



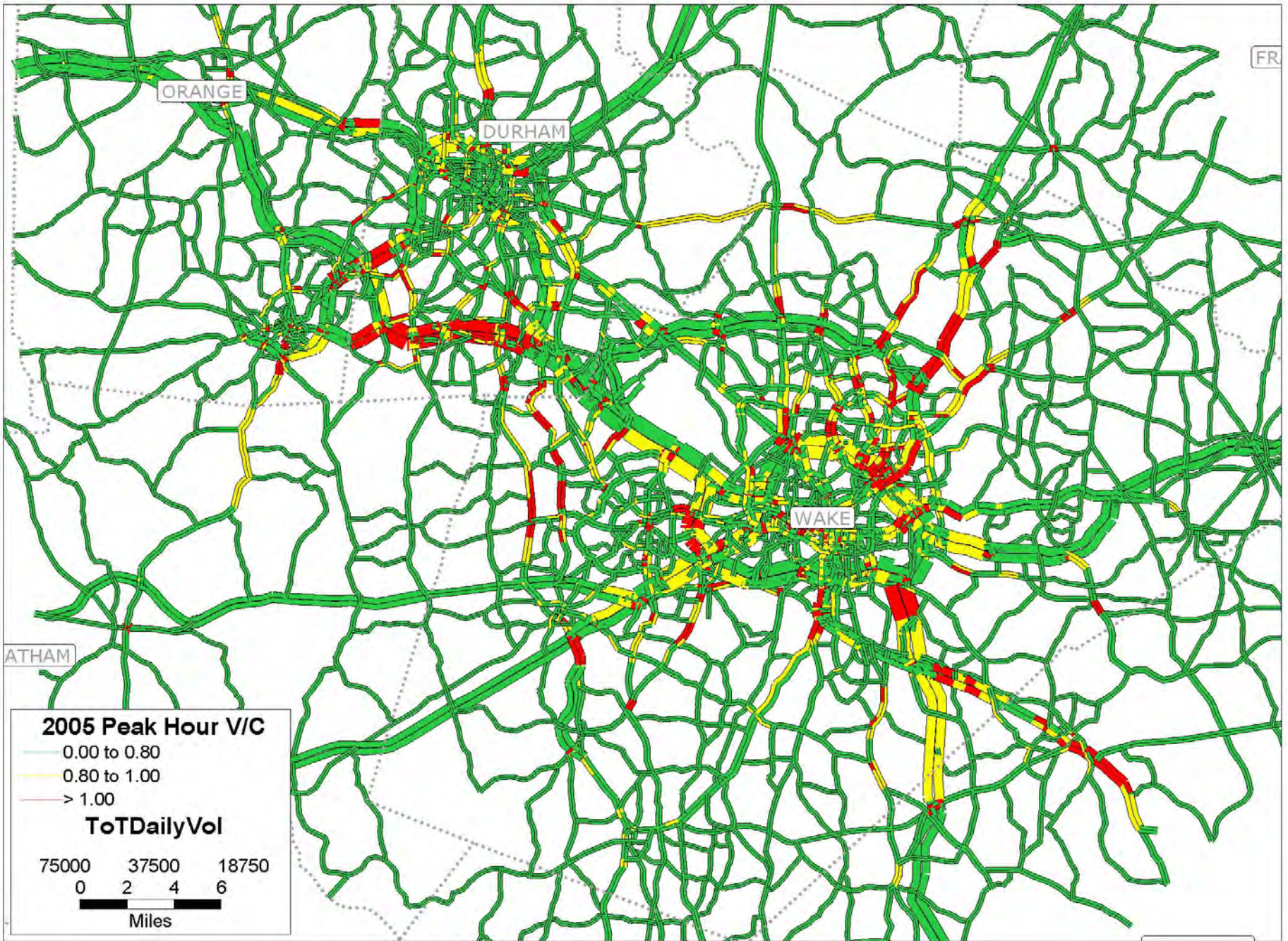
# The DRAFT Durham County Bus and Rail Investment Plan

[www.dchcmpo.org](http://www.dchcmpo.org)

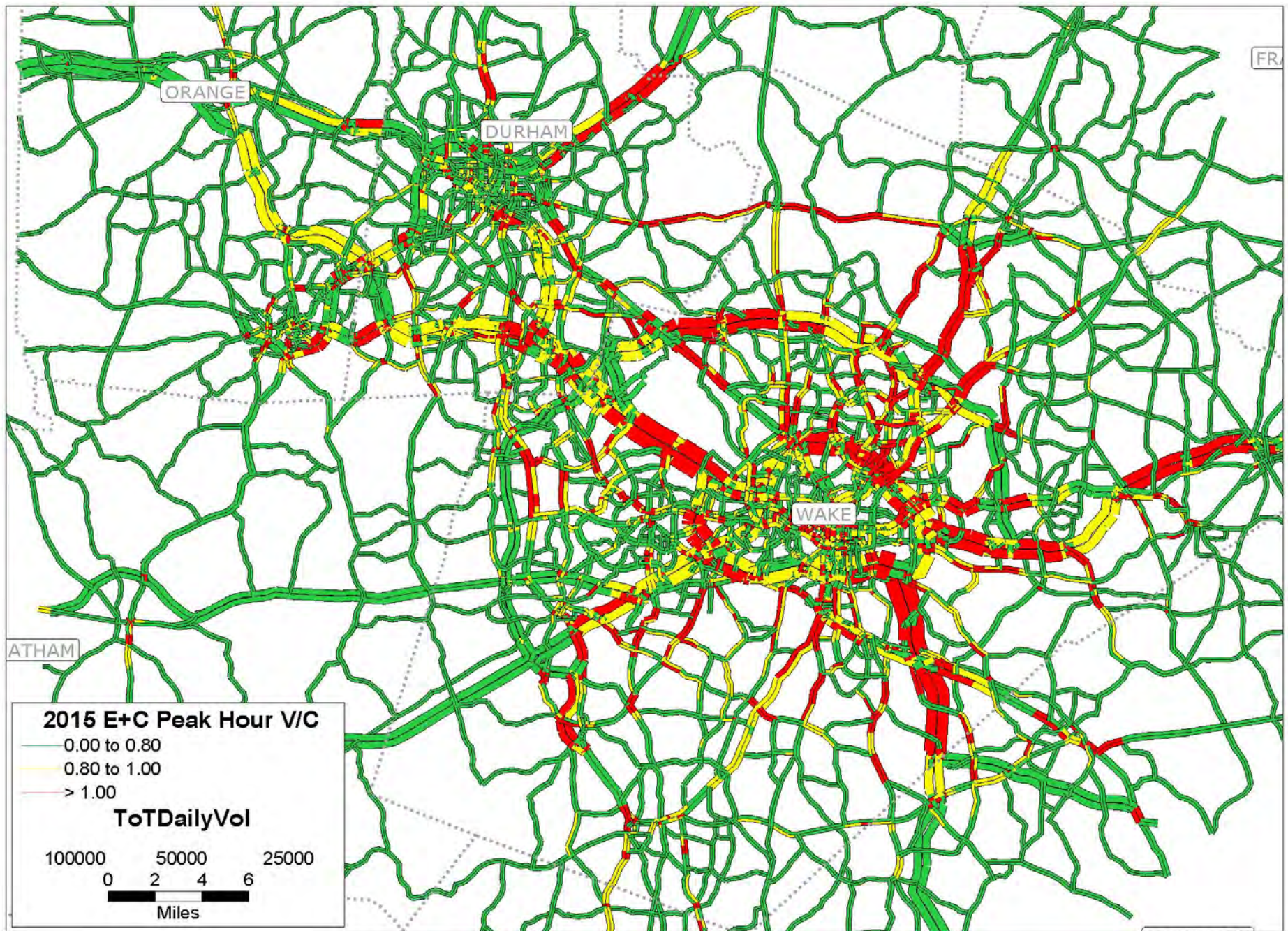
*June 8, 2011*



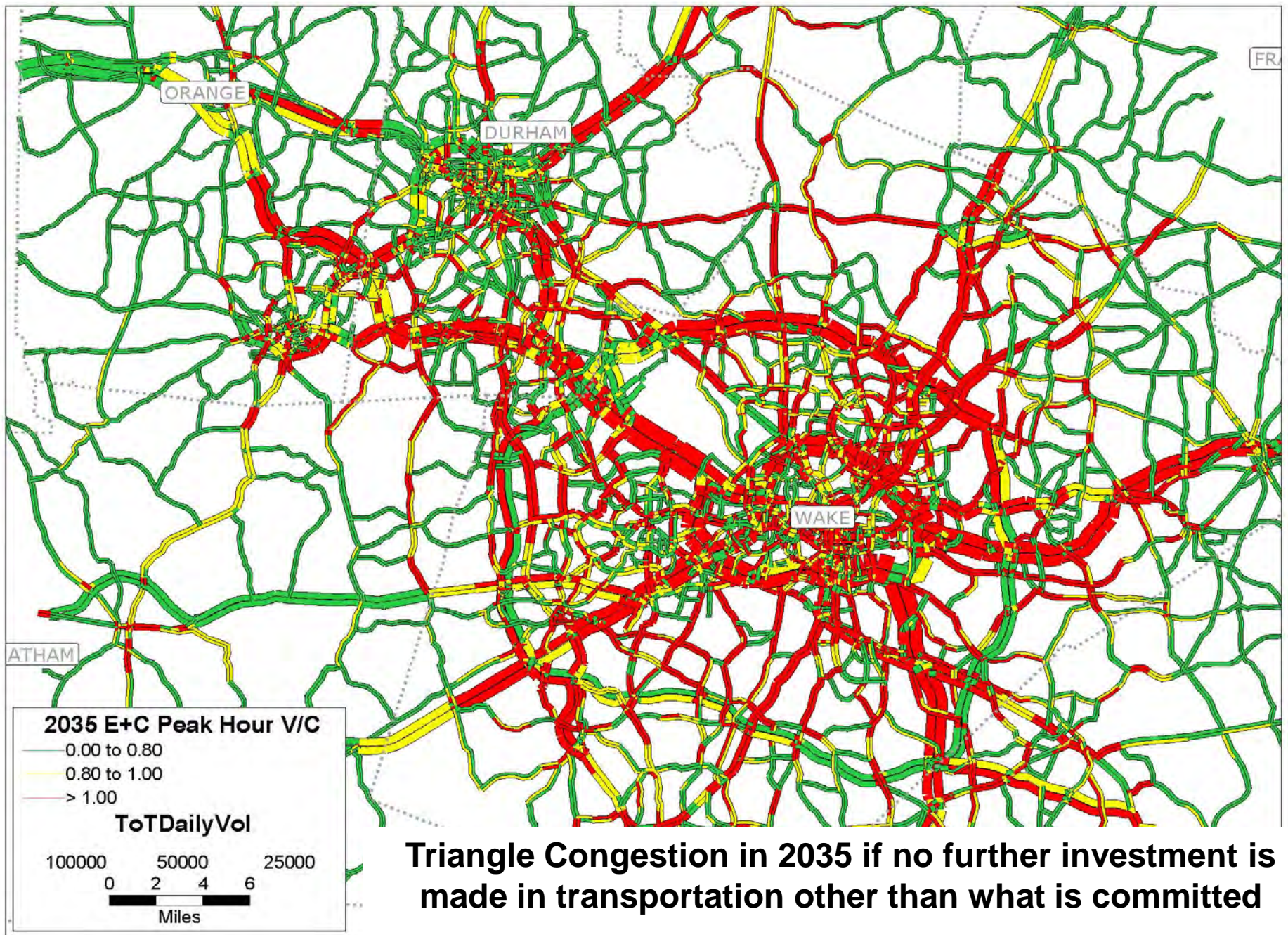












**Triangle Congestion in 2035 if no further investment is made in transportation other than what is committed**

**24 Years from Now**



# Forbes

## Raleigh-Durham Named America's Biggest Gas Guzzler



Regular Gasoline	392	$\frac{9}{10}$
Plus Gasoline	404	$\frac{9}{10}$
Premium Gasoline	416	$\frac{9}{10}$

“The cities and suburbs of ‘The Triangle’ are close enough that people don’t think twice about driving from one to the other. Yet in doing so, the average household racks up 21,800 miles per year. Assuming an average 20.3 miles per gallon, that means burning through 1,074 gallons per year, about \$4,200 at current prices.”

Christopher Helman – Forbes – May 2011



# Bus Planning

- new service
- increased frequency
- park and ride
- amenities

# Public Input

# Alternatives Analysis

- Light Rail
- Commuter Rail
- Stations
- Cost Estimates

# Financial Model

- Balance of Bus & Rail
- Settings for variables
- Use of borrowing
- Plan must be affordable!

# The Draft Plan



# DRAFT Durham Bus Investment Plan

Triangle Regional Transit Program



- New bus hours by end of FIRST year– **25,000 hrs**
- New bus hours by end of THIRD year - **50,000 hrs**
- Total new bus hours by 2033 - **77,000 hrs**
- Potential Rail Dividend Bus Hours **15,000- 37,500** additional hours



*One bus route = 2,500 hours*

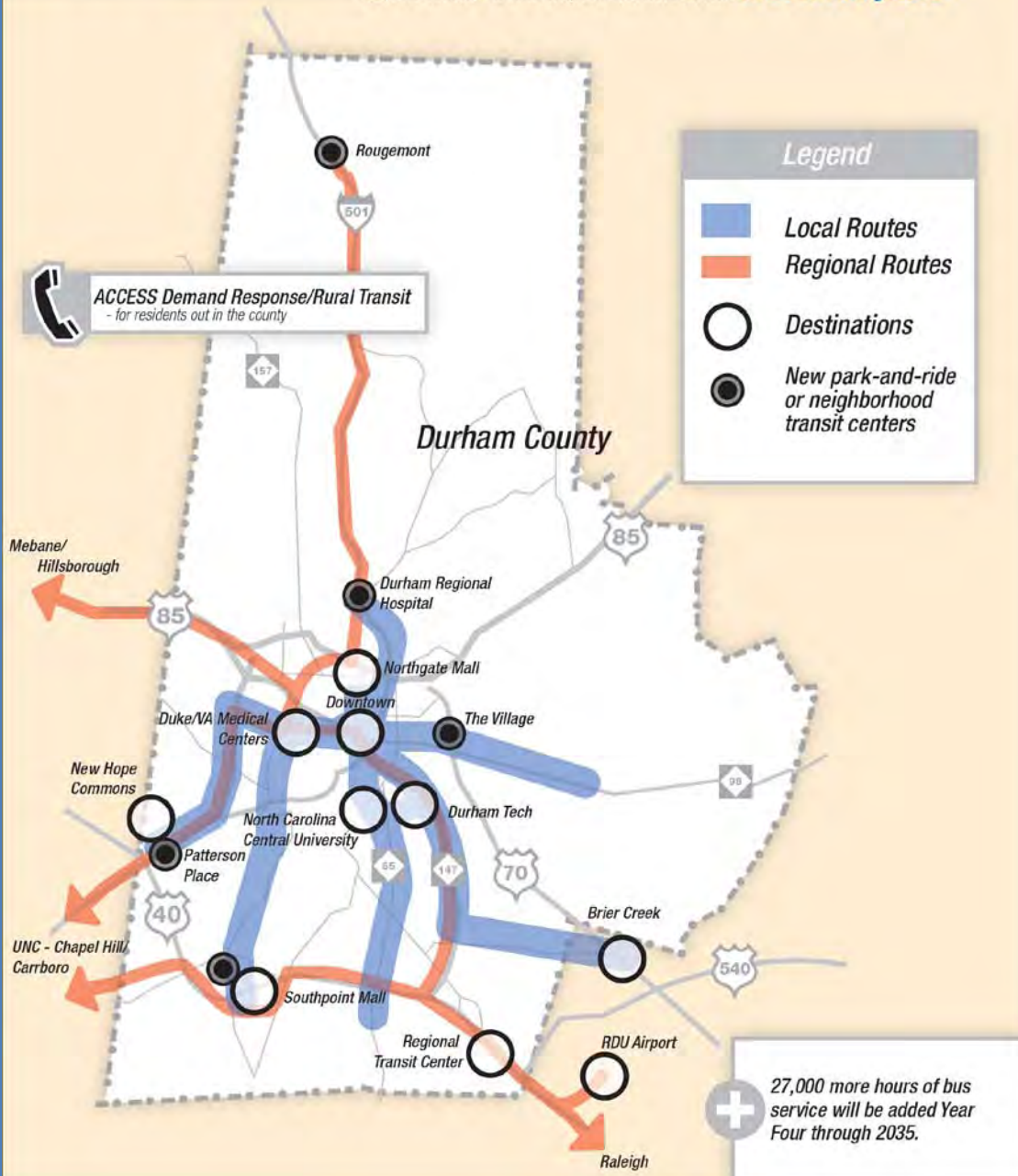
*DATA currently operates – 177, 000 hours*





# DRAFT Durham County Bus Investment Plan

50,000 hours of bus improvements in the **first three years**





# Bus Service Plan



## ➤ Connecting more residents with jobs

- New service from southwest Durham to Duke and VA Medical Centers
- More frequent service to jobs at retail centers including Brier Creek, Northgate Mall, Southpoint Mall, The Village, the vicinity of NC 54 and NC 55
- New services from rural Durham County, Mebane and Hillsborough to Duke and VA Medical Centers
- More trips from rural Durham County to jobs throughout the county

## ➤ Connecting more residents with post-secondary and vocational educational opportunities

- More trips from rural Durham County to Durham Tech and North Carolina Central University



# Bus Service Plan



➤ **Expanding bus capacity in corridors with high current bus ridership (15 minute frequency during peak hours)**

- Holloway Street/Liberty Street Corridor
- North Roxboro Street
- Chapel Hill-Durham Boulevard (US 15-501)
- Fayetteville Street
- West Chapel Hill Street





# Bus Service Plan

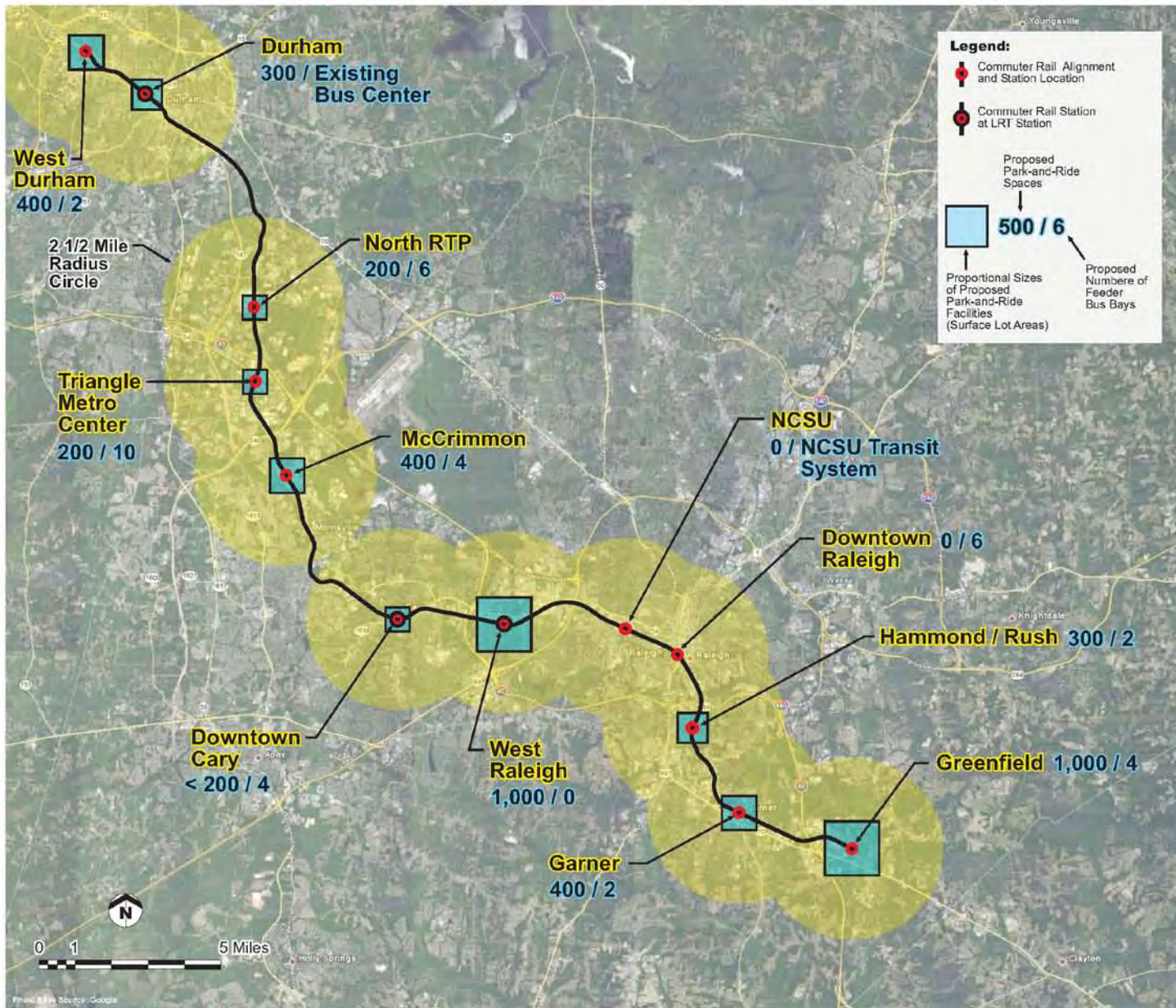


## ➤ Providing better regional connections to other cities and the RDU Airport

- Later **Saturday Service** between Downtown Durham and Downtown Chapel Hill; between Downtown Durham, RTP, and Raleigh; and, between Chapel Hill, southern Durham, RTP, and Raleigh
- **Sunday Service** between Downtown Durham and Downtown Chapel Hill; between Downtown Durham, RTP, and Raleigh; and, between Chapel Hill, southern Durham, RTP, and Raleigh
- Seven day per week service **to RDU Airport**
- **More frequent express trips** between Durham and Raleigh
- More frequent service between Chapel Hill, southern Durham, and RTP



# Durham-Wake (Commuter Rail)



Commuter Rail Station Locations

## Durham-Wake County Corridor

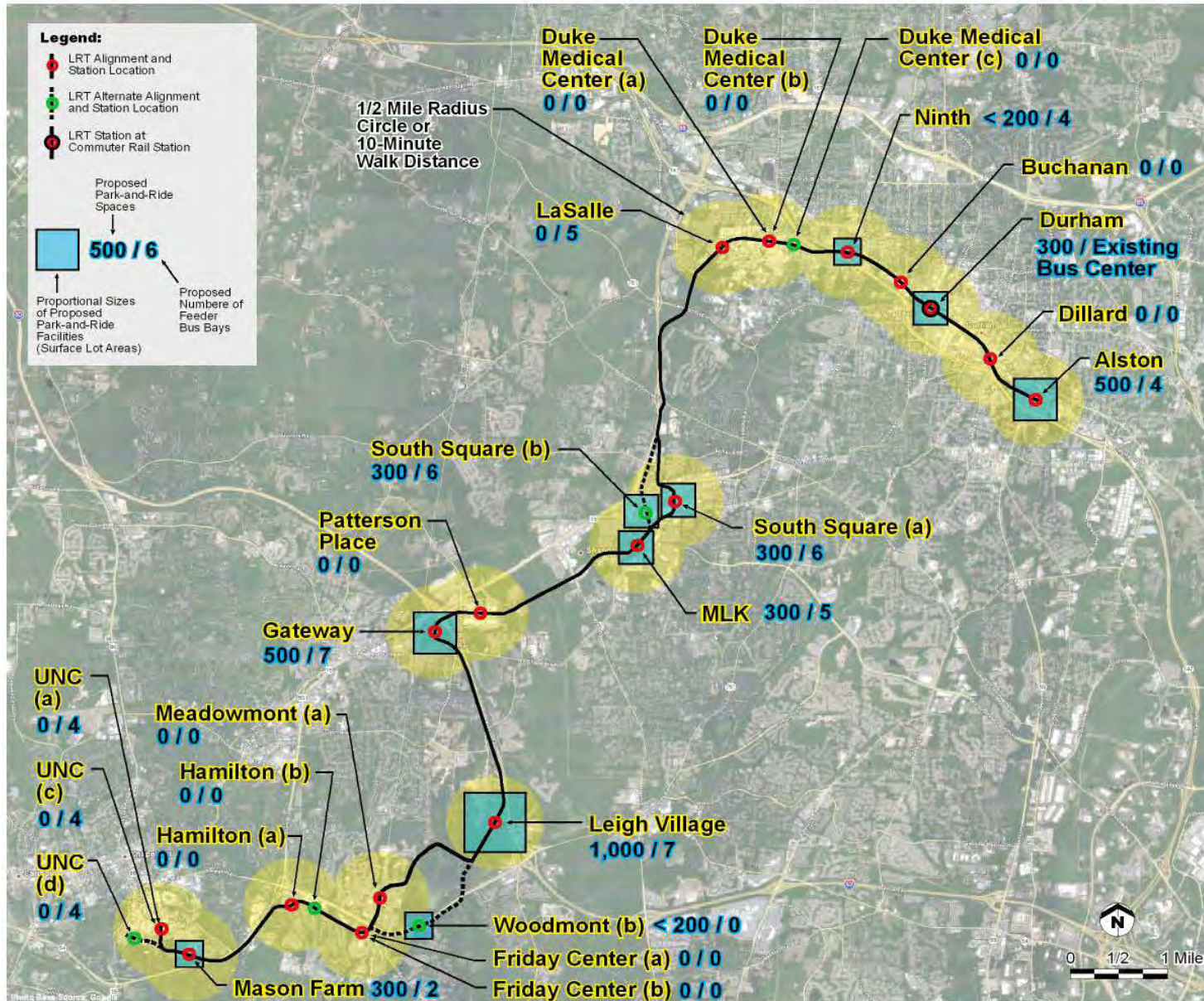
March 5, 2011

**URS**

Program Management Services  
**triangletransit** take it. easy.



# Durham-Orange (Light Rail)



LRT  
Station Locations

## Durham-Orange County Corridor

March 28, 2011

**URS**

Program Management Services

**triangletransit**  
take it. easy.

# Who Benefits?



## Bus Transit Riders

The typical DATA bus customer relies on DATA for their daily activity.

- 62% do not have a car available for use.
- 59% use the bus six or seven days per week.
- 36% are riding more than they did last year.

## Low-income worker or student.

- 42% of DATA riders report annual household incomes below \$10,000 and 89% report annual household incomes below \$35,000.
- 62% reported having used DATA to go to or from work in the past month.
- 23% report to be current students mostly at the college and vocational school and 8% at the middle or high school level

## Workers and employers at major employment and retail centers along rail corridors

## Air Quality relief (region wide) -- and -- Congestion relief (in corridors)





# Financial Resources



- Local revenue in Bus and Rail Transit Investment Plan
  - ½ sales tax
  - \$7 vehicle registration fee
  - \$3 increase in Triangle Transit vehicle registration fee
  - Rental car tax revenue
- State participation - 25% assumed
- Federal participation – 50% assumed



# Exclusions from

## One Half Cent Transit Sales Tax

Triangle Regional Transit Program



• **Food**

• **Medicine**

• **Utilities**

• **Housing**

“... the more the base of the sales tax excludes necessities (such as food and prescription drugs) and includes luxury or nonessential goods and services, the less regressive the tax is likely to be”. Robert D. Lee, Jr., Ronald W. Johnson and Phillip G. Joyce (2008). Public Budgeting Systems, 8<sup>th</sup> Edition (Boston: Jones Bartlett).





# Approval Process



## DCHC MPO

- Considers for Approval Bus and Rail Investment Plan

## Triangle Transit Board of Trustees

- Considers for Approval Bus and Rail Investment Plan

## Durham County Commissions

- Considers for Approval Bus and Rail Investment Plan
- Authorizes referendum

The people will have an opportunity to vote on the Plan by way of a public referendum

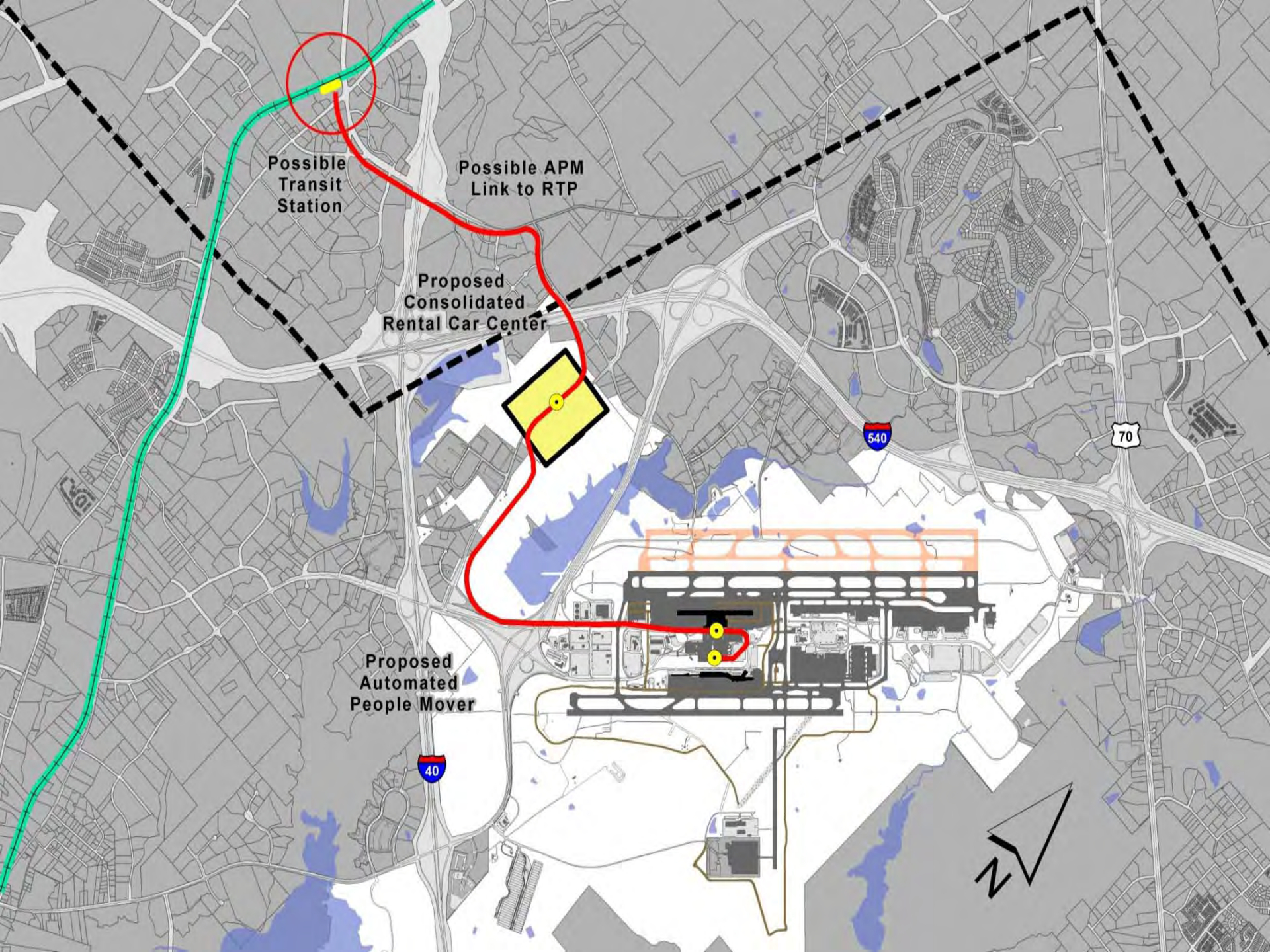




# Discussion and Questions







Possible  
Transit  
Station

Possible APM  
Link to RTP

Proposed  
Consolidated  
Rental Car Center

Proposed  
Automated  
People Mover

540

70

40



# Proposed Schedule



## Durham County

- DCHC TAC Bus and Rail Investment Plan review – **May 11** ✓
- Durham City Council review Bus and Rail Investment Plan- **May 19** ✓
- Triangle Transit review of D/O Bus and Rail Investment Plan – **May 25** ✓
- BOCC Work session review Bus and Rail Investment Plan – **June 6** ✓
- BOCC Public Hearing of Bus and Rail Investment Plan – **June 13**
- DCHC TAC review and consider for approval of D/O Bus and Rail Investment Plan – **June 22**
- Triangle Transit Board review and consider for approval – **June 22**
- BOCC consider for approval of Bus and Rail Investment Plan and consider authorization of referendum- **June 27**





# DRAFT Durham Rail Investment Plan

Triangle Regional Transit Program



- Opening year for Commuter Rail – **2018**
- Opening year of Light Rail – **2025**
- LRT Capital Cost - **\$1,050 m**
- LRT Annual Operating Cost - **\$11.3 m**
- Commuter Rail Capital Cost - **\$300 m**
- Commuter Rail Operating Cost - **\$2.57 m**



# Revenue Projections



- One-half cent sales tax:
  - Growth Rate from 2011 through 2014: 1.5%
  - Growth Rate from 2015 through 2035: 3.5%
- \$7 vehicle registration fee: 2.0%
- \$3 vehicle registration fee increase: 2.0%
- Rental Car Tax revenue: 4.0%





# Who rides our DATA buses?

Triangle Regional Transit Program



## The typical DATA bus customer relies on DATA for their daily activity.

62% do not have a car available for use.

59% use the bus six or seven days per week.

36% are riding more than they did last year.

## The typical DATA bus customer is a low-income worker or student.

42% report annual household incomes below \$10,000 and 89% report annual household incomes below \$35,000.

51% report to be currently employed and 62% reported having used DATA to go to or from work in the past month.

23% report to be current students mostly at the college and vocational school and 8% at the middle or high school level

## The typical DATA bus customer is a person of color.

63% self-identify as Black

5% self-identify as Hispanic

3% self-identify as Native American

1% self-identify as Asian

4% self-identify as Other

10% self-identify as White

**Bus customers (54%) are women - (46%) are men**

**Durham Riders (DATA) – On-Board Survey, April 2011**

**(2,200 respondents) - Average Daily Boardings – 17,600**

# DRAFT Orange Bus and Rail Investment Plan

Triangle Regional Transit Program



## Bus Investment

- New bus hours by end of FIRST year – **22,050 hrs**
- New bus hours by end of THIRD year - **44,100 hrs**
- Total number of new bus hours by 2035 – **50,400 hrs**
- MLK Busway Improvements completed -2017
- Potential Rail Dividend Bus Hours – **30,000 to 45,000**

## Rail Investment

- Opening year of Light Rail – **2025**
- LRT Capital Cost - **\$330 m**
- LRT Annual Operating Cost – **\$3.2 m**

\* *Sales Tax Growth Rate –*  
**3.6 %**

