036 | Express Bus | Daylight | \$3,524,040 | \$0 |
| 3.74.0 | CHT HUX OB:HedrckBldg-UNCHosp | 2009 | 2036 | Express Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.7-1.0 | CHT Carolina N 1A Feeder | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.6-1.0 | CHT Carolina N 1B Feeder | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.5-5.0 | CHT Carolina N 2A Feeder | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.4-4.0 | CHT Carolina N 2B Feeder | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.32.0 | CHT Carolina N 3 Feeder | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.76.0 | CHT J IB:SGrnsboro-RockCrkApt | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| 3.76.0 | CHT J OB:RockCrkApt-SGrnsboro | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.78.0 | CHT JFX IB:Ptsboro-JonesFerry | 2009 | 2036 | Express Bus | Daylight | \$3,524,040 | \$0 |
| 3.78.0 | CHT JFX OB:JonesFerry-Ptsboro | 2009 | 2036 | Express Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.92.0 | CHT M IB:UnivMall-CrestCole | 2009 | 2036 | Local Bus | Daylight | \$3,524,040 | \$0 |
| 3.92.0 | CHT M OB:CrestCole-UnivMall | 2009 | 2036 | Local Bus | Daylight | \$3,524,040 | \$0 |
| 3.25.0 | CHT Meadowmont Feeder 2 | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.24.0 | CHT Meadowmont Feeder 3 | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.13.0 | CHT Meadowmont Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.13.0 | CHT Meadowmont Feeder OB | 2023 | 2036 | Local Bus | Daylight | \$5,351,320 | \$1,335,648 |
| 3.23.0 | CHT MOD 1 IB (NC 54 E) | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.23.0 | CHT MOD 1 OB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.11.0 | CHT MOD 10 XPS IB (I-40 express) | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.11.0 | CHT MOD 10 XPS OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.52.0 | CHT MOD 20 Pitt. Exp IB | 2010 | 2036 | Express Bus | Commuter | \$10,963,680 | \$2,003,472 |
| 3.52.0 | CHT MOD 20 Pitt. Exp OB | 2010 | 2036 | Express Bus | Commuter | \$7,309,120 | \$1,335,648 |
| 3.31.0 | CHT MOD 21 IB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.31.0 | CHT MOD 21 OB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.29.0 | CHT MOD 22 Exp IB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.29.0 | CHT MOD 22 Exp OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.19.0 | CHT MOD 8 IB-1 (Gov. Club) | 2025 | 2036 | Local Bus | Daylight | \$7,509,920 | \$1,001,736 |
| 3.21.0 | CHT MOD 8 IB-2 (Gov. Club) | 2040 | 2040 | Express Bus | 18-Hour | \$0 | \$0 |
| 3.19.0 | CHT MOD 8 OB-1 | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.21.0 | CHT MOD 8 OB-2 | 2040 | 2040 | Express Bus | 18-Hour | \$0 | \$0 |
| 3.27.0 | CHT MODV IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.27.0 | CHT MODV OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.91.0 | CHT N IB:EstsParkApt-FamPract | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.91.0 | CHT N OB:FamPract-EstsPrkApt | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |

Draft 2035 LRTP

Bus Transit Service-- Chapel Hill Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|--------------------------------|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 3.81.0 | CHT NUX IB:UNCHosp-PR Lot | 2009 | 2036 | Express Bus | Daylight | \$3,524,040 | \$0 |
| 3.81.0 | CHT NUX OB: PRLot-UNCHosp | 2009 | 2036 | Express Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.87.0 | CHT RU LP:counter clock loop | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.96.0 | CHT S IB:UNCHosp-HedrickBldg | 2009 | 2036 | Local Bus | Daylight | \$3,524,040 | \$0 |
| 3.96.0 | CHT S OB:HedrickBldg-UNCHosp | 2009 | 2036 | Local Bus | Daylight | \$3,524,040 | \$0 |
| 3.83.0 | CHT T IB:UNCHosp-ECHHghSch | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.83.0 | CHT T OB:ECHHghSch-UNCHosp | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.85.0 | CHT U LP:clockwise loop | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.89.0 | CHT V IB:Meadowmont-SVillage | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.89.0 | CHT V OB:SVillage-Meadowmont | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| X.18.0 | Pittsboro-ChapelHill NB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| X.18.0 | Pittsboro-ChapelHill SB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.21.1 | DCHC B4a CH to Hillsborough OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.21.1 | DCHC B4b Hillsborough to CH IB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.23.0 | DCHC B6a CH to Alamance OB | 2010 | 2036 | Express Bus | Commuter | \$3,654,560 | \$667,824 |
| 1.23.0 | DCHC B6b Alamance to CH IB | 2010 | 2036 | Express Bus | Commuter | \$3,654,560 | \$667,824 |
| 1.24.1 | DCHC B7a CH to Alamance OB | 2020 | 2036 | Express Bus | Commuter | \$2,248,960 | \$667,824 |
| 1.24.1 | DCHC B7b Alamance to CH IB | 2020 | 2036 | Express Bus | Commuter | \$2,248,960 | \$667,824 |
| 1.25.0 | DCHC B8a UNC to Pittsboro SB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 1.25.0 | DCHC B8b Pittsboro to UNC NB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.4.0 | UNC-CarolinaNorth NB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.4.0 | UNC-CarolinaNorth SB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| | Subtotal | | | | | \$652,760,640 | \$96,495,892 |
| | Grand Total | | | | | | \$749,256,532 |

4 - Transit Service
Draft 2035 LRTP

Bus Transit Service--Durham Area Transit Authority

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|-------------------------------|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 4.91.0 | DATA 10-8:NewHopeCmn-DrhmTech | 2009 | 2016 | Local Bus | Daylight | \$4,779,040 | \$0 |
| 4.91.0 | DATA 10-8:NewHopeCmn-DrhmTech | 2016 | 2036 | Local Bus | Daylight | \$13,654,400 | \$1,001,736 |
| 4.78.0 | DATA 10-8:Woodcroft-DrhmTech | 2009 | 2016 | Local Bus | Daylight | \$4,779,040 | \$0 |
| 4.78.0 | DATA 10-8:Woodcroft-DrhmTech | 2016 | 2036 | Local Bus | Daylight | \$13,654,400 | \$1,001,736 |
| 4.91.0 | DATA 8-10:DrhmTech-NewHopeCmn | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.91.0 | DATA 8-10:DrhmTech-NewHopeCmn | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.78.0 | DATA 8-10:DrhmTech-Woodcroft | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.78.0 | DATA 8-10:DrhmTech-Woodcroft | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.76.0 | DATA 9-11:Bennett-DRHosp | 2009 | 2031 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.76.0 | DATA 9-11:Bennett-DRHosp | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.76.0 | DATA 9-11:DRHosp-Bennett | 2009 | 2031 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.76.0 | DATA 9-11:DRHosp-Bennett | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.83.0 | DATA 12 IB:TTATerm-Downtown | 2009 | 2014 | Local Bus | Commuter | \$702,800 | \$0 |
| 4.83.0 | DATA 12 IB:TTATerm-Downtown | 2014 | 2036 | Local Bus | Commuter | \$6,184,640 | \$1,001,736 |
| 4.83.0 | DATA 12 IB:TTATerm-Downtown | 2040 | 2040 | Local Bus | Commuter | \$0 | \$0 |
| 4.83.0 | DATA 12 OB:Downtown-TTATerm | 2009 | 2014 | Local Bus | Commuter | \$702,800 | \$0 |
| 4.83.0 | DATA 12 OB:Downtown-TTATerm | 2014 | 2036 | Local Bus | Commuter | \$6,184,640 | \$1,001,736 |
| 4.83.0 | DATA 12 OB:Downtown-TTATerm | 2040 | 2040 | Local Bus | Commuter | \$0 | \$0 |
| 4.59.0 | DATA 12X DTT-EPA IB | 2014 | 2025 | Express Bus | Commuter | \$3,092,320 | \$667,824 |
| 4.59.0 | DATA 12X DTT-EPA IB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 4.59.0 | DATA 12X DTT-EPA OB | 2014 | 2025 | Express Bus | Commuter | \$3,092,320 | \$667,824 |
| 4.59.0 | DATA 12X DTT-EPA OB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 4.65.0 | DATA 13 IB:Fayette-Birchwood | 2009 | 2031 | Local Bus | Daylight | \$5,963,760 | \$333,912 |
| 4.65.0 | DATA 13 IB:Fayette-Birchwood | 2031 | 2036 | Local Bus | Daylight | \$1,355,400 | \$0 |
| 4.65.0 | DATA 13 OB:Birchwood-Fayette | 2009 | 2031 | Local Bus | Daylight | \$5,963,760 | \$333,912 |
| 4.65.0 | DATA 13 OB:Birchwood-Fayette | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$333,912 |
| 4.64.0 | DATA 1-3:Hillndal-Guess-MdInd | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.64.0 | DATA 1-3:Hillndal-Guess-MdInd | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.90.0 | DATA 1-3:Hillndal-Point-MdInd | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.90.0 | DATA 1-3:Hillndal-Point-MdInd | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.69.0 | DATA 14 LP:NCCUShuttle | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$333,912 |
| 4.69.0 | DATA 14 LP:NCCUShuttle | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 4.75.0 | DATA 15 IB:BrierCreek-Dtn | 2009 | 2016 | Local Bus | Commuter | \$983,920 | \$0 |
| 4.75.0 | DATA 15 IB:BrierCreek-Dtn | 2016 | 2031 | Local Bus | Commuter | \$6,325,200 | \$1,669,560 |
| 4.75.0 | DATA 15 IB:BrierCreek-Dtn | 2031 | 2036 | Local Bus | Commuter | \$2,108,400 | \$0 |
| 4.75.0 | DATA 15 OB:Dtn-BrierCreek | 2009 | 2016 | Local Bus | Commuter | \$983,920 | \$0 |
| 4.75.0 | DATA 15 OB:Dtn-BrierCreek | 2016 | 2031 | Local Bus | Commuter | \$6,325,200 | \$1,669,560 |
| 4.75.0 | DATA 15 OB:Dtn-BrierCreek | 2031 | 2036 | Local Bus | Commuter | \$2,108,400 | \$0 |

Draft 2035 L RTP

Bus Transit Service--Durham Area Transit Authority

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|------------------------------------------|------------|-----------|-----------|-----------------|--------------------------|------------------------|
| 4.25.0 | DATA 15 Willowdale IB (new Riverside HS) | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.25.0 | DATA 15 Willowdale OB (new Riverside HS) | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.86.0 | DATA 16 IB:MineralSprng-Dtn | 2009 | 2016 | Local Bus | Daylight | \$1,897,560 | \$0 |
| 4.86.0 | DATA 16 IB:MineralSprng-Dtn | 2016 | 2036 | Local Bus | Daylight | \$5,421,600 | \$333,912 |
| 4.86.0 | DATA 16 OB:Dtn-MineralSprng | 2009 | 2016 | Local Bus | Daylight | \$1,897,560 | \$0 |
| 4.86.0 | DATA 16 OB:Dtn-MineralSprng | 2016 | 2036 | Local Bus | Daylight | \$5,421,600 | \$333,912 |
| 4.12.0 | DATA 17 Feeder Eno Loop | 2023 | 2036 | Local Bus | 18-Hour | \$4,698,720 | \$667,824 |
| 4.14.0 | DATA 17 Feeder IB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.14.0 | DATA 17 Feeder OB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.37.0 | DATA 17 Horton-Davinci NWB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.37.0 | DATA 17 Horton-Davinci SEB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.70.0 | DATA 17 IB:Treyburn-Horton | 2009 | 2031 | Local Bus | Daylight | \$5,963,760 | \$333,912 |
| 4.70.0 | DATA 17 IB:Treyburn-Horton | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$333,912 |
| 4.70.0 | DATA 17 OB:Horton-Treyburn | 2009 | 2031 | Local Bus | Daylight | \$5,963,760 | \$333,912 |
| 4.70.0 | DATA 17 OB:Horton-Treyburn | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.30.0 | DATA 17 Roxboro-Davinci NB | 2035 | 2036 | Local Bus | Commuter | \$140,560 | \$333,912 |
| 4.30.0 | DATA 17 Roxboro-Davinci SB | 2035 | 2036 | Local Bus | Commuter | \$140,560 | \$333,912 |
| 4.58.0 | DATA 18 Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.58.0 | DATA 18 Feeder OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.56.0 | DATA 19 Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.56.0 | DATA 19 Feeder OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.27.0 | DATA 20 UniDr-RTP IB | 2016 | 2020 | Local Bus | Daylight | \$1,646,560 | \$0 |
| 4.27.0 | DATA 20 UniDr-RTP IB | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$667,824 |
| 4.27.0 | DATA 20 UniDr-RTP OB | 2016 | 2020 | Local Bus | Daylight | \$1,646,560 | \$667,824 |
| 4.27.0 | DATA 20 UniDr-RTP OB | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 4.40.0 | DATA 21 Ngate-Spoint IB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 4.40.0 | DATA 21 Ngate-Spoint OB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 4.73.0 | DATA 2-4:Angier-Horton | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.73.0 | DATA 2-4:Angier-Horton | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.73.0 | DATA 2-4:Horton-Angier | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.73.0 | DATA 2-4:Horton-Angier | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.22.0 | DATA 25 DurReg-DukeMed IB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.22.0 | DATA 25 DurReg-DukeMed OB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.19.0 | DATA 27 Ngate-RTP W IB | 2014 | 2036 | Local Bus | Daylight | \$9,056,080 | \$1,335,648 |
| 4.19.0 | DATA 27 Ngate-RTP W OB | 2014 | 2036 | Local Bus | Daylight | \$9,056,080 | \$1,335,648 |
| 4.17.0 | DATA 28 RTP E IB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 4.17.0 | DATA 28 RTP E OB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 4.15.0 | DATA 30 Duke Hospital IB | 2014 | 2036 | Local Bus | Daylight | \$5,963,760 | \$667,824 |

4- Transit Service
Draft 2035 L RTP

Bus Transit Service--Durham Area Transit Authority

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|---------|---------------------------------------------|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 4.15.0 | DATA 30 Duke Hospital OB | 2014 | 2036 | Local Bus | Daylight | \$5,963,760 | \$667,824 |
| 4.64.0 | DATA 3-1:Mdlnd-Guess-Hillndal | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.64.0 | DATA 3-1:Mdlnd-Guess-Hillndal | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.90.0 | DATA 3-1:Mdlnd-Point-Hillndal | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.90.0 | DATA 3-1:Mdlnd-Point-Hillndal | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.80.0 | DATA 5-6:Emerald-HV-Cameron | 2009 | 2014 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.80.0 | DATA 5-6:Emerald-HV-Cameron | 2014 | 2036 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.92.0 | DATA 5-6:Emrld-Crnw-Cnstitutn | 2009 | 2014 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.92.0 | DATA 5-6:Emrld-Crnw-Cnstitutn | 2014 | 2036 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.80.0 | DATA 6-5:Cameron-HV-Emerald | 2009 | 2031 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.80.0 | DATA 6-5:Cameron-HV-Emerald | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.92.0 | DATA 6-5:Cnstitutn-Crnw-Emrld | 2009 | 2031 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.92.0 | DATA 6-5:Cnstitutn-Crnw-Emrld | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.84.0 | DATA 7 IB:Southpoint-Downtown | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.84.0 | DATA 7 IB:Southpoint-Downtown | 2016 | 2036 | Local Bus | Daylight | \$13,654,400 | \$1,001,736 |
| 4.84.0 | DATA 7 OB:Downtown-Southpoint | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.84.0 | DATA 7 OB:Downtown-Southpoint | 2016 | 2036 | Local Bus | Daylight | \$13,654,400 | \$1,001,736 |
| 4.61.0 | DATA 7SP Southpoint Mall IB | 2020 | 2036 | Local Bus | Commuter | \$2,248,960 | \$667,824 |
| 4.61.0 | DATA 7SP Southpoint Mall OB | 2020 | 2036 | Local Bus | Commuter | \$2,248,960 | \$667,824 |
| 4.35.0 | DATA Bethesda NB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.35.0 | DATA Bethesda SB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.47.0 | DATA Dtech-Snow IB | 2025 | 2036 | Local Bus | Daylight | \$4,528,040 | \$667,824 |
| 4.47.0 | DATA Dtech-Snow OB | 2025 | 2036 | Local Bus | Daylight | \$4,528,040 | \$667,824 |
| 4.51.0 | DATA Dtown Terminal Feeder IB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.51.0 | DATA Dtown Terminal Feeder OB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.49.0 | DATA Dtown Terminal Shuttle IB (circulator) | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 4.49.0 | DATA Dtown Terminal Shuttle OB (circulator) | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 4.31.0 | DATA Durham XT NWB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.31.0 | DATA Durham XT SEB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.53.0 | DATA EPA IB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 4.53.0 | DATA EPA OB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 4.42.0 | DATA Holoway/The Village IB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.42.0 | DATA Holoway/The Village OB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.6.0 | DATA Joyner-Club-Duke IB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.6.0 | DATA Joyner-Club-Duke OB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.93.0 | DATA L1 NDP: Carver to RDU NB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.93.0 | DATA L1 NDP: Carver to RDU SB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.101.0 | DATA L5 Mt Moriah-NC 54 EB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$333,912 |

4 - Transit Service
Draft 2035 L RTP

Bus Transit Service--Durham Area Transit Authority

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|---------------|----------------------------------|-------------------|------------------|-----------------|------------------------|---------------------------------|-------------------------------|
| 4.101.0 | DATA L5 Mt Morish-NC 54 WB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.103.0 | DATA L6 Morehead-Cornwallis NB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.103.0 | DATA L6 Morehead-Cornwallis SB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.105.0 | DATA L7 Avondale-Chpl Hill St EB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.105.0 | DATA L7 Avondale-Chpl Hill St WB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.107.0 | DATA L8 Hillsbor N-Hillsbor S NB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.107.0 | DATA L8 Hillsbor N-Hillsbor S SB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.109.0 | DATA L9 Renaissance-Hopson EB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.109.0 | DATA L9 Renaissance-Hopson WB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.4.0 | DATA Meridian Pkwy Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.4.0 | DATA Meridian Pkwy Feeder OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.46.0 | DATA NC98 - US70 - Miami IB | 2013 | 2036 | Local Bus | Daylight | \$6,234,840 | \$667,824 |
| 4.46.0 | DATA NC98 - US70 - Miami OB | 2013 | 2036 | Local Bus | Daylight | \$6,234,840 | \$667,824 |
| 4.43.0 | DATA Riddle Station Feeder IB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.43.0 | DATA Riddle Station Feeder OB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.8.0 | DATA S Square Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.8.0 | DATA S Square Feeder OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.10.0 | DATA S Square Shuttle IB | 2012 | 2036 | Local Bus | Daylight | \$6,505,920 | \$667,824 |
| 4.10.0 | DATA S Square Shuttle OB | 2012 | 2036 | Local Bus | Daylight | \$6,505,920 | \$667,824 |
| 4.33.0 | DATA Treyburn NB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.33.0 | DATA Treyburn SB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.1.0 | DATA Treyburn Station Feeder | 2023 | 2036 | Local Bus | Daylight | \$5,351,320 | \$1,335,648 |
| 4.2.0 | DATA Woodcroft Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.2.0 | DATA Woodcroft Feeder OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| | Subtotal | | | | | \$567,681,680 | \$62,775,456 |
| | Grand Total | | | | | | \$630,457,136 |

Draft 2035 L RTP

Bus Transit Service--Duke University

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|-------------------------------|------------|-----------|-----------|-----------------|--------------------------|------------------------|
| 6.33.0 | DUKE C1 OB:ECampus-WCampus | 2009 | 2036 | Local Bus | 18-Hour | \$9,758,880 | \$667,824 |
| 6.33.0 | DUKE C1 IB:WCampus-ECampus | 2009 | 2036 | Local Bus | 18-Hour | \$9,758,880 | \$667,824 |
| 6.18.0 | DUKE C2 OB:WCampus-ECampus | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| 6.18.0 | DUKE C2 IB:ECampus-WCampus | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| 6.20.0 | DUKE C3 OB:SciDr-EastCampus | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| 6.20.0 | DUKE C3 IB:EastCampus-SciDr | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| 6.21.0 | DUKE H1 OB:PG3-Entry11 | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.21.0 | DUKE H1 IB:Entry11-PG3 | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.23.0 | DUKE H2 OB:PG3-HospNorth | 2009 | 2036 | Local Bus | Commuter | \$3,795,120 | \$667,824 |
| 6.23.0 | DUKE H2 IB:HospNorth-PG3 | 2009 | 2036 | Local Bus | Commuter | \$3,795,120 | \$667,824 |
| 6.25.0 | DUKE H3 OB:HospN-HillsbghRd | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.25.0 | DUKE H3 IB:HillsbghRd-HospN | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.34.0 | DUKE H5 OB:MillBldg-HockPlaza | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.34.0 | DUKE H5 IB:HockPlaza-MillBldg | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.36.0 | DUKE H6 OB: LaSalleLot-Ent11 | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.36.0 | DUKE H6 IB:Ent11-LaSalleLot | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.27.0 | DUKE PR1 OB:BassettDr-Ent11 | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.27.0 | DUKE PR1 IB:Entry11-BassettDr | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.28.0 | DUKE C6 OB:Chapel-Ecampus | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.28.0 | DUKE C6 IB:Ecampus-Chapel | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.13.0 | Duke E/Cent./W EB | 2035 | 2036 | Local Bus | Commuter | \$281,120 | \$667,824 |
| 6.13.0 | Duke E/Cent./W WB | 2035 | 2036 | Local Bus | Commuter | \$281,120 | \$667,824 |
| 6.15.0 | Duke E/W EB | 2009 | 2036 | Local Bus | Evening | \$2,710,800 | \$0 |
| 6.15.0 | Duke E/W WB | 2009 | 2036 | Local Bus | Evening | \$2,710,800 | \$0 |
| 6.1.0 | Duke Med 1 EB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 6.1.0 | Duke Med 1 WB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 6.9.0 | Duke Med 3 NB | 2035 | 2036 | Local Bus | Commuter | \$140,560 | \$333,912 |
| 6.9.0 | Duke Med 3 SB | 2035 | 2036 | Local Bus | Commuter | \$140,560 | \$333,912 |
| 6.5.0 | Duke Med 4 EB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 6.5.0 | Duke Med 4 WB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 6.12.0 | Duke Science Loop CCW | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 6.11.0 | Duke Science Loop CW | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 6.7.0 | Duke Student Park EB | 2009 | 2036 | Local Bus | Midday | \$3,524,040 | \$0 |
| 6.7.0 | Duke Student Park WB | 2009 | 2036 | Local Bus | Midday | \$3,524,040 | \$0 |
| 6.3.0 | Duke Villa NB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 6.3.0 | Duke Villa SB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| | Subtotal | | | | | \$175,157,840 | \$21,370,368 |
| | Grand Total | | | | | | \$196,528,208 |

4 - Transit Service
Draft 2035 LRTP

Bus Transit Service--Triangle Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|---------------------------------|------------|-----------|--------------|-----------------|--------------------------|------------------------|
| 1.27.0 | DCHC B10a Durham-Capital Blvd | 2035 | 2036 | Express Bus | Daylight | \$682,720 | \$1,470,000 |
| 1.27.0 | DCHC B10b Capital Blvd-Durham | 2035 | 2036 | Express Bus | Daylight | \$963,840 | \$2,450,000 |
| 1.28.1 | DCHC B11a Duke to N Raleigh EB | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 1.28.1 | DCHC B11b N Raleigh to Duke WB | 2035 | 2036 | Local Bus | Daylight | \$552,200 | \$1,001,736 |
| 1.29.0 | DCHC B12a Duke to W Wake fwy OB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 1.29.0 | DCHC B12b W Wake fwy to Duke IB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 1.30.0 | DCHC B13a Durham to Apex OB | 2035 | 2036 | Local Bus | Daylight | \$823,280 | \$1,335,648 |
| 1.30.0 | DCHC B13b Apex to Durham IB | 2035 | 2036 | Local Bus | Daylight | \$823,280 | \$1,335,648 |
| 1.31.0 | DCHC B14a W Wake pkwy to US70 | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 1.31.0 | DCHC B14b US70 to W Wake pkwy | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 1.22.0 | DCHC B5a RDU to Hillsborough OB | 2035 | 2036 | Express Bus | Daylight | \$1,234,920 | \$2,940,000 |
| 1.22.0 | DCHC B5b Hillsborough to RDU IB | 2035 | 2036 | Express Bus | Daylight | \$1,234,920 | \$2,940,000 |
| X.21.0 | Raleigh-Durham via US70 EB | 2040 | 2040 | Regional Bus | Daylight | \$0 | \$0 |
| X.21.0 | Raleigh-Durham via US70 WB | 2040 | 2040 | Regional Bus | Daylight | \$0 | \$0 |
| 1.16.0 | TT 500 EB:Chap Hill-Raleigh | 2009 | 2040 | Express Bus | Daylight | \$34,236,400 | \$2,940,000 |
| 1.16.0 | TT 550 WB:Raleigh-Chap Hill | 2009 | 2040 | Express Bus | Daylight | \$34,236,400 | \$2,940,000 |
| 1.17.0 | TT 600 EB:Durham-Raleigh | 2009 | 2018 | Express Bus | Daylight | \$6,144,480 | \$0 |
| 1.17.0 | TT 650 WB:Raleigh-Durham | 2009 | 2018 | Express Bus | Daylight | \$6,144,480 | \$0 |
| 1.13.1 | TT US 70 EB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.13.1 | TT US 70 WB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| | Subtotal | | | | | \$88,854,000 | \$22,024,328 |
| | 40% of Subtotal | | | | | \$35,541,600 | \$8,809,731 |
| | | | | | | | |
| 1.15.0 | TT 420 IB:Hillsb-Chap Hill | 2009 | 2036 | Regional Bus | Daylight | \$22,228,560 | \$1,335,648 |
| 1.15.0 | TT 420 OB:Hillsb-Chap Hill | 2009 | 2036 | Regional Bus | Daylight | \$22,228,560 | \$1,335,648 |
| 1.26.1 | TT ChapelHill-Durham-402/403 IB | 2009 | 2018 | Regional Bus | 18-Hour | \$9,036,000 | \$0 |
| 1.26.1 | TT ChapelHill-Durham-402-403 OB | 2009 | 2018 | Regional Bus | 18-Hour | \$9,036,000 | \$0 |
| 1.30.1 | TT ChapelHill-RTP-402-403 IB | 2009 | 2036 | Regional Bus | 18-Hour | \$13,554,000 | \$667,824 |
| 1.30.1 | TT ChapelHill-RTP-402-403 OB | 2009 | 2036 | Regional Bus | 18-Hour | \$13,554,000 | \$667,824 |
| 1.31.1 | TT ChapelHill-RTP-412/413 IB | 2009 | 2036 | Regional Bus | 18-Hour | \$13,554,000 | \$667,824 |
| 1.31.1 | TT ChapelHill-RTP-412/413 OB | 2009 | 2036 | Regional Bus | 18-Hour | \$13,554,000 | \$667,824 |
| 1.25.1 | TT Durham-RTP-412-413 IB | 2009 | 2018 | Regional Bus | 18-Hour | \$4,518,000 | \$0 |
| 1.25.1 | TT Durham-RTP-412-413 OB | 2009 | 2018 | Regional Bus | 18-Hour | \$4,518,000 | \$0 |
| 1.34.0 | TT 42 SH:Trans Ctr-IBM | 2009 | 2036 | Local Bus | Commuter | \$7,590,240 | \$667,824 |
| 1.35.0 | TT 45 SH:Trans Ctr-S RTP | 2009 | 2036 | Local Bus | Commuter | \$7,590,240 | \$667,824 |

4 - Transit Service
Draft 2035 LRTP

Bus Transit Service--Triangle Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|---------------|-------------------------------|-------------------|------------------|-----------------|------------------------|---------------------------------|-------------------------------|
| 1.36.0 | TT 46 SH:Trans Ctr-E RTP | 2009 | 2036 | Local Bus | Commuter | \$7,590,240 | \$667,824 |
| 1.37.0 | TT 48 SH:Trans Ctr-NE RTP | 2009 | 2036 | Local Bus | Commuter | \$7,590,240 | \$667,824 |
| 1.38.0 | TT 49 SH:Trans Ctr-S RTP | 2009 | 2036 | Local Bus | Commuter | \$7,590,240 | \$667,824 |
| 1.12.1 | TT PersonCo-Durham IB | 2012 | 2036 | Express Bus | Commuter | \$6,746,880 | \$1,960,000 |
| 1.12.1 | TT PersonCo-Durham OB | 2012 | 2036 | Express Bus | Commuter | \$6,746,880 | \$1,960,000 |
| 1.3.0 | TT Pittsboro-UNC | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.6.1 | TT Burlington-Duke IB | 2012 | 2036 | Express Bus | Commuter | \$10,120,320 | \$2,940,000 |
| 1.6.1 | TT Burlington-Duke OB | 2012 | 2036 | Express Bus | Commuter | \$10,120,320 | \$2,940,000 |
| 1.11.1 | TT Burlington-UNC IB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.11.1 | TT Burlington-UNC OB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.9.1 | TT Butner-Durham IB | 2025 | 2036 | Express Bus | Commuter | \$3,092,320 | \$980,000 |
| 1.9.1 | TT Butner-Durham OB | 2025 | 2036 | Express Bus | Commuter | \$3,092,320 | \$980,000 |
| 1.11.1 | TT Burlington-UNC OB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.23.0 | DCHC B6b Alamance to CH IB | 2040 | 2040 | Express Bus | 18-Hour | \$0 | \$0 |
| 1.24.1 | DCHC B7a CH to Alamance OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.24.1 | DCHC B7b Alamance to CH IB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.25.0 | DCHC B8a UNC to Pittsboro SB | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 1.25.0 | DCHC B8b Pittsboro to UNC NB | 2035 | 2036 | Local Bus | Daylight | \$552,200 | \$1,001,736 |
| X.25.0 | Durham Circulator NB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.25.0 | Durham Circulator SB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.6.0 | Hillsborough-CarolinaNorth NB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.6.0 | Hillsborough-CarolinaNorth SB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.26.0 | RTP Circulator CCW | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.26.0 | RTP Circulator CW | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.4.0 | UNC-CarolinaNorth NB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.4.0 | UNC-CarolinaNorth SB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.9.0 | Durham-Roxboro NB | 2025 | 2036 | Express Bus | Commuter | \$3,092,320 | \$980,000 |
| X.9.0 | Durham-Roxboro SB | 2025 | 2036 | Express Bus | Commuter | \$3,092,320 | \$980,000 |
| X.8.0 | NC147: TMC-Duke NB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| X.8.0 | NC147: TMC-Duke SB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| X.19.0 | TMC-ChapelHill(BRT) EB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| X.19.0 | TMC-ChapelHill(BRT) WB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.19.1 | DCHC B2a Durham-Butner OB | 2025 | 2036 | Express Bus | Daylight | \$4,528,040 | \$980,000 |
| 1.19.1 | DCHC B2b Butner-Durham IB | 2025 | 2036 | Express Bus | Daylight | \$4,528,040 | \$980,000 |
| 1.20.1 | DCHC B3a Duke-Mebane OB | 2025 | 2036 | Express Bus | Daylight | \$9,056,080 | \$1,960,000 |

Draft 2035 LRTP

Bus Transit Service--Triangle Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|--------------------------------|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 1.20.1 | DCHC B3b Mebane-Duke IB | 2025 | 2036 | Express Bus | Daylight | \$9,056,080 | \$1,960,000 |
| 1.21.1 | DCHC B4a CH to Hillsborough OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.21.1 | DCHC B4b Hillsborough to CH IB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| | Subtotal | | | | | \$237,968,080 | \$29,951,272 |
| | Previous Subtotal | | | | | \$35,541,600 | \$8,809,731 |
| | Subtotals Combined | | | | | \$273,509,680 | \$38,761,003 |
| | Grand Total | | | | | | \$312,270,683 |