

2035 LRTP – Transportation Options Detailed Description and Maps -- Transit

Introduction

There are four transit options. This section presents:

- Summary of four transit options;
- Proposed sets of transit projects for each option; and,
- Project attribute information, such as project cost.

Summary of Transit Options

Although there is only a single highway option, there are four bus transit options to evaluate. This section summarizes those options:

Bus Transit Option

- Expands local, express and regional bus routes and improves service frequency.
- There is no rail transit.
- Improves peak headways to 10-20 minutes, and off-peak headways to 15-30 minutes. Headway is the amount of time between the arrival of a buses.
- Includes circulator service in employment centers such as downtown Durham and Chapel Hill, and the Regional Triangle Park and RDU airport.

Commuter Rail

- Commuter Rail service can be defined as locomotive passenger trains running on mainline rail tracks that have stations relatively far apart and typically only run during peak commute hours.
- The main service line includes Burlington, Hillsborough, Duke, downtown Durham, RTP, Raleigh and Goldsboro.
- An additional line includes University Station to Chapel Hill and Carrboro.
- Service is provided during the morning and afternoon commute, and there is one mid-day run.
- Local bus feeder service connects to the Commuter Rail stations.
- Includes moderate service expansion and improvements to local, express and regional bus service.

Rail Transit

- Diesel Multiple Unit (DMU) service starts in 2019, and runs from Duke, through downtown Durham and the Triangle Metro Center, and to Raleigh. DMU.

- DMU is service in which each car carries its own propulsion capacity and thus trains can be scaled relatively easily to meet demand. However, the DMUs are relatively large and heavy, and cannot be mixed on streets with regular traffic.
- Light Rail service starts in 2025, and runs from UNC-Chapel Hill to downtown Durham.
- Light Rail is service that uses electric rail cars that can be, to some extent, mixed on streets with regular traffic.
- The DMU and Light Rail services would overlap (serve the same stations) from Duke to downtown Durham, and passengers would need to transfer from one line to the other when travelling to a destination station that is not on the origin rail line.
- Local bus feeder service connects to the Rail stations.
- Includes moderate service expansion and improvements to local, express and regional bus service.

Light Rail Transit

- Light Rail service starts in 2019, and runs from UNC-Chapel Hill to downtown Durham.
- Light Rail service starts in 2025, and runs from downtown Durham, through the Triangle Metro Center, and to Raleigh.
- Passengers do not have to transfer – this is a seamless rail transit system.
- Local bus feeder service connects to the Rail stations.
- Includes moderate service expansion and improvements to local, express and regional bus service.

Transportation Options Maps and Tables

Maps of the transit options are presented on page 4 through 7 of this section. A table that lists these projects and their key attributes follows the maps. 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.
- Company – This is the name of the transit operator that is expected to provide the service:
 - CHT -- Chapel Hill Transit;
 - DATA -- Durham Area Transit Authority;
 - Duke -- Duke University and Medical Center transit service;

- NCCU – North Carolina Central University transit service;
- DCHC – the transit operator is unknown at this time;
- TBD and TBDe – the transit operator is unknown at this time.

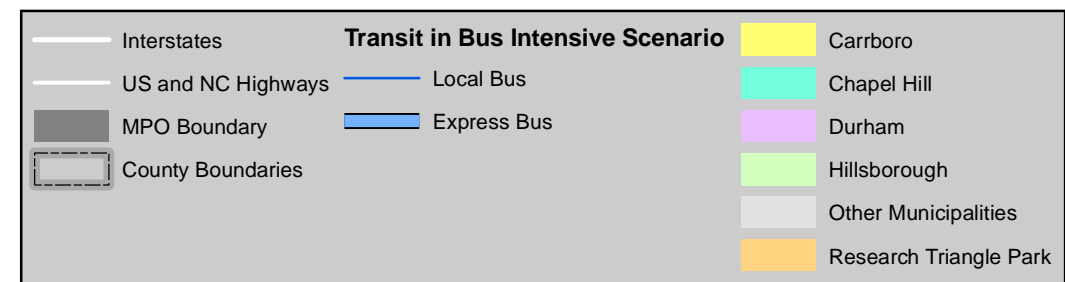
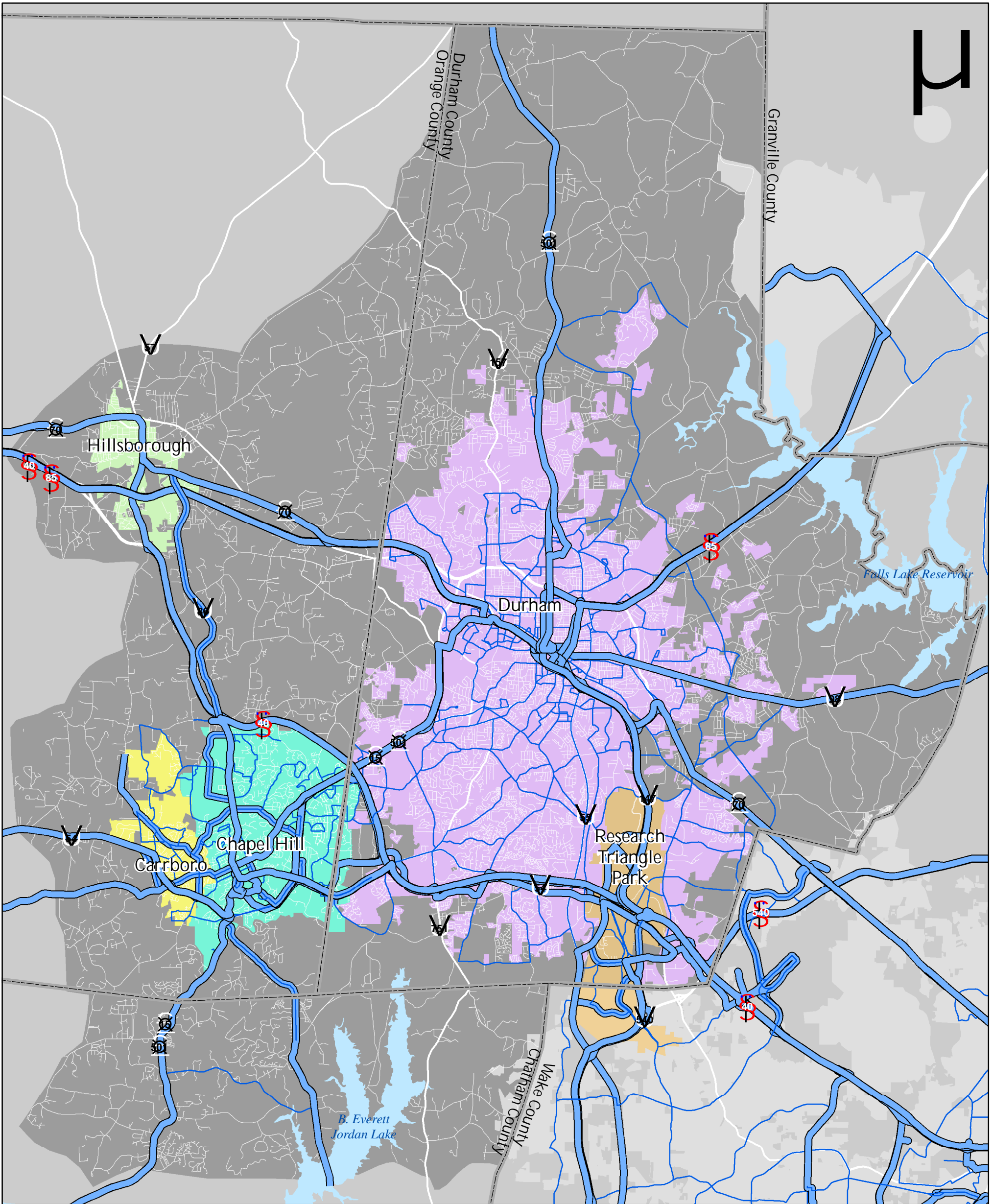
- Service Type
 - Local Bus – standard fixed-route bus service with frequent stops.
 - Express Bus – express bus service that has only a few stops between major residential and employment centers, longer routes and faster operating speeds.
 - Circulator Service – very frequent bus service that operates in close proximity to the employment center that is being served.

- 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

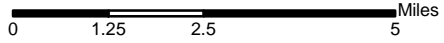
Transit Preferred Option-Bus Transit



Transportation
Plan
2035



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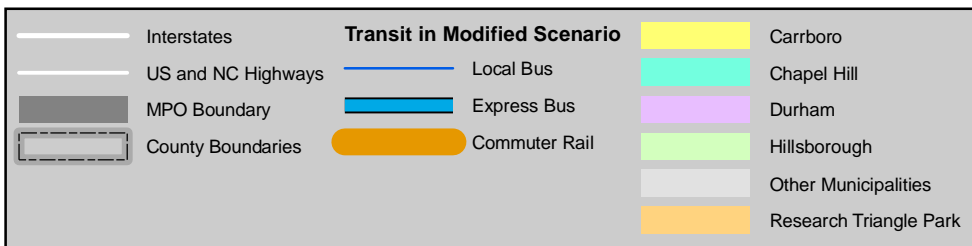
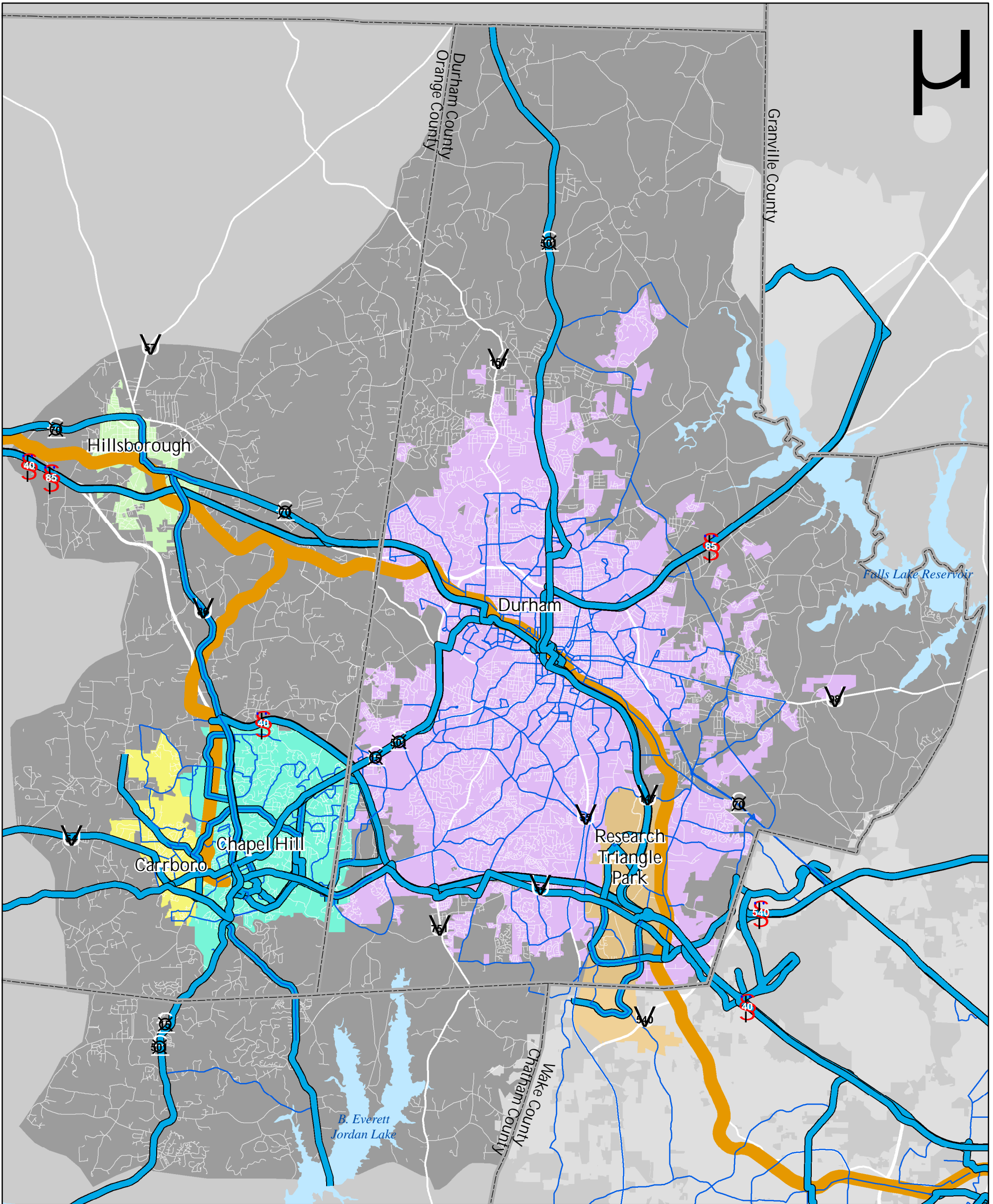


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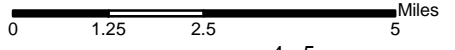
Transit Preferred Option-Commuter Rail



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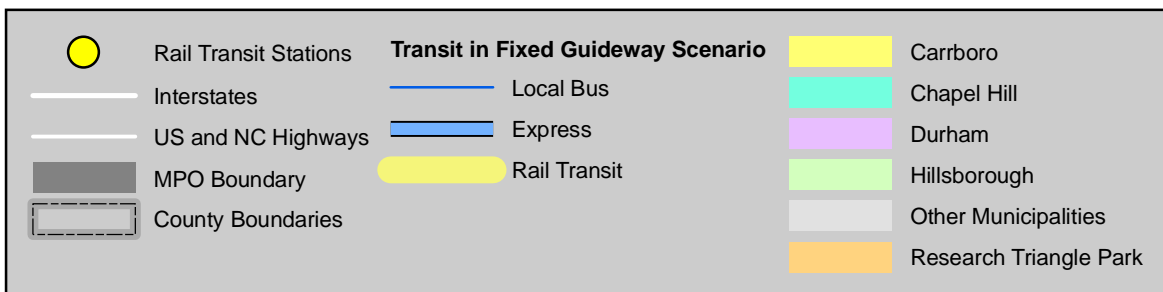
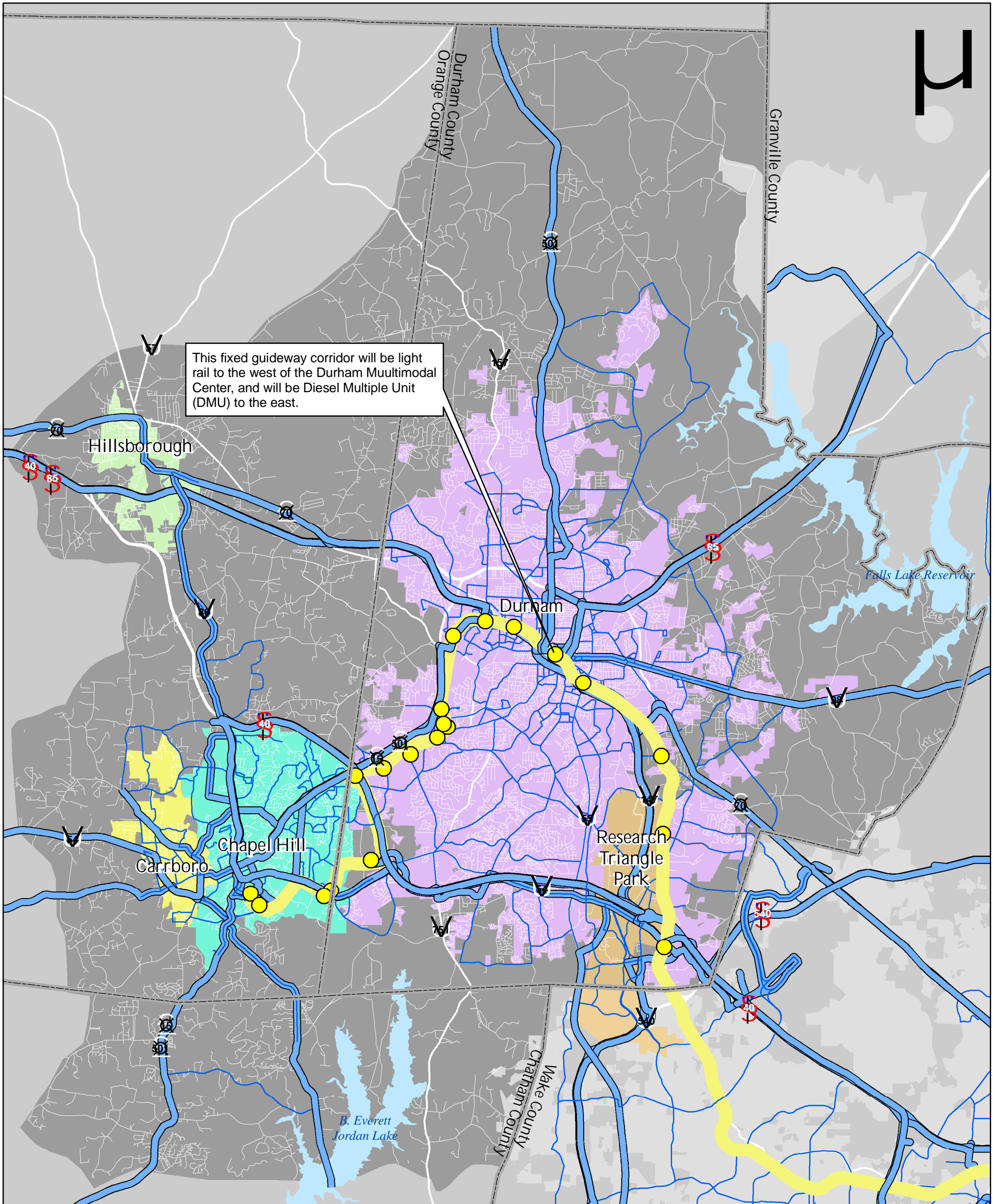
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0 1.25 2.5 4-5 5 Miles

Durham Chapel Hill Carrboro Metropolitan Planning Organization

Transit Preferred Option-Rail Transit



Transportation
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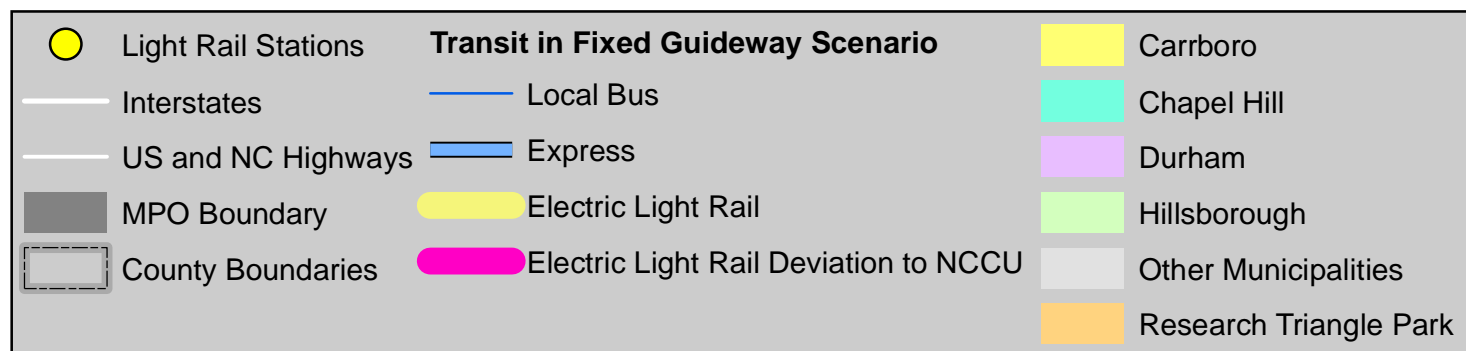
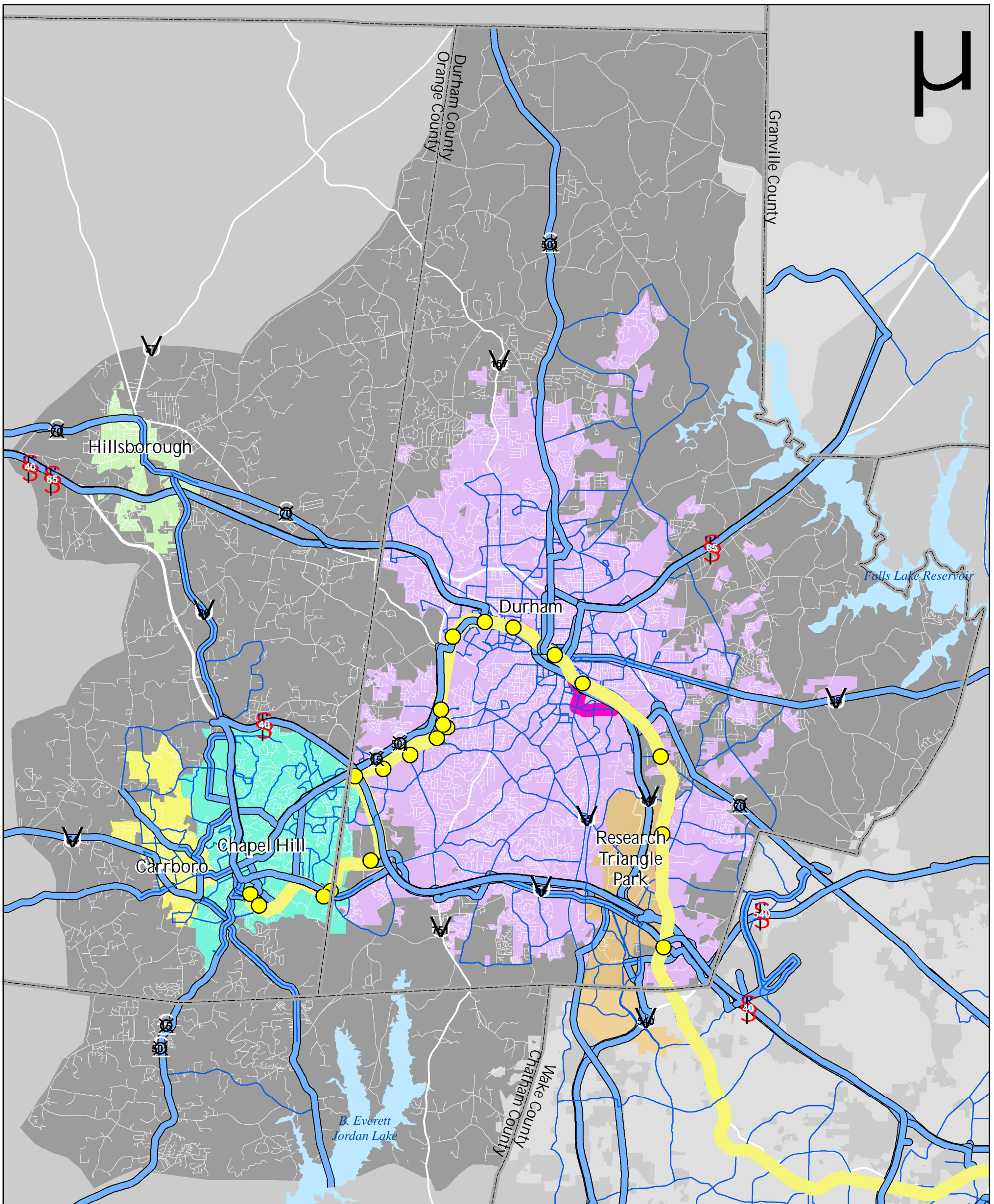
Durham-Chapel Hill-Carrboro
METROPOLITAN
Planning Organization

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0 1.25 2.5 4-6 5 Miles

Durham Chapel Hill Carrboro Metropolitan Planning Organization

Transit Preferred Option-Light Rail Transit



<p>Transportation Plan 2035</p>	<p>10.23.2008</p>

Section 4 -- Transit Projects
2025 LRTP -- Transit Options
Projects and Costs

Route Name	Company	Service	Bus Transit		Commuter Rail		Rail Transit		Light Rail Transit	
			Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost
CHT A OB:MLKBlvd-Weiner	CHT	Local Bus	\$1,669,560	\$1,144,560	\$1,669,560	\$1,144,560	\$1,669,560	\$1,144,560	\$1,669,560	\$1,144,560
CHT A IB:Weiner-MLKBlvd	CHT	Local Bus	\$1,335,648	\$1,004,000	\$1,335,648	\$1,004,000	\$1,335,648	\$1,004,000	\$1,335,648	\$1,004,000
CHT CW OB:JonesFerry-Ptsboro	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT CW IB:Ptsboro-JonesFerry	CHT	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT CM IB:FamPrac-JonesFerry	CHT	Local Bus	\$333,912	\$140,560	\$333,912	\$140,560	\$333,912	\$140,560	\$333,912	\$140,560
CHT CM OB:JonesFerry-FamPrac	CHT	Local Bus	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
CHT CL OB: UNCHosp-WldnGrnflld	CHT	Local Bus	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT CL IB: WldnGrnflld-UNCHosp	CHT	Local Bus	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT CPX OB:CarrboroP&R-UNC	CHT	Express Bus	\$667,824	\$7,048,080	\$0	\$0	\$0	\$0	\$0	\$0
CHT CPX IB:UNC-CarrboroP&R	CHT	Express Bus	\$667,824	\$7,048,080	\$0	\$0	\$0	\$0	\$0	\$0
CHT D OB:SmithLevel-Providnce	CHT	Local Bus	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280
CHT D IB:Prvdnce-SmithLevel	CHT	Local Bus	\$1,669,560	\$963,840	\$1,669,560	\$963,840	\$1,669,560	\$963,840	\$1,669,560	\$963,840
CHT FCX OB:FridayCntr-Pittsbor	CHT	Express Bus	\$333,912	\$361,440	\$0	\$0	\$0	\$0	\$0	\$0
CHT FCX IB:Pttsbor-FridayCntr	CHT	Express Bus	\$333,912	\$361,440	\$0	\$0	\$0	\$0	\$0	\$0
CHT F IB:ColonyWds-McDougle	CHT	Local Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT F OB:McDougle-ColonyWds	CHT	Local Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT G OB:BookerCrk-Briarcliff	CHT	Local Bus	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640
CHT G IB:Briarcliff-BookerCrk	CHT	Local Bus	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640
CHT HS OB:Hghsch-VarsityTh	CHT	Local Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT HS IB:VarsityTh-Hghsch	CHT	Local Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT HUX OB:HedrickBldg-UNCHosp	CHT	Express Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT HUX IB:UNCHosp-HedrickBldg	CHT	Express Bus	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT J OB:RockCrkApt-SGrnsboro	CHT	Local Bus	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT J IB:SGrnsboro-RockCrkApt	CHT	Local Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT JFX OB:JonesFerry-Ptsboro	CHT	Express Bus	\$333,912	\$361,440	\$0	\$0	\$0	\$0	\$0	\$0
CHT JFX IB:Ptsboro-JonesFerry	CHT	Express Bus	\$333,912	\$361,440	\$0	\$0	\$0	\$0	\$0	\$0
CHT M OB:CrestCole-UnivMall	CHT	Local Bus	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT M IB:UnivMall-CrestCole	CHT	Local Bus	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT N OB:FamPract-EstsPrkApt	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT N IB:EstsParkApt-FamPract	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT NS OB:Eubanks-SVillage	CHT	Local Bus	\$1,001,736	\$421,680	\$0	\$0	\$0	\$0	\$0	\$0
CHT NS IB:SVillage-Eubanks	CHT	Local Bus	\$1,001,736	\$421,680	\$0	\$0	\$0	\$0	\$0	\$0
CHT NUX OB: PRLot-UNCHosp	CHT	Express Bus	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680
CHT NUX IB:UNCHosp-PR Lot	CHT	Express Bus	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
CHT S OB:HedrickBldg-UNCHosp	CHT	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT S IB:UNCHosp-HedrickBldg	CHT	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT T OB:ECHHghSch-UNCHosp	CHT	Local Bus	\$667,824	\$7,319,160	\$667,824	\$7,319,160	\$667,824	\$7,319,160	\$667,824	\$7,319,160
CHT T IB:UNCHosp-ECHHghSch	CHT	Local Bus	\$667,824	\$7,319,160	\$667,824	\$7,319,160	\$667,824	\$7,319,160	\$667,824	\$7,319,160
CHT U LP:clockwise loop	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT RU LP:counter clock loop	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT V OB:SVillage-Meadowmont	CHT	Local Bus	\$0	\$100,400	\$0	\$100,400	\$0	\$100,400	\$0	\$100,400
CHT V IB:Meadowmont-SVillage	CHT	Local Bus	\$0	\$100,400	\$0	\$100,400	\$0	\$100,400	\$0	\$100,400
CHT Base 1 Carr N IB	CHT	Local Bus	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280
CHT Base 1 Carr N OB	CHT	Local Bus	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720
CHT Base 11 S Orange IB	CHT	Express Bus	\$333,912	\$361,440	\$0	\$0	\$0	\$0	\$0	\$0
CHT Base 11 S Orange OB	CHT	Express Bus	\$333,912	\$361,440	\$0	\$0	\$0	\$0	\$0	\$0
CHT Base 13 Hills. Exp IB	CHT	Express Bus	\$1,669,560	\$1,144,560	\$0	\$0	\$0	\$0	\$0	\$0
CHT Base 13 Hills. Exp OB	CHT	Express Bus	\$1,669,560	\$1,144,560	\$0	\$0	\$0	\$0	\$0	\$0
CHT Base 2 New Hope Commons IB	CHT	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT Base 2 New Hope Commons OB	CHT	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT Base 3 Estes-Carrboro IB	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT Base 3 Estes-Carrboro OB	CHT	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT Base 4 Laurel Hills IB	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT Base 4 Laurel Hills OB	CHT	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT Base 8 UNC Exp IB	CHT	Express Bus	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT Base 8 UNC Exp OB	CHT	Express Bus	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440

Section 4 -- Transit Projects
2025 LRTP -- Transit Options
 Projects and Costs

Route Name	Company	Service	Bus Transit		Commuter Rail		Rail Transit		Light Rail Transit	
			Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost
CHT Base 9 Mason Farm Exp IB	CHT	Express Bus	\$333,912	\$361,440	\$0	\$0	\$0	\$0	\$0	\$0
CHT Base 9 Mason Farm Exp OB	CHT	Express Bus	\$333,912	\$361,440	\$0	\$0	\$0	\$0	\$0	\$0
CHT CARR 2 Feeder	CHT	Local Bus	\$667,824	\$10,120,320	\$667,824	\$10,120,320	\$667,824	\$10,120,320	\$667,824	\$10,120,320
CHT CH MODY	CHT	Local Bus	\$667,824	\$7,048,080	\$667,824	\$7,048,080	\$667,824	\$7,048,080	\$667,824	\$7,048,080
CHT Carr 1A Feeder	CHT	Local Bus	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
CHT Carr 1B Feeder	CHT	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT EW Crosstown	CHT	Express Bus	\$667,824	\$502,000	\$0	\$0	\$0	\$0	\$0	\$0
CHT Eubanks Station 1A Feeder	CHT	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT Eubanks Station 1B Feeder	CHT	Local Bus	\$0	\$0	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT Gateway Feeder 2	CHT	Local Bus	\$0	\$0	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT Gateway Feeder 3	CHT	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT HW 1A Feeder	CHT	Local Bus	\$0	\$0	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT HW 1B Feeder	CHT	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT HW 2A Feeder	CHT	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT HW 2B Feeder	CHT	Local Bus	\$0	\$0	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT HW 3 Feeder	CHT	Local Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT MOD 1 IB	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT MOD 1 OB	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT MOD 10 XPS IB	CHT	Express Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT MOD 10 XPS OB	CHT	Express Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT MOD 20 Pitt. Exp IB	CHT	Express Bus	\$2,003,472	\$843,360	\$0	\$0	\$0	\$0	\$0	\$0
CHT MOD 20 Pitt. Exp OB	CHT	Express Bus	\$1,335,648	\$562,240	\$0	\$0	\$0	\$0	\$0	\$0
CHT MOD 21 IB	CHT	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT MOD 21 OB	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT MOD 22 Exp IB	CHT	Express Bus	\$667,824	\$411,640	\$0	\$0	\$0	\$0	\$0	\$0
CHT MOD 22 Exp OB	CHT	Express Bus	\$667,824	\$411,640	\$0	\$0	\$0	\$0	\$0	\$0
CHT MOD 8 IB-1	CHT	Local Bus	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280
CHT MOD 8 OB-1	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT MOD 8 IB-2	CHT	Express Bus	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT MOD 8 OB-2	CHT	Express Bus	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT MODV IB	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT MODV OB	CHT	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT Meadowmont Feeder 2	CHT	Local Bus	\$0	\$0	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT Meadowmont Feeder 3	CHT	Local Bus	\$0	\$0	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CHT Meadowmont Feeder IB	CHT	Local Bus	\$0	\$0	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT Meadowmont Feeder OB	CHT	Local Bus	\$0	\$0	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT Gateway Feeder 1	CHT	Local Bus	\$0	\$0	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440
CHT BRT-1 I40-Rsmry-UNC IB	CHT	BRT Guideway	\$0	\$0	\$1,605,333	\$863,440	\$1,605,333	\$863,440	\$1,605,333	\$863,440
CHT BRT-1 I40-Rsmry-UNC OB	CHT	BRT Guideway	\$0	\$0	\$1,605,333	\$863,440	\$1,605,333	\$863,440	\$1,605,333	\$863,440
CHT BRT-3A I40-US15-UNC IB	CHT	BRT Guideway	\$0	\$0	\$1,070,222	\$502,000	\$1,070,222	\$502,000	\$1,070,222	\$502,000
CHT BRT-3A I40-US15-UNC OB	CHT	BRT Guideway	\$0	\$0	\$1,070,222	\$502,000	\$1,070,222	\$502,000	\$1,070,222	\$502,000
CHT BRT-3B I40-ElzbtH-UNC IB	CHT	BRT Guideway	\$0	\$0	\$1,605,333	\$863,440	\$1,605,333	\$863,440	\$1,605,333	\$863,440
CHT BRT-3B I40-ElzbtH-UNC OB	CHT	BRT Guideway	\$0	\$0	\$1,605,333	\$863,440	\$1,605,333	\$863,440	\$1,605,333	\$863,440
CHT BRT-3C I40-Carolina N IB	CHT	BRT Guideway	\$0	\$0	\$1,605,333	\$642,560	\$1,605,333	\$642,560	\$1,605,333	\$642,560
CHT BRT-3C I40-Carolina N OB	CHT	BRT Guideway	\$0	\$0	\$1,605,333	\$642,560	\$1,605,333	\$642,560	\$1,605,333	\$642,560
CHT BRT-5 I40 to UNC IB	CHT	BRT Guideway	\$0	\$0	\$1,070,222	\$502,000	\$1,070,222	\$502,000	\$1,070,222	\$502,000
CHT BRT-5 I40 to UNC OB	CHT	BRT Guideway	\$0	\$0	\$1,070,222	\$502,000	\$1,070,222	\$502,000	\$1,070,222	\$502,000
CHT BRT-6 to Carolina N IB	CHT	Express Bus	\$0	\$0	\$1,001,736	\$642,560	\$1,001,736	\$642,560	\$1,001,736	\$642,560
CHT BRT-6 from Carolina N OB	CHT	Express Bus	\$0	\$0	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
CHT BRT-7a to Carolina N IB	CHT	Express Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT BRT-7a from Carolina N OB	CHT	Express Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT BRT-7 to UNC IB	CHT	Express Bus	\$0	\$0	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
CHT BRT-7 from UNC OB	CHT	Express Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT BRT-8 to UNC IB	CHT	Express Bus	\$0	\$0	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
CHT BRT-8 from UNC OB	CHT	Express Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CHT BRT-8a to Carolina N IB	CHT	Express Bus	\$0	\$0	\$333,912	\$361,440	\$333,912	\$361,440	\$333,912	\$361,440

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Route Name	Company	Service	Bus Transit		Commuter Rail		Rail Transit		Light Rail Transit	
			Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost
CHT BRT-8a from Carolina N OB	CHT	Express Bus	\$0	\$0	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CTRAN 3 SB:North South	CTRAN	Local Bus	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
CTRAN 3 NB:North South	CTRAN	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CTRAN 4 EB:East West	CTRAN	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CTRAN 4 WB:East-West	CTRAN	Local Bus	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
CTRAN 1 Maynard Loop One CLK	CTRAN	Local Bus	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680
CTRAN 2 Maynard Loop Two CTR	CTRAN	Local Bus	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
CTRAN 5 SB: Cary Parkway	CTRAN	Local Bus	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
CTRAN 5 NB: Cary Parkway	CTRAN	Local Bus	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
CTRAN 6 SB: Cary-Apex	CTRAN	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CTRAN 6 NB: Cary-Apex	CTRAN	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CTRAN 7 SB: Davis Drive	CTRAN	Local Bus	\$1,001,736	\$682,720	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CTRAN 7 NB: Davis Drive	CTRAN	Local Bus	\$1,335,648	\$823,280	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
CTRAN 8 SB: Northwest	CTRAN	Local Bus	\$1,001,736	\$682,720	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
CTRAN 8 NB: Northwest	CTRAN	Local Bus	\$1,335,648	\$823,280	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DATA 1-3:Hillndal-Guess-Mdln	DATA	Local Bus	\$1,669,560	\$8,433,600	\$1,669,560	\$7,730,800	\$1,669,560	\$702,800	\$1,669,560	\$702,800
DATA 3-1:Mdln-Guess-Hillndal	DATA	Local Bus	\$2,003,472	\$10,120,320	\$2,003,472	\$9,276,960	\$2,003,472	\$14,337,120	\$2,003,472	\$843,360
DATA 1-3:Hillndal-Point-Mdln	DATA	Local Bus	\$1,669,560	\$8,433,600	\$1,669,560	\$12,037,960	\$1,669,560	\$18,604,120	\$1,669,560	\$1,094,360
DATA 3-1:Mdln-Point-Hillndal	DATA	Local Bus	\$2,003,472	\$9,276,960	\$2,003,472	\$13,584,120	\$2,003,472	\$20,993,640	\$2,003,472	\$1,234,920
DATA 4-2:Horton-Angier	DATA	Local Bus	\$667,824	\$3,092,320	\$333,912	\$2,981,880	\$333,912	\$4,608,360	\$1,335,648	\$823,280
DATA 2-4:Angier-Horton	DATA	Local Bus	\$667,824	\$3,092,320	\$333,912	\$2,981,880	\$333,912	\$4,608,360	\$1,335,648	\$823,280
DATA 6-5:Cnstitutn-Crnw-Emrld	DATA	Local Bus	\$1,001,736	\$4,638,480	\$667,824	\$11,114,280	\$667,824	\$6,997,880	\$1,669,560	\$963,840
DATA 5-6:Emrld-Crnw-Cnstitutn	DATA	Local Bus	\$1,001,736	\$4,638,480	\$667,824	\$14,638,320	\$667,824	\$9,216,720	\$1,669,560	\$1,094,360
DATA 5-6:Emerald-HV-Cameron	DATA	Local Bus	\$1,001,736	\$5,060,160	\$667,824	\$281,120	\$667,824	\$3,092,320	\$1,669,560	\$702,800
DATA 6-5:Cameron-HV-Emerald	DATA	Local Bus	\$1,001,736	\$5,060,160	\$667,824	\$281,120	\$667,824	\$3,092,320	\$1,669,560	\$702,800
DATA 7 OB:Downtown-Southpoint	DATA	Local Bus	\$1,335,648	\$9,879,360	\$2,003,472	\$1,234,920	\$2,003,472	\$9,276,960	\$2,003,472	\$20,993,640
DATA 7 IB:Southpoint-Downtown	DATA	Local Bus	\$1,335,648	\$9,879,360	\$2,003,472	\$1,234,920	\$2,003,472	\$9,276,960	\$2,003,472	\$20,993,640
DATA 8-10:DrhmTech-NewHopeCmn	DATA	Local Bus	\$1,335,648	\$9,879,360	\$2,003,472	\$1,234,920	\$2,003,472	\$9,276,960	\$2,003,472	\$1,234,920
DATA 10-8:NewHopeCmn-DrhmTech	DATA	Local Bus	\$1,669,560	\$13,132,320	\$2,337,384	\$1,506,000	\$2,337,384	\$10,823,120	\$2,337,384	\$1,506,000
DATA 8-10:DrhmTech-Woodcroft	DATA	Local Bus	\$1,335,648	\$9,879,360	\$2,003,472	\$1,234,920	\$2,003,472	\$9,276,960	\$2,003,472	\$1,234,920
DATA 10-8:Woodcroft-DrhmTech	DATA	Local Bus	\$1,669,560	\$13,132,320	\$2,337,384	\$1,506,000	\$2,337,384	\$10,823,120	\$2,337,384	\$1,506,000
DATA 9-11:DRHosp-Bennett	DATA	Local Bus	\$1,335,648	\$9,879,360	\$2,003,472	\$1,234,920	\$2,003,472	\$14,337,120	\$2,003,472	\$1,234,920
DATA 11-9:Bennett-DRHosp	DATA	Local Bus	\$1,335,648	\$9,879,360	\$2,003,472	\$1,234,920	\$2,003,472	\$14,337,120	\$2,003,472	\$1,234,920
DATA 12 OB:Downtown-TTATerm	DATA	Local Bus	\$1,001,736	\$10,361,280	\$1,335,648	\$1,004,000	\$1,335,648	\$9,558,080	\$1,335,648	\$11,044,000
DATA 12 IB:TTATerm-Downtown	DATA	Local Bus	\$1,001,736	\$10,361,280	\$1,335,648	\$1,004,000	\$1,335,648	\$9,558,080	\$1,335,648	\$11,044,000
DATA 13 OB: Birchwood-Fayette	DATA	Local Bus	\$1,001,736	\$5,060,160	\$1,001,736	\$421,680	\$1,001,736	\$7,168,560	\$1,001,736	\$4,638,480
DATA 13 IB: Fayette-Birchwood	DATA	Local Bus	\$667,824	\$3,373,440	\$667,824	\$281,120	\$667,824	\$4,779,040	\$667,824	\$3,092,320
DATA 14 LP:NCCUShuttle	DATA	Local Bus	\$333,912	\$1,686,720	\$333,912	\$140,560	\$333,912	\$2,389,520	\$333,912	\$1,546,160
DATA 15 OB:Dtn-BrierCreek	DATA	Local Bus	\$333,912	\$361,440	\$0	\$0	\$0	\$0	\$0	\$0
DATA 15 IB: BrierCreek-Dtn	DATA	Local Bus	\$333,912	\$361,440	\$0	\$0	\$0	\$0	\$0	\$0
DATA 16 IB: MineralSprng-Dtn	DATA	Local Bus	\$1,001,736	\$421,680	\$1,001,736	\$682,720	\$1,001,736	\$15,702,560	\$1,001,736	\$682,720
DATA 16 OB:Dtn-MineralSprng	DATA	Local Bus	\$1,001,736	\$421,680	\$1,001,736	\$682,720	\$1,001,736	\$15,702,560	\$1,001,736	\$682,720
DATA 17 IB: Treyburn-Horton	DATA	Local Bus	\$1,335,648	\$7,590,240	\$667,824	\$3,795,120	\$667,824	\$3,795,120	\$667,824	\$843,360
DATA 17 OB:Horton-Treyburn	DATA	Local Bus	\$2,003,472	\$11,385,360	\$667,824	\$3,795,120	\$667,824	\$3,795,120	\$1,335,648	\$1,686,720
DATA 12X DTT-EPA OB	DATA	Express Bus	\$1,335,648	\$1,004,000	\$0	\$0	\$0	\$0	\$0	\$0
DATA 12X DTT-EPA IB	DATA	Express Bus	\$1,669,560	\$1,144,560	\$0	\$0	\$0	\$0	\$0	\$0
DATA 15 Willowdale OB	DATA	Local Bus	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$17,288,880	\$1,335,648	\$823,280
DATA 15 Willowdale IB	DATA	Local Bus	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$17,288,880	\$1,335,648	\$823,280
DATA 17 Feeder Eno Loop	DATA	Local Bus	\$0	\$0	\$333,912	\$361,440	\$667,824	\$3,654,000	\$333,912	\$361,440
DATA 17 Feeder IB	DATA	Local Bus	\$0	\$0	\$333,912	\$271,080	\$667,824	\$6,997,880	\$333,912	\$271,080
DATA 17 Feeder OB	DATA	Local Bus	\$0	\$0	\$333,912	\$271,080	\$667,824	\$6,997,880	\$333,912	\$271,080
DATA 17 Horton-Davinci NWB	DATA	Local Bus	\$1,001,736	\$2,530,080	\$333,912	\$7,048,080	\$333,912	\$3,654,560	\$333,912	\$7,048,080
DATA 17 Horton-Davinci SEB	DATA	Local Bus	\$1,001,736	\$2,530,080	\$333,912	\$7,048,080	\$333,912	\$3,654,560	\$333,912	\$7,048,080
DATA 17 Roxboro-Davinci NB	DATA	Local Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$281,120	\$667,824	\$502,000
DATA 17 Roxboro-Davinci SB	DATA	Local Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$281,120	\$667,824	\$502,000
DATA 18 Feeder IB	DATA	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$4,528,040	\$667,824	\$4,528,040

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Route Name	Company	Service	Bus Transit		Commuter Rail		Rail Transit		Light Rail Transit	
			Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost
DATA 18 Feeder OB	DATA	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$4,528,040	\$667,824	\$4,528,040
DATA 19 Feeder IB	DATA	Local Bus	\$0	\$0	\$333,912	\$271,080	\$1,335,648	\$9,056,080	\$1,335,648	\$9,056,080
DATA 19 Feeder OB	DATA	Local Bus	\$0	\$0	\$333,912	\$271,080	\$1,335,648	\$9,056,080	\$1,335,648	\$9,056,080
DATA 20 Ngate-RTP OB	DATA	Local Bus	\$2,003,472	\$7,409,520	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280
DATA 20 Ngate-RTP IB	DATA	Local Bus	\$2,337,384	\$8,252,880	\$1,669,560	\$963,840	\$1,669,560	\$963,840	\$1,669,560	\$963,840
DATA 20 UniDr-RTP OB	DATA	Local Bus	\$2,003,472	\$1,234,920	\$333,912	\$271,080	\$333,912	\$271,080	\$1,335,648	\$823,280
DATA 20 UniDr-RTP IB	DATA	Local Bus	\$2,003,472	\$1,234,920	\$333,912	\$271,080	\$333,912	\$271,080	\$1,335,648	\$823,280
DATA 21 Ngate-Spoint IB	DATA	Local Bus	\$1,335,648	\$662,240	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
DATA 21 Ngate-Spoint OB	DATA	Local Bus	\$1,335,648	\$662,240	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
DATA 25 DurReg-DukeMed OB	DATA	Local Bus	\$667,824	\$281,120	\$333,912	\$140,560	\$333,912	\$140,560	\$333,912	\$140,560
DATA 25 DurReg-DukeMed IB	DATA	Local Bus	\$667,824	\$281,120	\$333,912	\$140,560	\$333,912	\$140,560	\$333,912	\$140,560
DATA 27 Ngate-RTP W OB	DATA	Local Bus	\$2,337,384	\$983,920	\$1,669,560	\$702,800	\$1,669,560	\$702,800	\$1,669,560	\$702,800
DATA 27 Ngate-RTP W IB	DATA	Local Bus	\$2,337,384	\$983,920	\$1,669,560	\$702,800	\$1,669,560	\$702,800	\$1,669,560	\$702,800
DATA 28 RTP E OB	DATA	Local Bus	\$1,669,560	\$963,840	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720
DATA 28 RTP E IB	DATA	Local Bus	\$1,669,560	\$963,840	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280
DATA 30 Duke Hospital OB	DATA	Local Bus	\$1,001,736	\$4,638,480	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
DATA 30 Duke Hospital IB	DATA	Local Bus	\$1,001,736	\$4,638,480	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
DATA 7SP Southpoint Mall OB	DATA	Local Bus	\$2,003,472	\$9,276,960	\$2,003,472	\$1,506,000	\$2,003,472	\$1,506,000	\$2,003,472	\$1,506,000
DATA 7SP Southpoint Mall IB	DATA	Local Bus	\$2,671,296	\$12,369,280	\$2,671,296	\$2,008,000	\$2,671,296	\$2,008,000	\$2,671,296	\$2,008,000
DATA Bethesda NB	DATA	Local Bus	\$667,824	\$3,092,320	\$333,912	\$3,514,000	\$333,912	\$3,514,000	\$667,824	\$7,028,000
DATA Bethesda SB	DATA	Local Bus	\$667,824	\$3,092,320	\$333,912	\$3,514,000	\$333,912	\$3,514,000	\$667,824	\$7,028,000
DATA Dtech-Snow IB	DATA	Local Bus	\$1,669,560	\$963,840	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
DATA Dtech-Snow OB	DATA	Local Bus	\$1,669,560	\$1,094,360	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720
DATA Dtown Terminal Feeder IB	DATA	Local Bus	\$667,824	\$411,640	\$333,912	\$5,692,680	\$333,912	\$271,080	\$333,912	\$271,080
DATA Dtown Terminal Feeder OB	DATA	Local Bus	\$667,824	\$411,640	\$333,912	\$5,692,680	\$333,912	\$271,080	\$333,912	\$271,080
DATA Dtown Terminal Shuttle IB	DATA	Local Bus	\$1,335,648	\$5,622,400	\$1,335,648	\$7,028,000	\$667,824	\$3,514,000	\$1,335,648	\$7,028,000
DATA Dtown Terminal Shuttle OB	DATA	Local Bus	\$1,335,648	\$5,622,400	\$1,335,648	\$7,028,000	\$667,824	\$3,514,000	\$1,335,648	\$7,028,000
DATA Durham XT NWB	DATA	Local Bus	\$1,001,736	\$421,680	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DATA Durham XT SEB	DATA	Local Bus	\$1,335,648	\$562,240	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DATA EPA IB	DATA	Express Bus	\$1,001,736	\$421,680	\$0	\$0	\$0	\$0	\$0	\$0
DATA EPA OB	DATA	Express Bus	\$1,001,736	\$421,680	\$0	\$0	\$0	\$0	\$0	\$0
DATA Holoway/The Village IB	DATA	Local Bus	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720
DATA Holoway/The Village OB	DATA	Local Bus	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720
DATA Joyner-Club-Duke IB	DATA	Local Bus	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680
DATA Joyner-Club-Duke OB	DATA	Local Bus	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680
DATA L1 NDP: Carver to RDU NB	DATA	Local Bus	\$2,003,472	\$843,360	\$2,003,472	\$843,360	\$2,003,472	\$843,360	\$2,003,472	\$843,360
DATA L1 NDP: Carver to RDU SB	DATA	Local Bus	\$2,003,472	\$843,360	\$2,003,472	\$843,360	\$2,003,472	\$843,360	\$2,003,472	\$843,360
DATA L2 Cornwallis-Brier Crk EB	DATA	Local Bus	\$1,669,560	\$702,800	\$1,669,560	\$702,800	\$1,669,560	\$702,800	\$1,669,560	\$702,800
DATA L2 Cornwallis-Brier Crk WB	DATA	Local Bus	\$1,669,560	\$702,800	\$1,669,560	\$702,800	\$1,669,560	\$702,800	\$1,669,560	\$702,800
DATA L3 Cornwallis-Miami EB	DATA	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$411,640
DATA L3 Cornwallis-Miami WB	DATA	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$411,640
DATA L4 W Cornwallis-SP Mall NB	DATA	Local Bus	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$2,530,080	\$1,001,736	\$421,680
DATA L4 W Cornwallis-SP Mall SB	DATA	Local Bus	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$2,530,080	\$1,001,736	\$421,680
DATA L5 Mt Moraih-NC 54 EB	DATA	Local Bus	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$4,939,680	\$1,335,648	\$823,280
DATA L5 Mt Moraih-NC 54 WB	DATA	Local Bus	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$4,939,680	\$1,335,648	\$823,280
DATA L6 Morehead-Cornwallis NB	DATA	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$411,640
DATA L6 Morehead-Cornwallis SB	DATA	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$411,640
DATA L7 Avondale-Chpl Hill St EB	DATA	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
DATA L7 Avondale-Chpl Hill St WB	DATA	Local Bus	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
DATA L8 Hillsbor N-Hillsbor S NB	DATA	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$411,640
DATA L8 Hillsbor N-Hillsbor S SB	DATA	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$411,640
DATA L9 Renaissance-Hopson EB	DATA	Local Bus	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$4,939,680	\$1,335,648	\$823,280
DATA L9 Renaissance-Hopson WB	DATA	Local Bus	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$4,096,320	\$1,001,736	\$682,720
DATA Meridian Pkwy circulator IB	DATA	Local Bus	\$0	\$0	\$1,001,736	\$421,680	\$1,001,736	\$2,530,080	\$1,001,736	\$421,680
DATA Meridian Pkwy circulator OB	DATA	Local Bus	\$0	\$0	\$1,001,736	\$421,680	\$1,001,736	\$2,530,080	\$1,001,736	\$421,680
DATA NC98 - US70 - Miami IB	DATA	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$411,640

Section 4 -- Transit Projects
2025 LRTP -- Transit Options
Projects and Costs

Route Name	Company	Service	Bus Transit		Commuter Rail		Rail Transit		Light Rail Transit	
			Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost
DATA NC98 - US70 - Miami OB	DATA	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$411,640
DATA Riddle Station Feeder IB	DATA	Local Bus	\$0	\$0	\$1,001,736	\$421,680	\$1,001,736	\$2,530,080	\$1,001,736	\$421,680
DATA Riddle Station Feeder OB	DATA	Local Bus	\$0	\$0	\$667,824	\$281,120	\$667,824	\$1,686,720	\$667,824	\$281,120
DATA S Square Feeder IB	DATA	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$6,997,880
DATA S Square Feeder OB	DATA	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$6,997,880
DATA S Square Shuttle IB	DATA	Local Bus	\$1,335,648	\$562,240	\$1,335,648	\$562,240	\$1,335,648	\$3,373,440	\$1,335,648	\$9,558,080
DATA S Square Shuttle OB	DATA	Local Bus	\$1,335,648	\$562,240	\$1,335,648	\$562,240	\$1,335,648	\$3,373,440	\$1,335,648	\$9,558,080
DATA Treyburn NB	DATA	Local Bus	\$1,335,648	\$562,240	\$1,335,648	\$562,240	\$1,335,648	\$3,373,440	\$1,335,648	\$562,240
DATA Treyburn SB	DATA	Local Bus	\$1,335,648	\$562,240	\$1,335,648	\$562,240	\$1,335,648	\$3,373,440	\$1,335,648	\$562,240
DATA Treyburn Station Feeder	DATA	Local Bus	\$0	\$0	\$2,003,472	\$1,234,920	\$2,003,472	\$7,409,520	\$2,003,472	\$1,234,920
DATA Woodcroft Feeder IB	DATA	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$6,997,880
DATA Woodcroft Feeder OB	DATA	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$6,997,880
DCHC B10a Durham-Capital Blvd	dchc	Express Bus	\$2,450,000	\$1,094,360	\$1,470,000	\$682,720	\$1,470,000	\$682,720	\$1,470,000	\$682,720
DCHC B10b Capital Blvd-Durham	dchc	Express Bus	\$4,900,000	\$1,797,160	\$2,450,000	\$963,840	\$2,450,000	\$963,840	\$2,450,000	\$963,840
DCHC B11a Duke to N Raleigh EB	dchc	Local Bus	\$1,335,648	\$823,280	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DCHC B11b N Raleigh to Duke WB	dchc	Local Bus	\$1,669,560	\$963,840	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
DCHC B12a Duke to W Wake fwy OB	dchc	Local Bus	\$667,824	\$411,640	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
DCHC B12b W Wake fwy to Duke IB	dchc	Local Bus	\$667,824	\$411,640	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
DCHC B13a Durham to Apex OB	dchc	Express Bus	\$3,430,000	\$1,506,000	\$1,960,000	\$823,280	\$1,960,000	\$823,280	\$1,960,000	\$823,280
DCHC B13b Apex to Durham IB	dchc	Express Bus	\$3,430,000	\$1,506,000	\$1,960,000	\$823,280	\$1,960,000	\$823,280	\$1,960,000	\$823,280
DCHC B14a W Wake pkwy to US70	dchc	Local Bus	\$1,335,648	\$823,280	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DCHC B14b US70 to W Wake pkwy	dchc	Local Bus	\$1,335,648	\$823,280	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DCHC B15a Southpoint to RDU	DATA	Local Bus	\$1,001,736	\$682,720	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DCHC B15b RDU to Southpoint	DATA	Local Bus	\$1,001,736	\$682,720	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DCHC B1a Durham to Roxboro NB	DATA	Express Bus	\$1,960,000	\$823,280	\$490,000	\$271,080	\$490,000	\$271,080	\$980,000	\$411,640
DCHC B1b Roxboro to Durham SB	DATA	Express Bus	\$1,960,000	\$823,280	\$490,000	\$271,080	\$490,000	\$271,080	\$980,000	\$411,640
DCHC B2a Durham-Butner OB	DATA	Express Bus	\$2,450,000	\$963,840	\$2,450,000	\$963,840	\$2,450,000	\$963,840	\$2,450,000	\$963,840
DCHC B2b Butner-Durham IB	DATA	Express Bus	\$2,450,000	\$963,840	\$2,450,000	\$963,840	\$2,450,000	\$963,840	\$2,450,000	\$963,840
DCHC B3a Duke-Mebane OB	DATA	Express Bus	\$5,390,000	\$2,329,280	\$5,390,000	\$2,329,280	\$5,390,000	\$2,329,280	\$5,390,000	\$2,329,280
DCHC B3b Mebane-Duke IB	DATA	Express Bus	\$5,390,000	\$2,329,280	\$5,390,000	\$2,329,280	\$5,390,000	\$2,329,280	\$5,390,000	\$2,329,280
DCHC B4a CH to Hillsborough OB	DATA	Express Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DCHC B4b Hillsborough to CH IB	DATA	Express Bus	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
DCHC B5a RDU to Hillsborough OB	DATA	Express Bus	\$2,940,000	\$1,234,920	\$2,940,000	\$1,234,920	\$2,940,000	\$1,234,920	\$2,940,000	\$1,234,920
DCHC B5b Hillsborough to RDU IB	DATA	Express Bus	\$2,940,000	\$1,234,920	\$2,940,000	\$1,234,920	\$2,940,000	\$1,234,920	\$2,940,000	\$1,234,920
DCHC B6a CH to Alamance OB	DATA	Express Bus	\$1,001,736	\$863,440	\$1,001,736	\$863,440	\$1,001,736	\$863,440	\$1,001,736	\$863,440
DCHC B6b Alamance to CH IB	DATA	Express Bus	\$1,335,648	\$1,004,000	\$1,335,648	\$1,004,000	\$1,335,648	\$1,004,000	\$1,335,648	\$1,004,000
DCHC B7a CH to Alamance OB	DATA	Express Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DCHC B7b Alamance to CH IB	DATA	Express Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DCHC B8a UNC to Pittsboro SB	DATA	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
DCHC B8b Pittsboro to UNC NB	DATA	Local Bus	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
DCHC B9a CH to Old Farrington OB	DATA	Local Bus	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680
DCHC B9b Old Farrington to CH IB	DATA	Local Bus	\$1,335,648	\$562,240	\$1,335,648	\$562,240	\$1,335,648	\$562,240	\$1,335,648	\$562,240
DCHC R6 Drhm/Dunhill Circulator	DATA	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCHC R7a Durham Outer Circulator	DATA	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCHC R7b Durham Inner Circulator	DATA	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCHC R8a UNC to Hillsborough NB	DATA	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCHC R8b Hillsborough to UNC SB	DATA	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCHC R9a Duke to Burlington WB	DATA	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DCHC R9b Burlington to Duke EB	DATA	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TT Butner-Durham OB	DATA	Express Bus	\$1,960,000	\$5,903,520	\$1,960,000	\$281,120	\$1,960,000	\$281,120	\$1,960,000	\$281,120
Total DATA, CHT, and DCHC			\$239,659,816	\$441,679,680	\$229,236,662	\$301,511,240	\$230,906,222	\$578,304,000	\$241,569,670	\$366,269,240
DUKE C1 OB:ECampus-WCampus	Duke	Local Bus	\$667,824	\$2,951,760	\$667,824	\$2,951,760	\$667,824	\$2,951,760	\$667,824	\$2,951,760
DUKE C1 IB:WCampus-ECampus	Duke	Local Bus	\$667,824	\$2,951,760	\$667,824	\$2,951,760	\$667,824	\$2,951,760	\$667,824	\$2,951,760
DUKE C2 OB:WCampus-ECampus	Duke	Local Bus	\$1,335,648	\$5,903,520	\$1,335,648	\$5,903,520	\$1,335,648	\$5,903,520	\$1,335,648	\$5,903,520
DUKE C2 IB:ECampus-WCampus	Duke	Local Bus	\$1,335,648	\$5,903,520	\$1,335,648	\$5,903,520	\$1,335,648	\$5,903,520	\$1,335,648	\$5,903,520
DUKE C3 OB:SciDr-EastCampus	Duke	Local Bus	\$667,824	\$3,373,440	\$667,824	\$3,373,440	\$667,824	\$3,373,440	\$667,824	\$3,373,440

Section 4 -- Transit Projects
2025 LRTP -- Transit Options
 Projects and Costs

Route Name	Company	Service	Bus Transit		Commuter Rail		Rail Transit		Light Rail Transit	
			Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost
DUKE C3 IB:EastCampus-SciDr	Duke	Local Bus	\$667,824	\$3,373,440	\$667,824	\$3,373,440	\$667,824	\$3,373,440	\$667,824	\$3,373,440
DUKE H1 OB:PG3-Entry11	Duke	Local Bus	\$333,912	\$1,686,720	\$333,912	\$1,686,720	\$333,912	\$1,686,720	\$333,912	\$1,686,720
DUKE H1 IB:Entry11-PG3	Duke	Local Bus	\$333,912	\$1,686,720	\$333,912	\$1,686,720	\$333,912	\$1,686,720	\$333,912	\$1,686,720
DUKE H2 OB:PG3-HospNorth	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960
DUKE H2 IB:HospNorth-PG3	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960
DUKE H3 OB:HospN-HillsbghRd	Duke	Local Bus	\$333,912	\$2,981,880	\$333,912	\$2,981,880	\$333,912	\$2,981,880	\$333,912	\$2,981,880
DUKE H3 IB:HillsbghRd-HospN	Duke	Local Bus	\$333,912	\$2,981,880	\$333,912	\$2,981,880	\$333,912	\$2,981,880	\$333,912	\$2,981,880
DUKE H5 OB:MillBldg-HockPlaza	Duke	Local Bus	\$667,824	\$4,528,040	\$333,912	\$2,981,880	\$333,912	\$2,981,880	\$333,912	\$2,981,880
DUKE H5 IB:HockPlaza-MillBldg	Duke	Local Bus	\$333,912	\$2,981,880	\$333,912	\$2,981,880	\$333,912	\$2,981,880	\$333,912	\$2,981,880
DUKE H6 OB: LaSalleLot-Ent11	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960
DUKE H6 IB:Ent11-LaSalleLot	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960
DUKE PR1 OB:BassetDr-Ent11	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960
DUKE PR1 IB:Entry11-BassetDr	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960	\$333,912	\$3,252,960
DUKE C6 OB:Chapel-Ecampus	Duke	Local Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DUKE C6 IB:Ecampus-Chapel	Duke	Local Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Duke E/Cent./W EB	Duke	Local Bus	\$667,824	\$3,373,440	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
Duke E/Cent./W WB	Duke	Local Bus	\$667,824	\$3,373,440	\$667,824	\$281,120	\$667,824	\$281,120	\$667,824	\$281,120
Duke E/W EB	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
Duke E/W WB	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$271,080	\$333,912	\$271,080
Duke Med 1 EB	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
Duke Med 1 WB	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
Duke Med 3 NB	Duke	Local Bus	\$333,912	\$1,686,720	\$333,912	\$140,560	\$333,912	\$843,360	\$333,912	\$140,560
Duke Med 3 SB	Duke	Local Bus	\$333,912	\$1,686,720	\$333,912	\$140,560	\$333,912	\$843,360	\$333,912	\$140,560
Duke Med 4 EB	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
Duke Med 4 WB	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
Duke Science Loop CCW	Duke	Local Bus	\$667,824	\$4,939,680	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$411,640
Duke Science Loop CW	Duke	Local Bus	\$1,001,736	\$5,060,160	\$1,001,736	\$421,680	\$1,001,736	\$2,530,080	\$1,001,736	\$421,680
Duke Student Park EB	Duke	Local Bus	\$333,912	\$1,686,720	\$333,912	\$140,560	\$333,912	\$843,360	\$333,912	\$140,560
Duke Student Park WB	Duke	Local Bus	\$333,912	\$1,686,720	\$333,912	\$140,560	\$333,912	\$843,360	\$333,912	\$140,560
Duke Villa NB	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
Duke Villa SB	Duke	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
NCCU Circulator	NCCU	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
NCCU Shuttle NB	NCCU	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
NCCU Shuttle SB	NCCU	Local Bus	\$333,912	\$3,252,960	\$333,912	\$271,080	\$333,912	\$1,626,480	\$333,912	\$271,080
NCSU 1 Avent Ferry	NCSU	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$2,469,840	\$667,824	\$411,640
NCSU 3 Engineering Shuttle	NCSU	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
NCSU 4 Westgrove	NCSU	Local Bus	\$667,824	\$411,640	\$0	\$0	\$0	\$0	\$0	\$0
NCSU 5 Varsity	NCSU	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
NCSU 6 Carter Finley	NCSU	Local Bus	\$667,824	\$411,640	\$0	\$0	\$0	\$0	\$0	\$0
NCSU 7 Wolfink Shuttle	NCSU	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
NCSU 7A Mid-Day Shuttle	NCSU	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
NCSU 8 Southeast Loop	NCSU	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
NCSU 8A Mid-Day Textiles	NCSU	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
NCSU 9 Greek Court	NCSU	Local Bus	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
NCSU 11 Village Link	NCSU	Local Bus	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
NCSU 4 Westgrove (Rail)	NCSU	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
NCSU 6 Carter Finley (Rail)	NCSU	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
NCSU 2 Reverse Wolfink Shuttle	NCSU	Local Bus	\$0	\$0	\$667,824	\$411,640	\$667,824	\$411,640	\$667,824	\$411,640
Total Duke and NCCU			\$25,377,312	\$124,767,080	\$25,711,224	\$69,296,080	\$25,711,224	\$90,530,680	\$25,711,224	\$69,296,080
OPT Hillsborough-Chapel Hill NB	OPT	Local Bus	\$2,671,296	\$16,465,600	\$2,671,296	\$16,465,600	\$2,671,296	\$16,465,600	\$0	\$0
OPT Hillsborough-Chapel Hill SB	OPT	Local Bus	\$2,671,296	\$16,465,600	\$2,671,296	\$16,465,600	\$2,671,296	\$16,465,600	\$0	\$0
Apex-Cary (DMU) NB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Apex-Cary (DMU) SB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Burlington-CarolinaNorth NB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Burlington-CarolinaNorth SB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Burlington-Raleigh EB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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Projects and Costs

Route Name	Company	Service	Bus Transit		Commuter Rail		Rail Transit		Light Rail Transit	
			Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost
Burlington-Raleigh WB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cary Circulator NB	TBD	Local Bus	\$1,335,648	\$10,291,000	\$1,335,648	\$10,291,000	\$1,335,648	\$10,291,000	\$1,335,648	\$10,291,000
Cary Circulator SB	TBD	Local Bus	\$667,824	\$6,777,000	\$667,824	\$6,777,000	\$667,824	\$6,777,000	\$667,824	\$6,777,000
Cary-Raleigh-DurantRd EB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cary-Raleigh-DurantRd WB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ChapelHill Circulator EB	TBD	Local Bus	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640
ChapelHill Circulator WB	TBD	Local Bus	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640
ChapelHillCirculator NB	TBD	Local Bus	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640
ChapelHillCirculator SB	TBD	Local Bus	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640	\$1,335,648	\$10,702,640
Duke-TMC(Rail) NB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Duke-TMC(Rail) SB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DurantRd-WakeForest NB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DurantRd-WakeForest SB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Durham Circulator NB	TBD	Local Bus	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680
Durham Circulator SB	TBD	Local Bus	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680	\$1,001,736	\$421,680
DurhamMMC-UNC EB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DurhamMMC-UNC WB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hillsborough-CarolinaNorth NB	TBD	Local Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hillsborough-CarolinaNorth SB	TBD	Local Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTP Circulator CCW	TBD	Local Bus	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720
RTP Circulator CW	TBD	Local Bus	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720	\$1,001,736	\$682,720
Raleigh Circulator CCW	TBD	Local Bus	\$3,005,208	\$1,917,640	\$3,005,208	\$1,917,640	\$3,005,208	\$1,917,640	\$3,005,208	\$1,917,640
Raleigh Circulator CW	TBD	Local Bus	\$3,005,208	\$1,917,640	\$3,005,208	\$1,917,640	\$3,005,208	\$1,917,640	\$3,005,208	\$1,917,640
Selma-Durham EB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Selma-Durham WB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TMC-Cary NB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TMC-Cary SB	TBD	Guideway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TMC-RDU EB	TBD	Local Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
TMC-RDU WB	TBD	Local Bus	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000	\$667,824	\$502,000
UNC-CarolinaNorth NB	TBD	Local Bus	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280
UNC-CarolinaNorth SB	TBD	Local Bus	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280	\$1,335,648	\$823,280
Durham-NorthDurham NB	TBDe	Express Bus	\$2,450,000	\$702,800	\$2,450,000	\$702,800	\$2,450,000	\$702,800	\$2,450,000	\$702,800
Durham-NorthDurham SB	TBDe	Express Bus	\$2,450,000	\$702,800	\$2,450,000	\$702,800	\$2,450,000	\$702,800	\$2,450,000	\$702,800
I540 Northern Arc HOV EB	TBDe	Express Bus	\$490,000	\$140,560	\$490,000	\$140,560	\$490,000	\$140,560	\$490,000	\$140,560
I540 Northern Arc HOV WB	TBDe	Express Bus	\$980,000	\$281,120	\$980,000	\$281,120	\$980,000	\$281,120	\$980,000	\$281,120
I540 Southern Arc EB	TBDe	Express Bus	\$980,000	\$281,120	\$980,000	\$281,120	\$980,000	\$281,120	\$980,000	\$281,120
I540 Southern Arc WB	TBDe	Express Bus	\$980,000	\$281,120	\$980,000	\$281,120	\$980,000	\$281,120	\$980,000	\$281,120
JohnstonCnty-TMC EB	TBDe	Express Bus	\$1,960,000	\$9,879,360	\$1,960,000	\$9,879,360	\$1,960,000	\$9,879,360	\$1,960,000	\$9,879,360
JohnstonCnty-TMC WB	TBDe	Express Bus	\$2,940,000	\$13,252,800	\$2,940,000	\$13,252,800	\$2,940,000	\$13,252,800	\$2,940,000	\$13,252,800
NC147: TMC-Duke NB	TBDe	Express Bus	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
NC147: TMC-Duke SB	TBDe	Express Bus	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200	\$1,001,736	\$552,200
Pittsboro-ChapelHill NB	TBDe	Express Bus	\$3,430,000	\$1,375,480	\$3,430,000	\$1,375,480	\$3,430,000	\$1,375,480	\$3,430,000	\$1,375,480
Pittsboro-ChapelHill SB	TBDe	Express Bus	\$2,450,000	\$1,094,360	\$2,450,000	\$1,094,360	\$2,450,000	\$1,094,360	\$2,450,000	\$1,094,360
Raleigh-Zebulon EB	TBDe	Express Bus	\$2,450,000	\$963,840	\$2,450,000	\$963,840	\$2,450,000	\$963,840	\$2,450,000	\$963,840
Raleigh-Zebulon WB	TBDe	Express Bus	\$3,920,000	\$1,385,520	\$3,920,000	\$1,385,520	\$3,920,000	\$1,385,520	\$3,920,000	\$1,385,520
TMC-ChapelHill(BRT) EB	TBDe	Express Bus	\$333,912	\$140,560	\$333,912	\$140,560	\$333,912	\$140,560	\$333,912	\$140,560
TMC-ChapelHill(BRT) WB	TBDe	Express Bus	\$333,912	\$140,560	\$333,912	\$140,560	\$333,912	\$140,560	\$333,912	\$140,560
Total TBD (operator unknown)			\$54,864,256	\$133,230,800	\$54,864,256	\$133,230,800	\$54,864,256	\$133,230,800	\$49,521,664	\$100,299,600
TT Burlington-Duke IB	TTE	Express Bus	\$1,470,000	\$10,120,320	\$1,470,000	\$10,120,320	\$0	\$0	\$0	\$10,120,320
TT Burlington-Duke OB	TTE	Express Bus	\$1,470,000	\$10,120,320	\$1,470,000	\$10,120,320	\$1,470,000	\$10,120,320	\$1,470,000	\$10,120,320
TT Burlington-UNC IB	TTE	Express Bus	\$980,000	\$281,120	\$1,960,000	\$2,811,200	\$1,960,000	\$2,811,200	\$1,960,000	\$2,811,200
TT Burlington-UNC OB	TTE	Express Bus	\$980,000	\$281,120	\$1,960,000	\$2,811,200	\$1,960,000	\$2,811,200	\$1,960,000	\$2,811,200
TT Butner-Durham IB	TTE	Express Bus	\$980,000	\$281,120	\$980,000	\$281,120	\$980,000	\$281,120	\$980,000	\$281,120
TT PersonCo-Durham IB	TTE	Express Bus	\$980,000	\$6,746,880	\$980,000	\$6,746,880	\$0	\$0	\$0	\$6,746,880
TT PersonCo-Durham OB	TTE	Express Bus	\$980,000	\$6,746,880	\$980,000	\$6,746,880	\$980,000	\$6,746,880	\$980,000	\$6,746,880
TT 420 IB:Hillsb-Chap Hill	TTR	Regional Bus	\$0	\$23,051,840	\$0	\$23,051,840	\$0	\$0	\$0	\$23,051,840

Section 4 -- Transit Projects
2025 LRTP -- Transit Options
Projects and Costs

Route Name	Company	Service	Bus Transit		Commuter Rail		Rail Transit		Light Rail Transit	
			Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost	Capital Cost	O & M Cost
TT 420 OB:Hillsb-Chap Hill	TTR	Regional Bus	\$0	\$26,987,520	\$0	\$26,987,520	\$0	\$26,987,520	\$0	\$26,987,520
TT ChapelHill-Durham-402/403 IB	TTR	Regional Bus	\$0	\$42,168,000	\$0	\$42,168,000	\$0	\$15,060,000	\$0	\$15,060,000
TT ChapelHill-Durham-402-403 OB	TTR	Regional Bus	\$0	\$38,232,320	\$0	\$38,232,320	\$0	\$13,654,400	\$0	\$13,654,400
TT ChapelHill-RTP-402-403 IB	TTR	Regional Bus	\$0	\$14,056,000	\$0	\$14,056,000	\$0	\$14,056,000	\$0	\$14,056,000
TT ChapelHill-RTP-402-403 OB	TTR	Regional Bus	\$0	\$14,056,000	\$0	\$14,056,000	\$0	\$14,056,000	\$0	\$14,056,000
TT ChapelHill-RTP-412/413 IB	TTR	Regional Bus	\$0	\$14,056,000	\$0	\$14,056,000	\$0	\$14,056,000	\$0	\$14,056,000
TT ChapelHill-RTP-412/413 OB	TTR	Regional Bus	\$0	\$14,056,000	\$0	\$14,056,000	\$0	\$14,056,000	\$0	\$14,056,000
TT Durham-RTP-412-413 IB	TTR	Regional Bus	\$0	\$24,176,320	\$0	\$24,176,320	\$0	\$5,020,000	\$0	\$5,020,000
TT Durham-RTP-412-413 OB	TTR	Regional Bus	\$0	\$24,176,320	\$0	\$24,176,320	\$0	\$5,020,000	\$0	\$5,020,000
Total Triangle Transit within DCHC			\$7,840,000	\$269,594,080	\$9,800,000	\$274,654,240	\$7,350,000	\$184,655,680	\$7,350,000	\$184,655,680
TT 500 EB:Chap Hill-Raleigh	TTE	Express Bus	\$0	\$38,513,440	\$0	\$38,513,440	\$0	\$38,513,440	\$0	\$38,513,440
TT 550 WB:Raleigh-Chap Hill	TTE	Express Bus	\$0	\$42,449,120	\$0	\$42,449,120	\$0	\$42,449,120	\$0	\$42,449,120
TT 600 EB:Durham-Raleigh	TTE	Express Bus	\$0	\$11,525,920	\$0	\$3,654,560	\$0	\$6,827,200	\$0	\$6,827,200
TT 650 WB:Raleigh-Durham	TTE	Express Bus	\$0	\$11,525,920	\$0	\$3,654,560	\$0	\$8,232,800	\$0	\$8,232,800
TT HollySprings-RTP IB	TTE	Express Bus	\$5,390,000	\$1,546,160	\$1,960,000	\$562,240	\$5,390,000	\$1,546,160	\$5,390,000	\$1,546,160
TT HollySprings-RTP OB	TTE	Express Bus	\$3,430,000	\$983,920	\$1,470,000	\$421,680	\$3,430,000	\$983,920	\$3,430,000	\$983,920
TT TriangleTownCtr-RTP IB	TTE	Express Bus	\$980,000	\$13,554,000	\$1,470,000	\$17,068,000	\$1,470,000	\$17,068,000	\$1,470,000	\$17,068,000
TT TriangleTownCtr-RTP OB	TTE	Express Bus	\$980,000	\$13,554,000	\$1,470,000	\$17,068,000	\$1,470,000	\$17,068,000	\$1,470,000	\$17,068,000
TT US 70 EB	TTE	Express Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TT US 70 WB	TTE	Express Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TT 42 SH:Trans Ctr-IBM	TTL	Local Bus	\$0	\$7,871,360	\$0	\$3,935,680	\$0	\$11,807,040	\$0	\$11,807,040
TT 45 SH:Trans Ctr-S RTP	TTL	Local Bus	\$0	\$7,871,360	\$0	\$7,871,360	\$0	\$11,807,040	\$0	\$11,807,040
TT 46 SH:Trans Ctr-E RTP	TTL	Local Bus	\$0	\$7,871,360	\$0	\$3,935,680	\$0	\$11,807,040	\$0	\$11,807,040
TT 48 SH:Trans Ctr-NE RTP	TTL	Local Bus	\$0	\$11,807,040	\$0	\$7,871,360	\$0	\$15,742,720	\$0	\$15,742,720
TT 49 SH:Trans Ctr-S RTP	TTL	Local Bus	\$0	\$3,935,680	\$0	\$3,935,680	\$0	\$7,871,360	\$0	\$7,871,360
TT 105 IB:Moore Sq-RTP	TTR	Regional Bus	\$0	\$42,168,000	\$0	\$23,092,000	\$0	\$7,530,000	\$0	\$7,530,000
TT 105 OB:RTP-Moore Sq	TTR	Regional Bus	\$0	\$32,047,680	\$0	\$19,859,120	\$0	\$5,722,800	\$0	\$5,722,800
TT 201 IB:Millbrook-RTP	TTR	Regional Bus	\$0	\$11,807,040	\$0	\$11,807,040	\$0	\$11,807,040	\$0	\$11,807,040
TT 201 OB:RTP-Millbrook	TTR	Regional Bus	\$0	\$11,807,040	\$0	\$11,807,040	\$0	\$11,807,040	\$0	\$11,807,040
TT 301 IB:Moore Sq-RTP	TTR	Regional Bus	\$0	\$42,168,000	\$0	\$36,144,000	\$0	\$9,036,000	\$0	\$9,036,000
TT 301 OB:RTP-Moore Sq	TTR	Regional Bus	\$0	\$42,168,000	\$0	\$36,144,000	\$0	\$9,036,000	\$0	\$9,036,000
TT 747 SH :Trans Ctr-RDU OP	TTR	Regional Bus	\$0	\$19,116,160	\$0	\$19,116,160	\$0	\$19,116,160	\$0	\$19,116,160
TT 747 SH:Trans Ctr-RDU	TTR	Regional Bus	\$0	\$7,590,240	\$0	\$7,590,240	\$0	\$7,590,240	\$0	\$7,590,240
Total Triangle Transit in DCHC & CAMPO			\$10,780,000	\$381,881,440	\$6,370,000	\$316,500,960	\$11,760,000	\$273,369,120	\$11,760,000	\$273,369,120
Total Bus Transit Cost			\$333,131,384	\$1,160,212,360	\$322,797,142	\$936,942,840	\$324,711,702	\$1,123,405,720	\$330,032,558	\$857,205,160

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