

The Durham County Bus and Rail Investment Plan

Approved June 2011

By the DCHC MPO, Triangle Transit Board of Trustees and Durham Board of County Commissioners

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The Durham Bus and Rail Investment Plan

I. INTRODUCTION

The Durham community has achieved an enviable quality of life at the end of the first decade of the 21st century. Recent accolades include its ranking as the best mid-sized city for jobs in the US by *Forbes* magazine, as the #1 housing market in the US by the *Wall Street Journal*, as one of the top places in the world to visit in 2011 by the *New York Times* and the #2 “green city” for lifestyle and quality of life by *Country Home* magazine.

The Triangle region has also enjoyed a diverse, growing economy and attractive quality of life for a number of years, topping many best places to live and best places to work lists. With these successes has come a surging growth in population and demand upon our roads and highways. Since 2004, the Triangle has moved from 46th largest metro area to 40th in the US for 2009, and our vehicle demand on freeways is up by 28% over those five years. Recently, our region was named the 3rd most sprawling urban area in the country among the 83 areas studied.

In its 2009 long-range (2035) report, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) noted that the region’s population would more than double over the 25-year period. For the last two decades, the demand on our roads has grown significantly faster than our population. Even with planned highway improvements and likely additional revenues for new roads, it is clear that Durham and the region will see declining levels of service on major roads in the next 25 years.

The economic costs for our increasingly congested roads are significant. In its 2010 Mobility report, the Texas Transportation Institute estimated that our region has “congestion costs” of almost one-half billion dollars a year. A May 10, 2011 study cited in *Forbes* magazine found that the Triangle region was ranked “America’s Biggest Gas Guzzler.” Finally, it will be difficult to impossible for many of Durham’s low to moderate income families to afford to get to new jobs and take advantage of the region’s prosperity unless enhanced transportation options are created.

Durham residents and its regional neighbors are aware of the growth in clogged roads, as well as the accompanying air quality problems, negative economic impacts and the loss of the quality of life we enjoy if these transportation challenges are not met. Local citizens and elected leaders have responded to these challenges, with some assistance from state government, as described below.

II. TRANSIT PLANNING STEPS LEADING UP TO THIS PLAN

In 2008, a blue-ribbon group of Triangle leaders (the Special Transit Advisory Commission, or STAC) began meeting. In May 2009 the STAC unanimously recommended a regional vision for bus and rail investments. One year later, the region's two MPO's fully incorporated the STAC recommendations into their long-range (25 year) transportation plan.

In August 2009, Governor Beverly Perdue signed into law the Congestion Relief and Intermodal Transport Fund Act (HB 148), legislation that allows Durham, Orange and Wake counties to generate new revenues for public transportation. These new revenues can include a one-half cent sales tax, if approved by the public through a referendum, and an additional \$10 in local and regional vehicle registration fees.

Over the last 18 months, Triangle Transit staff have worked with Durham, Durham County, the MPO and other regional transportation staff to develop a detailed, 25-year plan for new bus and rail investments designed to provide greater transportation options for residents and employers. This option would positively impact traffic congestion and air quality while supporting local land use policies. This plan is the culmination of that work and represents crucial public investments and services designed to maintain our quality of life and economic vitality in the next 25 years.

Extensive public engagement has occurred over the past year in the development of the bus and rail elements of this plan. Triangle Transit and local transportation staff members from the city, county and MPO conducted a series of 19 public workshops, at various locations throughout the Triangle, on the process and substance of the plan's development. A total of over 1,100 participants attended the meetings and provided over 500 comments on the plan. The project web site, www.ourtransitfuture.com, was viewed by over 31,000 individuals with 1.4 million page hits. The web site houses all of the presentation materials and proposed plan elements.

There have been dozens of meetings with citizens, local elected officials, staff and members of the region's MPO's, community stakeholders and business leaders to have feedback on the proposed bus and rail elements. The financial and service elements of this plan are coordinated with the corresponding Orange County Bus and Rail Investment Plan. Additionally, this bus and rail investment plan builds on existing transit services and does not eliminate current financial and service commitments.

III. PLAN ELEMENTS

A. New Bus Service

The major goals of the new and strengthened bus service in Durham County would include:

- connect more residents with job opportunities in Durham and the region
- connect more residents with post-secondary and vocational educational opportunities
- expand bus capacity in corridors with high current bus ridership
- provide better regional connections to other cities and the RDU Airport

Over the 23 year life-of the plan, a total of 77,000 additional bus hours in Durham County would be added (50,000 in the first three years, 27,000 over the 20 years). Today, DATA provides 177,000 annual bus hours. This 44% increase in bus service will provide service benefits to all areas of the county as detailed below and illustrated in the map in Section IV.

Over the first three years following a successful referendum and levy of the sales tax, the following transit improvements will be made:

First 12-18 months following successful referendum and levy of the sales tax

- 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, and the vicinity of NC 54 and NC 55
 - New services from rural Durham County, Mebane and Hillsborough to Duke and VA Medical Centers
 - More demand response trips from rural Durham County to jobs throughout the county
- Connecting more residents with post-secondary and vocational educational opportunities
 - More demand response trips from rural Durham County to Durham Tech and job training opportunities
 - More frequent service to North Carolina Central University and Durham Tech
- 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
- Providing better regional connections to other cities and the RDU International 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

Over the remaining 20 years of the transit investment plan, it is estimated that the sales tax will raise enough revenue to fund an additional 27,000 bus hours of service per year that will be phased in over the life of the plan. The resources will be used to continue to meet the plan’s four goals as jobs and residences shift. When light rail and commuter rail services begin operation in later years of the plan, bus services will be shifted to avoid service duplication and to connect people with the rail stations.

Small Capital Projects

An estimated \$15 million in small capital projects supporting the Durham County bus network are also included in the Durham County Bus and Rail Investment Plan. The projects should be completed in the first three to five years. They include:

- Park-and-Ride lots in northern Durham County and various other locations of the city
- Four new neighborhood transit centers
- Three transit emphasis corridors (sidewalks, shelters, and transit signal priority)
- Pedestrian accessibility and amenities improvements at the 200 most-used bus stops

Please see spreadsheet – Durham County Bus Improvements, Section IX.

B. New Light Rail Service

The Durham County Bus and Rail Investment Plan provides funding for a fixed guideway transit system that serves Durham and Orange Counties using Light Rail technology (LRT). The 17-mile alignment extends from the University of North Carolina (UNC) Hospitals to Alston Avenue in East Durham. A total of 17 stations have been proposed including a station next to the Dean Smith Center, the Friday Center, as well as a potential station at Meadowmont in Chapel Hill. Stations in Durham include Patterson Place along US 15-501, the South Square area, at Duke Medical Center and VA Medical Hospital, Ninth Street and downtown Durham, with convenient access to nearby bus and Amtrak intercity rail connections. Light Rail service characteristics and the type of activity centers and neighborhoods being served along the corridor dictate light rail station spacing of between ¼ mile and 2 miles.

Light Rail vehicles are electrically powered and travel at speeds up to 55 mph. The total, end-to-end, travel time for the 17-mile alignment is about 35 minutes including stops. The vehicles are approximately 90 feet long, can operate in both directions, and can be coupled with additional cars as ridership demand increases. Initial 2035 projections indicate that ridership will exceed 12,000 boardings per day. As with all long range projections, this estimate is subject to change as the ridership forecasting model is refined and validated.

Light rail vehicles can operate in exclusive right of way, as well as along urban streets, and characteristically serve accessible low platform (14 inches high) stations. The operations plan for the 17-mile alignment includes train frequencies (headways) of every 10 minutes during the morning and evening peak and 20 minutes during the off-peak hours and on weekends. Fifteen vehicles will be required to operate the system based on an 18 hour schedule each weekday. Several potential light rail vehicle maintenance facility locations are being evaluated and are also included in the financial plan. Detailed alignment and station location decisions will occur in the future at the preliminary engineering and final design stages, within 1-4 years after a successful referendum and levy of the sales tax.

Durham County's share of capital cost for the Durham and Orange Light Rail Project is approximately \$1,050 million (2011 dollars). The total cost for the project is \$1.4 billion (\$2011). Durham County's share of operations and maintenance costs are estimated at \$11.3 million/year (2011 dollars). Total operations and maintenance cost are estimated at \$15 million/year.

C. New Commuter Rail Service

The Durham County Bus and Rail Investment Plan provides funding for a transit system that serves Durham and Wake County using Commuter Rail technology (CRT). The 37-mile alignment extends from West Durham to Greenfield Parkway in Garner via Durham, the Research Triangle Park, Morrisville, Cary, Raleigh, and Garner. A total of 12 stations have been proposed, including locations with major bus and Amtrak intercity rail connections available in downtown Durham, downtown Cary, and downtown Raleigh. Due to the vehicle's performance capabilities, length of the corridor, and the needs of activity centers being served, station spacing is typically between 2 miles and 10 miles for commuter rail systems..

Commuter Rail vehicles are pulled by diesel powered locomotives and travel at speeds up to 79 mph. Total, end-to-end, travel time for the 37-mile alignment is about 51 minutes including stops. The train would include a locomotive and multiple coach cars, sized according to anticipated ridership. Initial 2035 projections indicate ridership will exceed 7,000 boardings per day. This estimate is subject to change as the ridership forecasting model is refined and validated.

Commuter rail vehicles must remain in the railroad corridor (i.e. no street running). The operations plan for the alignment assumes the use of existing freight tracks where possible. In some instances, a second track will be constructed to enhance the capacity of the corridor to allow for continued increases in demand for both passenger and freight traffic in the corridor. Commuter Rail operation is recognized as an inter-urban service and operates on 20 to 30 minute train frequencies (headways), primarily during the morning and evening peak periods, with the opportunity for some limited off-peak service. The service is primarily oriented towards the work-week and peak-period commuting to major employment centers. Weekend service will be considered based

upon future ridership demand. Fifteen vehicles and a rail maintenance facility are also included in the plan.

Durham County's share of the capital cost for the Commuter Rail Project would be \$300 million (\$2011). The total capital cost for the Commuter Rail project is approximately \$645 million (2011). Durham County's share of the annual operating and maintenance costs is estimated at \$2.57 million/year (\$2011). Total operations and maintenance cost is estimated at \$11 million/year (2011).

IV. Maps

Three maps that illustrate bus and rail service improvements in Durham County follow.

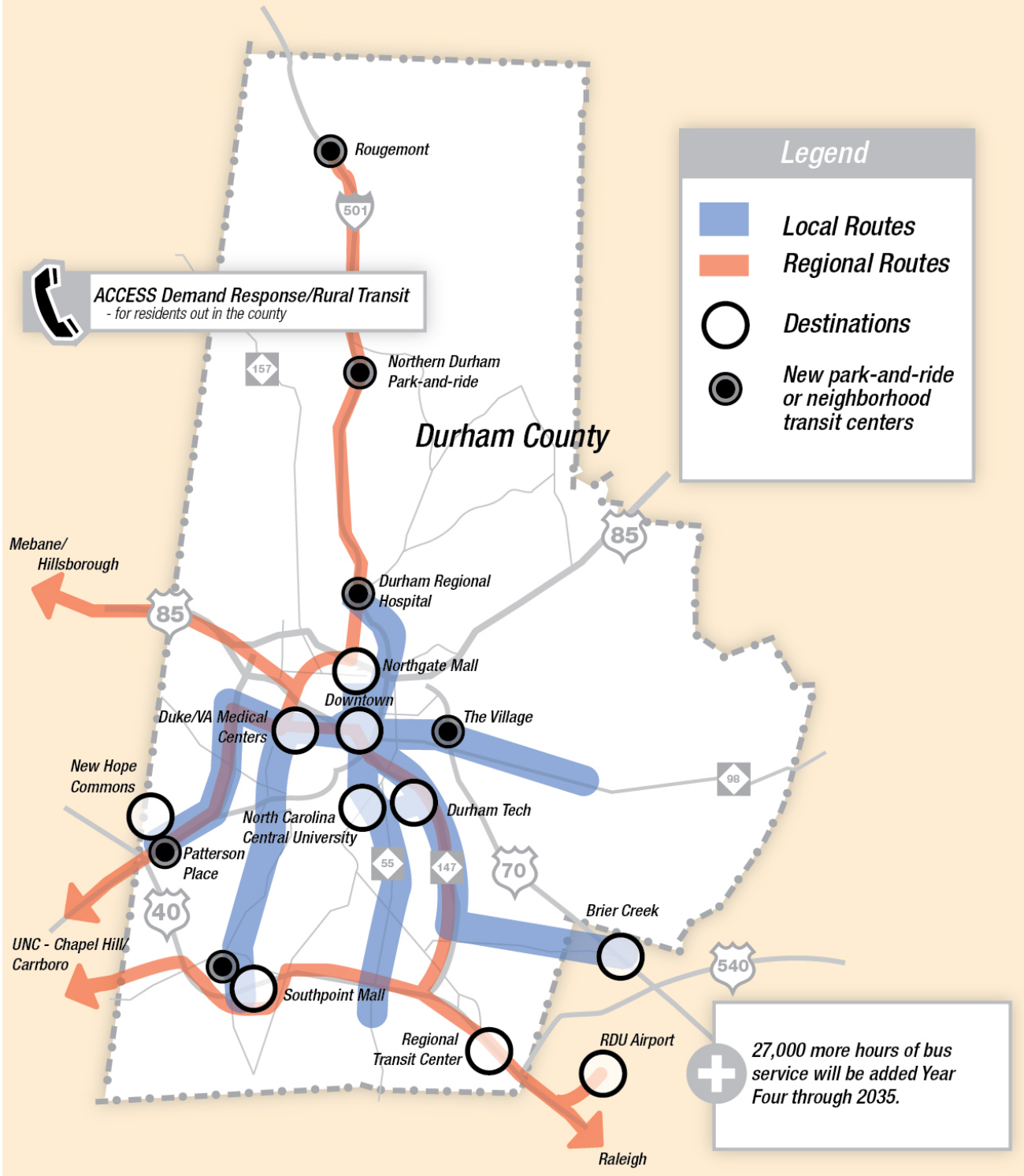
The first map (page 9) is a conceptual representation of where frequent local and regional bus service will be put into operation in the first three years following the implementation of this plan.

The second map (page 10) shows the Light Rail alignment from Downtown Durham to Chapel Hill.

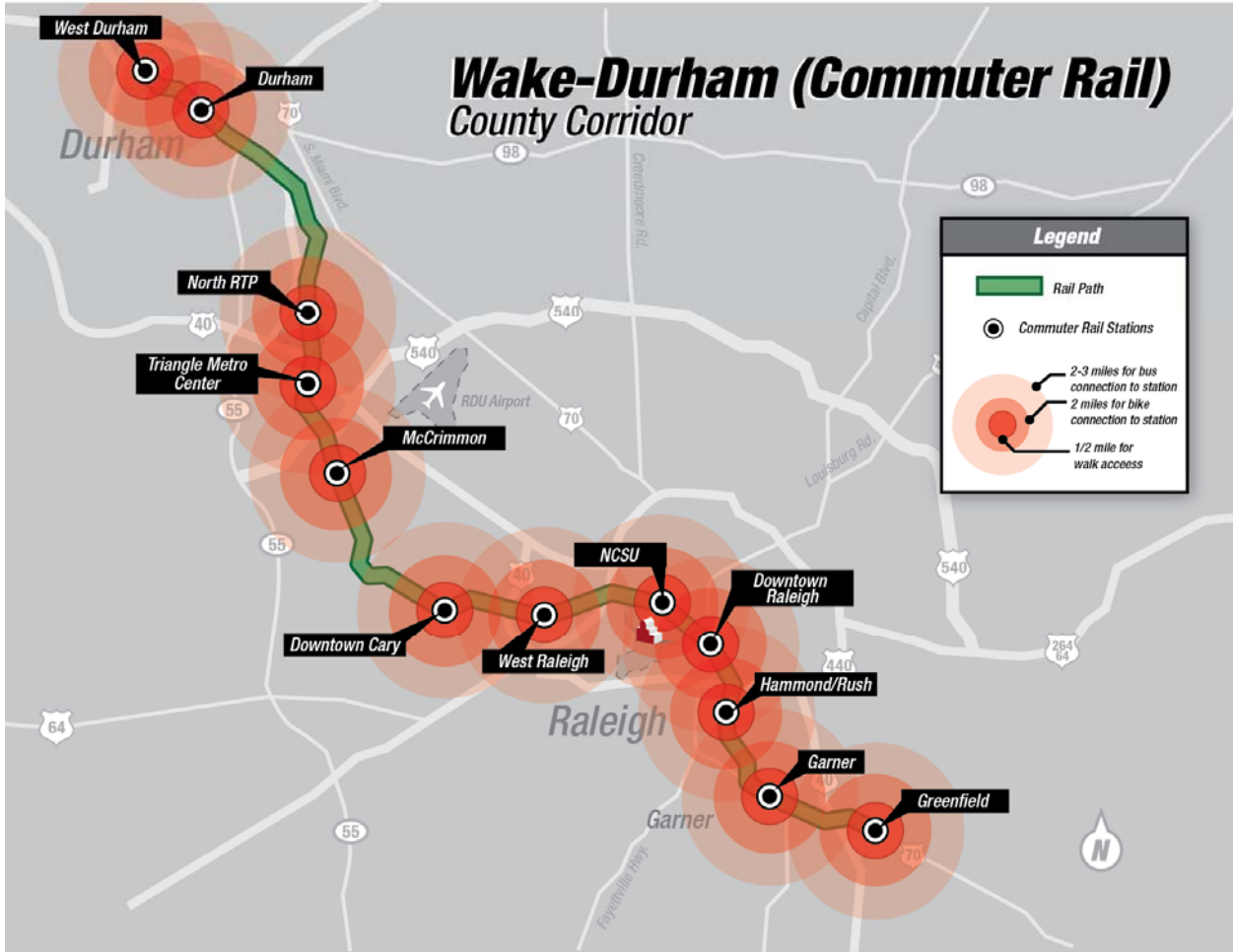
The third map (page 11) shows the Commuter Rail alignment from West Durham to Raleigh and Eastern Wake County.

Durham County Bus Investment Plan

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



Durham-Wake Commuter Rail Plan



V. DURHAM COUNTY REVENUES

A variety of revenue sources provide the funding for the Durham County Bus and Rail Investment Plan. Those revenues include:

- A new one-half-cent sales tax in Durham County (referendum required)
- A new \$7 vehicle registration fee levied by Durham County
- An increase of \$3 to the existing \$5 vehicle registration fee currently levied by Triangle Transit in Durham County
- Revenue from Triangle Transit's rental car tax
- NC State Government contributions to funding
- Federal Government contributions to funding
- Passenger Revenue (fares for services)

Further details for each revenue source follow below.

A. Initial Proceeds Assumptions for Local Revenue

The initial annual projections for each local revenue stream for Durham County (see prior section V) in 2012 for transit are as follows:

- One-half cent sales tax: \$18.4 million
- \$7 vehicle registration fee: \$1.58 million
- \$3 vehicle registration fee increase: \$677,000
- Rental Car Tax revenue (Durham): \$1.0 million

B. Growth Rates Assumed for Each Revenue Source

- ½-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%

C. One-half cent sales tax in Durham County

A one-half cent sales tax in Durham County means that when individuals spend \$10.00 on certain goods and services, an additional five cents (\$0.05) is added to the transaction to support the development of the Bus and Rail Investment Plan. Purchases of food, gasoline, medicine, health care and housing generally are excluded from the tax.

A one-half cent sales tax in Durham County is estimated to generate \$18.4 million. Over the life of the plan to 2035, the sales tax is expected to generate \$625 million in Year-Of-Expenditure (YOE) dollars. Implementation of the Plan as described above is subject to authorization of a referendum by the Durham Board of County Commissioners and approval by the voters.

D. \$7 Vehicle Registration Fee in Durham County

A seven dollar (\$7) vehicle registration fee in Durham County means that when an individual registers a new vehicle or renews the registration for an existing vehicle in Durham County, an additional \$7 per year is added to the cost above the other required registration fees for that vehicle.

The seven dollar fee in Durham County is expected to bring in \$1.58 million in 2012. Over the life of the plan to 2035, the seven dollar fee is expected to generate \$58.1 million in Year-Of-Expenditure (YOE) dollars.

E. \$3 Vehicle Registration Fee Increase in Durham County

A three dollar (\$3) vehicle registration fee increase in Durham County means that when an individual registers a new vehicle or renews the registration for an existing vehicle in Durham County, an additional \$3 per year is added to the cost above the other required registration fees for that vehicle. An existing \$5 fee for vehicle registration supports activities of Triangle Transit, including bus operations and long-term planning. This fee would increase to \$8 after the \$3 increase is implemented.

The three dollar fee in Durham County is projected to generate \$677,000 in 2012. Over the life of the plan to 2035, the three dollar fee is expected to generate \$24.9 million in Year-Of-Expenditure (YOE) dollars.

F. Revenue from Triangle Transit's Rental Car Tax

Triangle Transit operations are partially funded by a five percent (5%) tax on car rentals in Wake, Durham, and Orange Counties. Under existing policy adopted by the TTA Board, 50% of the rental revenues are dedicated to advancing long-range bus and rail transit.

Since a significant portion of all cars rented and driven in the three counties are rented at RDU International Airport, it is difficult to determine which rentals are driven primarily in one county or another. Therefore, the 50% rental revenues dedicated to long-term transit were allocated by county according to the percentage of population in the Triangle Region, which is: Wake (68%); Durham (21.5%); Orange (10.5%).

The Triangle Transit rental car tax proceeds directed to Durham County is estimated at \$1.0 million in 2012. Over the life of the plan to 2035, the rental car tax is expected to generate \$36 million in Year-Of-Expenditure (YOE) dollars for Durham County.

G. NC State Government Funding

The plan includes a 25% capital cost contribution by the NC Department of Transportation (NCDOT) for both light rail and commuter rail projects in Durham County. This level of participation was established by the State in its participation in the Charlotte Blue Line light rail project in 2003. The plan assumes that NCDOT also pays for 10% of bus capital costs (replacement buses, new buses, park and ride lots, etc) consistent with its current practices. Based on these precedents, NCDOT assumed contributions to the plan total \$465 million in YOE dollars from 2012 through 2035.

H. Federal Government Funding

The plan projects that the US Government will contribute 50% of the capital cost for both the light rail and commuter rail projects in Durham County. This was the federal level of participation in the Charlotte Blue Line light rail project and is consistent with federal funding outcomes for most rail projects in the Federal Transit Administration's New Starts program in recent years.

The plan assumes that the Federal Government also pays for 80% of bus capital costs, consistent with its current practices, and continues to provide operating appropriations consistent with present FTA operating grant formulas. Federal Government contributions to the plan are projected to be \$926 million in YOE dollars from 2012 through 2035.

I. Passenger Revenue

This revenue source accounts for the fares we receive from our bus service, commuter rail service, and light rail service.

J. Cost allocation along the county border

A cost-sharing understanding was reached by officials from both Durham and Orange County which identifies how costs would be allocated for the light rail project that crosses their county border. This understanding calls for Durham County to fund all rail investment (capital, operations, and maintenance costs) within Durham County with the exception of the light rail investment found within those portions of the Chapel Hill town limit which are inside Durham County. Conversely Orange County will fund all bus and rail investments within Orange County and within the Chapel Hill municipal limit. Costs and expenses for regional bus service for the Durham and Orange county region are shared on a 50-50 basis in this Plan.

VI. DURHAM FINANCIAL PLAN DATA

The following is a list of the total spending for each technology and category identified in the Durham County Bus and Rail Investment Plan.

- Rail Capital: \$1,669 million (\$1350 million in 2011 dollars)
- Rail Operations: \$283 million
- Bus Capital: \$47 million
- Bus Operations: \$151 million
- Debt: \$136 million

VII. IMPLEMENTATION AGREEMENT: ANNUAL REVIEW AND CHANGES TO THE PLAN

The Durham County Bus and Rail Investment Plan details the specific elements of local and regional bus service, LRT and commuter rail service to be added in Durham County over a twenty-three year period. Because of the long time frame for implementation of the Plan and its major capital projects, over time there will need to be changes and revisions made to the Plan. As the statutory implementation agency, Triangle Transit will work with Durham County, the DCHC Metropolitan Planning Organization (MPO), and the City of Durham, the public transit provider in Durham County to develop and execute an Implementation Agreement which details the following aspects of implementation of the Plan:

- (a) Annual review presentations of the activities and progress made in implementation of the Plan by Triangle Transit to the County and the MPO;
- (b) The process for review and vote by the County, the MPO and Triangle Transit's Board of Trustees on any significant or substantial revisions to the Plan required by changes experienced in revenues received, capital costs, operating expenses, or other substantial issues affecting the Plan;
- (c) Responsibility of Triangle Transit for direct disbursement of funds from the revenues received per Section V (above) to the public agency responsible for implementing the bus services set forth in the Plan; and
- (d) Other necessary provisions regarding implementation of this Plan as agreed to by the County, the MPO, and Triangle Transit.

VIII. CLOSING SUMMARY

The Durham County Bus and Rail Investment Plan is the result of years of collaborative work by local elected leaders, regional stakeholders, municipal and county staff and Triangle Transit. The plan consists of a balance of bus improvements and rail investment to help accommodate the intense population growth that the region is expected to experience in the next 25 years.

The proposed plan addresses the ongoing need to provide greater choice to transit riders with improved and expanded bus and rail connections. Once implemented, the residents of Durham County will be able to have greater access to jobs, shopping, and activity

centers such as downtown Durham, the Universities, the Research Triangle Park, and the Raleigh-Durham International Airport.

Additionally, the plan will provide core infrastructure investment that will help support the goals and objectives of Durham's local land use plans. In particular, as evidence in communities across the country, investment in light rail has proven to be a great motivator for private companies to build transit-oriented development (TOD) at station locations along the rail corridor. This kind of more intense development generally consists of a mixed-use, walkable environment that can allow a more sustainable alternative to the suburban growth pattern that exists today, without paralyzing the suburban options.

All of the elements listed in the Durham County Bus and Rail Investment Plan are fiscally constrained. The Plan has been conservative in revenue assumptions and through added contingencies for capital and operating expenditures.

The plan has been shared with the general public, Durham City Council, the DCHC MPO and the Durham Board of County Commissioners. The plan was considered and approved by the DCHC MPO, the Triangle Transit Board of Trustees, and the Durham County Board of Commissioners in June 2011. The Durham Board of County Commissioners set November 8, 2011 as a referendum date. Once a voter referendum passes and the one-half cent sales tax is levied, work can begin on implementation of the Bus and Rail Investment Plan.

Durham County Bus Transit Plan -- Annual Operating and Maintenance Costs

Complements Express rail to TMC and Light Rail to Leigh Village

Highest Priority Recommendations

Service Type (Responsible Party)	Projects	Enhanced or New?	Total New Hours	Annual Operating Cost	Annual New Bus Hours Cumulative
YEARS 1 THROUGH 3				\$4,290,000	50,000
Local (City of Durham)	Brier Creek-Downtown (Route 15)	Enhanced	3,800	\$320,000	3,800
Local (City of Durham)	Southern High-Liberty Street-Downtown (Route 16)	Enhanced	3,000	\$260,000	6,800
Local (City of Durham)	NC 54/NC 55-Downtown (Route 12)	Enhanced	3,000	\$260,000	9,800
Regional (Triangle Transit)	Carrboro-Chapel Hill-Durham Boulevard Express (Route 405) - 15 minute service during peak hours	Enhanced	1,500	\$130,000	11,300
Local (City of Durham)	New Hope Commons-Downtown via Duke	New	3,400	\$290,000	14,700
Local (City of Durham)	Northgate Mall-Downtown (Route 1) - peak only	Enhanced	1,500	\$130,000	16,200
Local (City of Durham)	The Village-Holloway Street-Downtown (Route 3) - peak only	Enhanced	1,500	\$130,000	17,700
Regional (Triangle Transit)	Chapel Hill-Durham Express (Route 405) - extend Saturday hours to 11pm	Enhanced	200	\$20,000	17,900
Regional (Triangle Transit)	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - extend Saturday hours to 11pm	Enhanced	200	\$20,000	18,100
Regional (Triangle Transit)	Durham-Regional Transit Center-RDU (Route 700/100) - extend Saturday hours to 11pm	Enhanced	200	\$20,000	18,300
Regional (Triangle Transit)	Carrboro-Chapel Hill-Durham Express (Route 405) - Sundays	Enhanced	600	\$50,000	18,900
Regional (Triangle Transit)	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - Sundays	Enhanced	600	\$50,000	19,500
Regional (Triangle Transit)	Durham-Regional Transit Center-RDU (Route 700/100) - Sundays	Enhanced	600	\$50,000	20,100
Rural (Durham County)	Durham County Dial-A-Ride	Enhanced	1,200	\$100,000	21,300
Local (City of Durham)	Southpoint Mall-Duke/VA Medical Centers Express	New	8,000	\$680,000	29,300
Local (City of Durham)	Durham Regional-North Roxboro Street-Downtown (Route 4)	Enhanced	3,000	\$260,000	32,300
Regional Express (Triangle Transit)	Durham-Raleigh Express (Route DRX) 30 minute service during peak hours	Enhanced	800	\$70,000	33,100
Regional (Triangle Transit)	Chapel Hill-Regional Transit Center via Southpoint (Route 800) 15 minute service during peak hours	Enhanced	1,500	\$130,000	34,600
Regional Express (Triangle Transit)	Mebane-Hillsborough-Duke/VA Medical Centers Express	New	1,600	\$140,000	36,200
Regional Express (Triangle Transit)	Rougemont-Duke/VA Medical Centers Express	New	3,300	\$280,000	39,500
Rural (Durham County)	Durham County Dial-A-Ride	Enhanced	1,200	\$100,000	40,700
Local (City of Durham)	NCCU-Fayetteville Street-Downtown (Route 5)	Enhanced	1,500	\$130,000	42,200
Local (City of Durham)	Durham Tech-Downtown (Route 8)	Enhanced	1,500	\$130,000	43,700
Local (City of Durham)	American Village-Duke-West Chapel Hill Street-Downtown (Route 6)	Enhanced	1,500	\$130,000	45,200
Local (City of Durham)	East Durham-Downtown (Route 2)	Enhanced	1,500	\$127,500	47,000
Regional (Triangle Transit)	Durham-Regional Transit Center (Route 700) 15 minute service during peak hours	Enhanced	3,300	\$280,500	50,000
BY 2035	Local and Rural Bus Service Improvements			\$4,590,000	54,000
	Regional Bus Service Improvements			\$1,955,000	23,000
	Total Bus Service Improvements			\$6,545,000	77,000

Note: Cost per hour is assumed to be \$85.

Durham County Bus Transit Plan -- Small Capital Costs (excluding buses)

Complements Express rail to TMC and Light Rail to Leigh Village

Highest Priority Recommendations

CAPITAL PROJECTS	RELATED OPERATING PROJECT	Unit Cost	Quantity	Est. Cost
Park-and-Ride lot in northern Durham County	Rougemont-Duke-Downtown Express	\$350,000 per lot	1	\$350,000
Park-and-Ride lot near Durham Regional Hospital	Rougemont-Duke-Downtown Express AND Durham Regional-Duke Medical Hospital Connector	\$350,000 per lot	2	\$700,000
Park-and-Ride lots at Patterson Place and/or South Square	Chapel Hill-Durham Express (Route 405) - peak only AND New Hope Commons-Downtown via Duke Southpoint-Duke Connector AND Chapel Hill-Regional Transit Center via Southpoint (Route 800) - peak only			Associated with Light Rail Project
Park-and-Ride near Southpoint Mall	Chapel Hill-Regional Transit Center via Woodcroft (Route 805)	\$350,000 per lot	2	\$700,000
Park-and-Ride near Woodcroft Shopping Center	Chapel Hill-Regional Transit Center via Woodcroft (Route 805)	\$350,000 per lot	1	\$350,000
Transit Emphasis Corridor (Holloway St between The Village and Alston Ave)	The Village-Downtown (Route 3) - peak only	\$530,000 per mile	2	\$1,060,000
Transit Emphasis Corridor (Roxboro Rd between I-85 and Durham Regional Hospital)	Durham Regional-Downtown (Route 4)	\$530,000 per mile	3	\$1,590,000
Transit Emphasis Corridor (Fayetteville St between Lakewood and Cornwallis)	NCCU-Downtown (Route 5)	\$530,000 per mile	4	\$2,120,000
Neighborhood Transit Center (Northern Durham)	Durham Regional-Downtown (Route 4)	\$220,000 per bay	3	\$660,000
Neighborhood Transit Center (The Village)	The Village-Downtown (Route 3) - peak only AND Southern High-Downtown (Route 16)	\$220,000 per bay	3	\$660,000
Neighborhood Transit Center (Southern Durham)	Southpoint-Duke Connector AND Chapel Hill-Regional Transit Center via Southpoint (Route 800)	\$220,000 per bay	3	\$660,000
Neighborhood Transit Center (I-40/US 15-501)	Chapel Hill-Durham Express (Route 405) AND New Hope Commons-Downtown via Duke	\$220,000 per bay	2	\$440,000
Pedestrian Accessibility / Amenities Improvements	Top 200 Boarding Locations	\$10,000 Per stop	200	\$2,000,000
			Subtotal	\$11,300,000
Contingency		30%		\$3,400,000
			Total	\$15,000,000