

Durham
Chapel Hill
Carrboro



metropolitan
Planning Organization

APPENDIX C

BUS TRANSIT AND RELATED PROJECTS



APPENDIX C – BUS TRANSIT AND RELATED PROJECTS

BACKGROUND AND TOTAL COSTS

This section presents the bus transit plan for the recommended 2030 LRTP. The first table, which begins on page C-3 of this appendix, lists the bus service projects in the order that they were inserted into the plan, with regular bus routes listed first, followed by feeder, express bus, and shuttle services. The total estimated costs for bus transit projects is approximately \$1.9 billion. On page C-14, the second table lists park-n-ride projects and the total costs, approximately \$17 million. On page C-15, the final table lists bus amenities and buildings with a total cost of almost \$82 million. The total for all the bus transit, park-n-ride and other bus related projects is over \$2 billion.

KEY INFORMATION

Each row in this listing is a separate transit project. The key information for each project is presented by columns, and includes the following:

- Project No. – This number facilitates the identification of projects in the long-range plan., and does not represent any type of project priority. There are approximately 258 bus route projects, 16 park-n-ride projects, and 2 multi-modal transfer centers.
- Service Type – There are four types of service: local bus service; feeder service that connects bus routes to fixed guideway transit stations; express bus service routes; and, shuttle service.
- Route Name – The route name identifies or describes the route.
- Transit Agency – The transit agencies responsible for operating the proposed services include: DATA – Durham Area Transit Authority; CHT – Chapel Hill Transit; TTA – Triangle Transit Authority; Orange – Orange Public Transportation; and, Duke – Duke University Transit.
- Peak Headway – This number denotes the number of minutes between buses on that route during peak travel times, i.e., morning and afternoon “rush hour.”
- Off-Peak Headway – This number denotes the number of minutes between buses on that route during non- peak travel times, i.e., outside of the morning and afternoon “rush hour.”
- Capital Cost – This amount is the total purchase price of vehicles, e.g., buses, and related equipment.
- Total Operating & Maintenance (2003-2025) – This amount is the total estimated operating and maintenance costs throughout the 26-year planning period, i.e., from 2005 to 2030. The annual operating and maintenance costs, and the year in which service is assumed to begin on that particular route, are the two factors that determine this amount.
- Year of Implementation – This year is the estimated year of implementation, and is used to compute costs and revenues, and for air quality modeling. For new routes, it is the year in which service is to

begin, and for existing routes, it is the year in which reduced headways (i.e., frequency in which vehicles serve the bus stops) and other service improvements are to begin.

HOW ARE TRANSIT COSTS COMPUTED?

There are three cost components for transit projects. Annual operating and maintenance is calculated by multiplying the number of service hours by a standard hourly cost rate for operating a bus. The number of service hours is derived from the peak and non-peak service schedule, and the frequency in which buses serve the route stops, i.e., headway. Capital costs must consider the number of service and backup buses required to serve the route, the purchase price of buses, and the number of years the bus is likely to be in service. Total operating and maintenance costs is a product of the annual operating and maintenance costs, and the number of service years that the route is projected to have within the timeframe of this plan, i.e., from 2005 to 2030.

EXEMPT PROJECTS

All the bus transit projects and transit buildings and amenities are deemed exempt from air quality conformity determination according to Title 40, Code of Federal Regulations (CFR), PART 93.126 and PART 93.127. PART 93.126 exempts mass transit operating assistance, support vehicles and equipment, structure replacement, and vehicles and railcars replacement or minor expansions. The most important implication of this exemption is that the projects may proceed toward implementation in the absence of a conforming transportation plan or Transportation Improvement Program (TIP). The park-n-ride facilities are not exempt to these regulations.

**DCHC MPO 2030 Long-Range Transportation Plan
Bus Transit Projects**

| No. | Service Type | Route Name (Description) | Transit Agency | Peak Headway | Off-Peak Headway | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005 \$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|--------------------|--------------|--|----------------|--------------|------------------|---|--|--------------------------------|------------------------|
| BUS SERVICE | | | | | | | | | |
| 1 | local bus | N-GATE->SPOINT | DATA | 15 | 30 | \$9,625,245 | \$1,308,000 | \$10,933,245 | 2010 |
| 2 | local bus | SPOINT->N-GATE | DATA | 15 | 30 | \$9,625,245 | \$1,308,000 | \$10,933,245 | 2010 |
| 3 | local bus | N-GATE->SPOINT Mall Shuttle | DATA | 30 | 60 | \$5,642,385 | \$654,000 | \$6,296,385 | 2010 |
| 4 | local bus | CH BASE01: CARR N TRANSITION-HW-UNC IB | CHT | 10 | 20 | \$11,284,770 | \$1,635,000 | \$12,919,770 | 2010 |
| 5 | local bus | CH BASE01: CARR N TRANSITION-HW-UNC OB | CHT | 10 | 20 | \$11,284,770 | \$1,635,000 | \$12,919,770 | 2010 |
| 6 | local bus | CH BASE02: NEW HOPE COMMONS-UNC IB | CHT | 10 | 20 | \$9,625,245 | \$1,308,000 | \$10,933,245 | 2010 |
| 7 | local bus | CH BASE02: NEW HOPE COMMONS-UNC OB | CHT | 10 | 20 | \$9,625,245 | \$1,308,000 | \$10,933,245 | 2010 |
| 8 | local bus | NS ROUTE OB | CHT | 10 | 20 | \$13,971,620 | \$1,308,000 | \$15,279,620 | 2005 |
| 9 | local bus | NS ROUTE IB | CHT | 10 | 20 | \$13,971,620 | \$1,308,000 | \$15,279,620 | 2005 |
| 10 | local bus | D ROUTE OB | CHT | 10 | 20 | \$13,971,620 | \$1,308,000 | \$15,279,620 | 2005 |
| 11 | local bus | D ROUTE IB | CHT | 10 | 20 | \$11,916,970 | \$1,308,000 | \$13,224,970 | 2005 |
| 12 | local bus | F ROUTE OB | CHT | 10 | 20 | \$18,902,780 | \$1,635,000 | \$20,537,780 | 2005 |
| 13 | local bus | F ROUTE IB | CHT | 10 | 20 | \$18,902,780 | \$1,635,000 | \$20,537,780 | 2005 |
| 14 | local bus | G ROUTE OB | CHT | 10 | 20 | \$20,957,430 | \$1,962,000 | \$22,919,430 | 2005 |
| 15 | local bus | G ROUTE IB | CHT | 10 | 20 | \$20,957,430 | \$2,289,000 | \$23,246,430 | 2005 |
| 16 | local bus | J ROUTE OB | CHT | 10 | 20 | \$13,971,620 | \$1,635,000 | \$15,606,620 | 2005 |
| 17 | local bus | J ROUTE IB | CHT | 10 | 20 | \$13,971,620 | \$1,308,000 | \$15,279,620 | 2005 |
| 18 | local bus | N ROUTE OB | CHT | 10 | 20 | \$6,985,810 | \$981,000 | \$7,966,810 | 2005 |
| 19 | local bus | N ROUTE IB | CHT | 10 | 20 | \$6,985,810 | \$981,000 | \$7,966,810 | 2005 |
| 20 | express bus | NU ROUTE OB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 21 | express bus | NU ROUTE IB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 22 | local bus | S ROUTE OB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 23 | local bus | S ROUTE IB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 24 | local bus | T ROUTE OB | CHT | 10 | 20 | \$13,971,620 | \$1,635,000 | \$15,606,620 | 2005 |
| 25 | local bus | T ROUTE IB | CHT | 10 | 20 | \$13,971,620 | \$1,635,000 | \$15,606,620 | 2005 |
| 26 | local bus | U ROUTE LOOP | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 27 | local bus | Ligget Myers->DENFIELD&ROXBR' | DATA | 15 | 30 | \$5,642,385 | \$654,000 | \$6,296,385 | 2010 |

| No. | Service Type | Route Name (Description) | Transit Agency | Peak Headway | Off-Peak Headway | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005 \$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|-----|--------------|------------------------------------|----------------|--------------|------------------|---|--|--------------------------------|------------------------|
| 28 | local bus | DENFIELD&ROXBR->Liggett Myers', | DATA | 15 | 30 | \$5,373,700 | \$327,000 | \$5,700,700 | 2011 |
| 29 | local bus | Liggett Myers->CARVER&FRONT', | DATA | 15 | 30 | \$5,373,700 | \$327,000 | \$5,700,700 | 2011 |
| 30 | local bus | CARVER&FRONT->Liggett Myers', | DATA | 15 | 30 | \$4,836,330 | \$654,000 | \$5,490,330 | 2013 |
| 31 | local bus | ALSTON STA->HOLDER&SHERRON | DATA | 15 | 30 | \$4,836,330 | \$981,000 | \$5,817,330 | 2013 |
| 32 | local bus | HOLDER&SHERRON->ALSTON STA | DATA | 15 | 30 | \$8,250,210 | \$654,000 | \$8,904,210 | 2013 |
| 33 | local bus | Liggett Myers->HOLOWAY/VILLAG', | DATA | 15 | 30 | \$4,836,330 | \$490,500 | \$5,326,830 | 2013 |
| 34 | local bus | HOLOWAY/VILLAG->Liggett Myers', | DATA | 15 | 30 | \$4,836,330 | \$327,000 | \$5,163,330 | 2013 |
| 35 | local bus | Liggett Myers->N.DUKE MALL | DATA | 15 | 30 | \$5,642,385 | \$490,500 | \$6,132,885 | 2010 |
| 36 | local bus | N.DUKE MALL->Liggett Myers | DATA | 15 | 30 | \$5,642,385 | \$327,000 | \$5,969,385 | 2010 |
| 37 | local bus | Liggett Myers->S.SQUARE MALL | DATA | 15 | 30 | \$8,250,210 | \$654,000 | \$8,904,210 | 2013 |
| 38 | local bus | S.SQUARE MALL->Liggett Myers | DATA | 15 | 30 | \$8,250,210 | \$654,000 | \$8,904,210 | 2013 |
| 39 | local bus | Liggett Myers->NEAL&MEADOWBROOK | DATA | 15 | 30 | \$4,298,960 | \$981,000 | \$5,279,960 | 2015 |
| 40 | local bus | :NEAL&MEADOWBROOK->Liggett Myers', | DATA | 15 | 30 | \$4,298,960 | \$981,000 | \$5,279,960 | 2015 |
| 41 | local bus | Liggett Myers->S.ROXBORO ST.', | DATA | 15 | 30 | \$4,836,330 | \$327,000 | \$5,163,330 | 2013 |
| 42 | local bus | S.ROXBORO ST.->Liggett Myers', | DATA | 15 | 30 | \$4,836,330 | \$327,000 | \$5,163,330 | 2013 |
| 43 | local bus | Liggett Myers->HOLMES REC.CTR', | DATA | 15 | 30 | \$5,642,385 | \$327,000 | \$5,969,385 | 2010 |
| 44 | local bus | HOLMES REC.CTR->Liggett Myers', | DATA | 15 | 30 | \$5,642,385 | \$327,000 | \$5,969,385 | 2010 |
| 45 | local bus | Liggett Myers->DURH.REG.HOSP', | DATA | 15 | 30 | \$5,642,385 | \$490,500 | \$6,132,885 | 2010 |
| 46 | local bus | DURH. REG.HOSP->Liggett Myers', | DATA | 15 | 30 | \$5,642,385 | \$490,500 | \$6,132,885 | 2010 |
| 47 | local bus | Liggett Myers->S.SQUARE MAL', | DATA | 15 | 30 | \$9,625,245 | \$490,500 | \$10,115,745 | 2010 |
| 48 | local bus | S.SQUARE MAL->Liggett Myers', | DATA | 15 | 30 | \$5,642,385 | \$490,500 | \$6,132,885 | 2010 |
| 49 | local bus | 9TH ST(Buchanan)->DUKE/VA H', | DATA | 15 | 30 | \$8,250,210 | \$490,500 | \$8,740,710 | 2013 |
| 50 | local bus | DUKE/VA H->9TH ST(Buchanan)', | DATA | 15 | 30 | \$4,836,330 | \$490,500 | \$5,326,830 | 2013 |
| 51 | local bus | Liggett Myers->S.PARK STA | DATA | 15 | 30 | \$9,672,660 | \$1,635,000 | \$11,307,660 | 2013 |
| 52 | local bus | S.PARK STA->Liggett Myers' | DATA | 15 | 30 | \$9,672,660 | \$1,635,000 | \$11,307,660 | 2013 |
| 53 | local bus | NCCU->HOLLOWAY&LYNN', | DATA | 15 | 30 | \$4,836,330 | \$327,000 | \$5,163,330 | 2013 |
| 54 | local bus | HOLLOWAY&LYNN->NCCU | DATA | 15 | 30 | \$4,836,330 | \$327,000 | \$5,163,330 | 2013 |
| 55 | local bus | FAYTTVL&CORNWILLS->HW54&ALSTN', | DATA | 15 | 30 | \$9,625,245 | \$490,500 | \$10,115,745 | 2010 |
| 56 | local bus | HW54&ALSTN->FAYTTVL&CORNWILLS', | DATA | 15 | 30 | \$9,625,245 | \$490,500 | \$10,115,745 | 2010 |
| 57 | local bus | DA VINC&HINSN->HORTN&HLNDL', | DATA | 15 | 30 | \$4,836,330 | \$981,000 | \$5,817,330 | 2013 |
| 58 | local bus | HORTN&HLNDL->DA VINC&HINSN', | DATA | 15 | 30 | \$4,836,330 | \$981,000 | \$5,817,330 | 2013 |

| No. | Service Type | Route Name (Description) | Transit Agency | Peak Headway | Off-Peak Headway | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005 \$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|-----|--------------|---|----------------|--------------|------------------|---|--|--------------------------------|------------------------|
| 59 | local bus | 15/501&SCARLTT->ACADMY&PICKT' | DATA | 15 | 30 | \$4,836,330 | \$654,000 | \$5,490,330 | 2013 |
| 60 | local bus | ACADMY&PICKTT->15/501&SCARLT' | DATA | 15 | 30 | \$4,836,330 | \$654,000 | \$5,490,330 | 2013 |
| 61 | local bus | N.PARK->WAKE FORES&SHERRON' | DATA | 15 | 30 | \$2,418,165 | \$490,500 | \$2,908,665 | 2013 |
| 62 | local bus | WAKE FORES&SHERRON->N.PARK' | DATA | 15 | 30 | \$2,418,165 | \$327,000 | \$2,745,165 | 2013 |
| 63 | local bus | Ligget Myer->TOREDG&SNOWHL' | DATA | 15 | 30 | \$9,672,660 | \$1,308,000 | \$10,980,660 | 2013 |
| 64 | local bus | TOREDG&SNOWHL->Ligget Myer' | DATA | 15 | 30 | \$8,250,210 | \$1,308,000 | \$9,558,210 | 2013 |
| 65 | local bus | S.SQ.MALL->N.PARK | DATA | 15 | 30 | \$9,672,660 | \$1,635,000 | \$11,307,660 | 2013 |
| 66 | local bus | :N.PARK->S.SQ.MALL' | DATA | 15 | 30 | \$9,672,660 | \$1,308,000 | \$10,980,660 | 2013 |
| 67 | local bus | n dur exp>leggett myers -501 snow hill | DATA | 15 | 30 | \$9,672,660 | \$1,308,000 | \$10,980,660 | 2013 |
| 68 | local bus | n dur exp>501 snow hill - liggett myers | DATA | 15 | 30 | \$9,672,660 | \$1,308,000 | \$10,980,660 | 2013 |
| 69 | local bus | :DA VINCI&HINSN->INFIN&ROXBR' | DATA | 15 | 30 | \$3,413,880 | \$654,000 | \$4,067,880 | 2013 |
| 70 | local bus | INFIN&ROXBR->DA VINCI&HINSN' | DATA | 15 | 30 | \$3,413,880 | \$654,000 | \$4,067,880 | 2013 |
| 71 | local bus | W.CAMPUS->E.CAMPUS | DUKE | 10 | 20 | \$4,362,180 | \$327,000 | \$4,689,180 | 2008 |
| 72 | local bus | E.CAMPUS->W.CAMPUS' | DUKE | 10 | 20 | \$4,362,180 | \$327,000 | \$4,689,180 | 2008 |
| 73 | local bus | DUKE E/CENT/W EB:W.->E.CAMPUS' | DUKE | 10 | 20 | \$6,179,755 | \$327,000 | \$6,506,755 | 2008 |
| 74 | local bus | T.ID='DUKE E/CENT/W WB:E.->W.CAMPUS | DUKE | 10 | 20 | \$6,179,755 | \$327,000 | \$6,506,755 | 2008 |
| 75 | local bus | DUKE SCIENCE DR LOOP:CLOCKWISE' | DUKE | 10 | 20 | \$6,179,755 | \$490,500 | \$6,670,255 | 2008 |
| 76 | local bus | DUKE SCIENCE DR LOOP:COUNTER-CLOCKWISE' | DUKE | 10 | 20 | \$6,179,755 | \$490,500 | \$6,670,255 | 2008 |
| 77 | local bus | DUKE MED.CTR.->GREYSTONE' | DUKE | 15 | 30 | \$4,362,180 | \$163,500 | \$4,525,680 | 2008 |
| 78 | local bus | GREYSTONE->DUKE MED.CTR.', | DUKE | 15 | 30 | \$4,362,180 | \$163,500 | \$4,525,680 | 2008 |
| 79 | local bus | T.ID='DUKE MED 3 WITH STOP NB:ENTRY 11->PG3 | DUKE | 15 | 30 | \$4,362,180 | \$163,500 | \$4,525,680 | 2008 |
| 80 | local bus | PG3->ENTRY 11 | DUKE | 15 | 30 | \$4,362,180 | \$163,500 | \$4,525,680 | 2008 |
| 81 | local bus | DUKE HOSP N.->ERWIN SQ | DUKE | 15 | 30 | \$4,362,180 | \$163,500 | \$4,525,680 | 2008 |
| 82 | local bus | ERWIN SQ->DUKE HOSP N. | DUKE | 15 | 30 | \$4,362,180 | \$163,500 | \$4,525,680 | 2008 |
| 83 | local bus | RT LOT->ENTR 11' | DUKE | 15 | 30 | \$4,362,180 | \$163,500 | \$4,525,680 | 2008 |
| 84 | local bus | ENTR 11->RT LOT' | DUKE | 15 | 30 | \$4,362,180 | \$163,500 | \$4,525,680 | 2008 |
| 85 | local bus | :E.CAMPUS->DUKE VILLA | DUKE | 15 | 30 | \$4,362,180 | \$163,500 | \$4,525,680 | 2008 |
| 86 | local bus | DUKE VILLA->E.CAMPUS | DUKE | 15 | 30 | \$5,310,480 | \$327,000 | \$5,637,480 | 2003 |
| 87 | local bus | ROXBR&LAWSN->ALSTN STA' | NCCU | 15 | 30 | \$4,362,180 | \$327,000 | \$4,689,180 | 2008 |
| 88 | local bus | ALSTN STA->ROXBR&LAWSN' | NCCU | 15 | 30 | \$4,362,180 | \$327,000 | \$4,689,180 | 2008 |

| No. | Service Type | Route Name (Description) | Transit Agency | Peak Headway | Off-Peak Headway | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005 \$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|-----|--------------|---|----------------|--------------|------------------|---|--|--------------------------------|------------------------|
| 89 | local bus | CU CIRCULAR:FAYETTVILL:GEORG-MOLINE | NCCU | 15 | 30 | \$4,362,180 | \$327,000 | \$4,689,180 | 2008 |
| 90 | local bus | S.PK->SO-HI DR&ENFIELD DR', (North Sh.) | TTA | 15 | 30 | \$2,291,725 | \$654,000 | \$2,945,725 | 2015 |
| 91 | local bus | SO-HI DR&ENFIELD DR->S.PK', (North Sh.) | TTA | 15 | 30 | \$2,291,725 | \$654,000 | \$2,945,725 | 2015 |
| 92 | local bus | S.PARK->N.PARK' (West Sh.) | TTA | 15 | 30 | \$2,291,725 | \$490,500 | \$2,782,225 | 2015 |
| 93 | local bus | N.PARK->S.PARK (West Sh.) | TTA | 15 | 30 | \$2,291,725 | \$490,500 | \$2,782,225 | 2015 |
| 94 | local bus | MORRISVILLE->S.PARK', (Airport Sh.) | TTA | 15 | 30 | \$1,145,862 | \$245,250 | \$1,391,112 | 2015 |
| 95 | local bus | S.PARK->MORRISVILLE', (Airport Sh.) | TTA | 15 | 30 | \$1,145,862 | \$245,250 | \$1,391,112 | 2015 |
| 96 | local bus | MORRISVILLE->S.PARK (Airport Sh.) | TTA | 15 | 30 | \$1,145,862 | \$245,250 | \$1,391,112 | 2015 |
| 97 | local bus | S.PARK->MORRISVILLE (Airport Sh.) | TTA | 15 | 30 | \$1,145,862 | \$245,250 | \$1,391,112 | 2015 |
| 98 | local bus | MORRISVILLE->S.PARK (Factory Sh.) | TTA | 15 | 30 | \$1,145,862 | \$245,250 | \$1,391,112 | 2015 |
| 99 | local bus | :S.PARK->MORRISVILLE (Factory Sh.) | TTA | 15 | 30 | \$1,145,862 | \$245,250 | \$1,391,112 | 2015 |
| 100 | local bus | S.PK->SO-HI DR&ENFIELD DR', (North Sh.) | TTA | 10 | 20 | \$7,997,330 | \$817,500 | \$8,814,830 | 2020 |
| 101 | local bus | SO-HI DR&ENFIELD DR->S.PK', (North Sh.) | TTA | 10 | 20 | \$7,997,330 | \$817,500 | \$8,814,830 | 2020 |
| 102 | local bus | S.PARK->N.PARK' (West Sh.) | TTA | 10 | 20 | \$5,911,070 | \$654,000 | \$6,565,070 | 2020 |
| 103 | local bus | N.PARK->S.PARK (West Sh.) | TTA | 10 | 20 | \$5,911,070 | \$654,000 | \$6,565,070 | 2020 |
| 104 | local bus | MORRISVILLE->S.PARK', (Airport Sh.) | TTA | 10 | 20 | \$2,955,535 | \$408,750 | \$3,364,285 | 2020 |
| 105 | local bus | S.PARK->MORRISVILLE', (Airport Sh.) | TTA | 10 | 20 | \$2,955,535 | \$408,750 | \$3,364,285 | 2020 |
| 106 | local bus | MORRISVILLE->S.PARK (Airport Sh.) | TTA | 10 | 20 | \$2,955,535 | \$408,750 | \$3,364,285 | 2020 |
| 107 | local bus | S.PARK->MORRISVILLE (Airport Sh.) | TTA | 10 | 20 | \$2,955,535 | \$408,750 | \$3,364,285 | 2020 |
| 108 | local bus | MORRISVILLE->S.PARK (Factory Sh.) | TTA | 10 | 20 | \$2,955,535 | \$408,750 | \$3,364,285 | 2020 |
| 109 | local bus | :S.PARK->MORRISVILLE (Factory Sh.) | TTA | 10 | 20 | \$2,955,535 | \$408,750 | \$3,364,285 | 2020 |
| 110 | local bus | S.SQUARE-woodcroft | DATA | 15 | 30 | \$5,642,385 | \$327,000 | \$5,969,385 | 2010 |
| 111 | local bus | woodcroft-S.SQUARE | DATA | 15 | 30 | \$5,642,385 | \$327,000 | \$5,969,385 | 2010 |
| 112 | local bus | D-TOWN->NC98/MN SPR | DATA | 15 | 30 | \$5,041,795 | \$0 | \$5,041,795 | 2020 |
| 113 | local bus | NC98/MN SPR->D-TOWN | DATA | 15 | 30 | \$2,955,535 | \$0 | \$2,955,535 | 2020 |
| 114 | local bus | DATA 20 UNIV DR >RTP OB | DATA | 15 | 30 | \$2,955,535 | \$490,500 | \$3,446,035 | 2020 |
| 115 | local bus | DARA 20 RTP >UNIV DR IB | DATA | 15 | 30 | \$2,955,535 | \$490,500 | \$3,446,035 | 2020 |
| 116 | local bus | UNI DR->RTP | DATA | 15 | 30 | \$5,911,070 | \$817,500 | \$6,728,570 | 2020 |
| 117 | local bus | UNI DR->RTP | DATA | 15 | 30 | \$5,911,070 | \$817,500 | \$6,728,570 | 2020 |
| 118 | express bus | FCX ROUTE IB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 119 | express bus | FCX ROUTE OB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |

| No. | Service Type | Route Name (Description) | Transit Agency | Peak Headway | Off-Peak Headway | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005 \$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|-----|--------------|--------------------------------|----------------|--------------|------------------|---|--|--------------------------------|------------------------|
| 120 | local bus | CH MOD01: FEARRINGTON LOOP IB | CHT | 10 | 20 | \$11,284,770 | \$1,635,000 | \$12,919,770 | 2010 |
| 121 | local bus | CH MOD01: FEARRINGTON LOOP OB | CHT | 10 | 20 | \$11,284,770 | \$1,635,000 | \$12,919,770 | 2010 |
| 122 | local bus | CH MOD08: JACK BENNETT-UNC IB | CHT | 10 | 20 | \$8,597,920 | \$1,308,000 | \$9,905,920 | 2015 |
| 123 | local bus | CH MOD08: JACK BENNETT-UNC OB | CHT | 10 | 20 | \$8,597,920 | \$1,308,000 | \$9,905,920 | 2015 |
| 124 | local bus | 'D7SP SOUTHPOINT MALL: OB | DATA | 15 | 30 | \$11,284,770 | \$817,500 | \$12,102,270 | 2010 |
| 125 | local bus | SPR SOUTHPOINT MALL: IB | DATA | 15 | 30 | \$11,284,770 | \$817,500 | \$12,102,270 | 2010 |
| 126 | local bus | DTT EPA local: OB | DATA | 15 | 30 | \$8,597,920 | \$1,635,000 | \$10,232,920 | 2015 |
| 127 | local bus | DTT EPA local: IB' | DATA | 15 | 30 | \$8,597,920 | \$1,635,000 | \$10,232,920 | 2015 |
| 128 | local bus | NCCU CAMPUS: LOOP | DATA | 15 | 30 | \$3,034,560 | \$163,500 | \$3,198,060 | 2015 |
| 129 | local bus | CENT MED PK WILLOWDALE: OB | DATA | 15 | 30 | \$8,597,920 | \$654,000 | \$9,251,920 | 2015 |
| 130 | local bus | CENT MED PK WILLOWDALE: IB | DATA | 15 | 30 | \$8,597,920 | \$654,000 | \$9,251,920 | 2015 |
| 131 | local bus | NC98 US70 SOUTH MIAMI: OB | DATA | 15 | 30 | \$4,298,960 | \$490,500 | \$4,789,460 | 2015 |
| 132 | local bus | NC98 US70 SOUTH MIAMI: IB | DATA | 15 | 30 | \$4,298,960 | \$490,500 | \$4,789,460 | 2015 |
| 133 | local bus | NORTHGATE RTP: INBOUND | DATA | 15 | 30 | \$4,298,960 | \$490,500 | \$4,789,460 | 2015 |
| 134 | local bus | NORTHGATE RTP: OUTBOUND | DATA | 15 | 30 | \$4,298,960 | \$490,500 | \$4,789,460 | 2015 |
| 135 | local bus | DUR REG HOSP DUKE MED CTR: OB' | DATA | 15 | 30 | \$4,298,960 | \$490,500 | \$4,789,460 | 2015 |
| 136 | local bus | DUR REG HOSP DUKE MED CTR: IB | DATA | 15 | 30 | \$4,298,960 | \$490,500 | \$4,789,460 | 2015 |
| 137 | express bus | JFX ROUTE OB | CHT | 10 | 20 | \$6,985,810 | \$981,000 | \$7,966,810 | 2005 |
| 138 | express bus | JFX ROUTE IB | CHT | 10 | 20 | \$6,985,810 | \$981,000 | \$7,966,810 | 2005 |
| 139 | local bus | DNTN DTECH SNOW OB | DATA | 15 | 30 | \$8,597,920 | \$654,000 | \$9,251,920 | 2015 |
| 140 | local bus | DNTN DTECH SNOW IB | DATA | 15 | 30 | \$8,597,920 | \$654,000 | \$9,251,920 | 2015 |
| 141 | local bus | NGATE RTP W OB | DATA | 15 | 30 | \$3,034,560 | \$327,000 | \$3,361,560 | 2015 |
| 142 | local bus | NGATE RTP W IB | DATA | 15 | 30 | \$3,034,560 | \$327,000 | \$3,361,560 | 2015 |
| 143 | local bus | NGATE RTP E OB | DATA | 15 | 30 | \$8,597,920 | \$1,308,000 | \$9,905,920 | 2015 |
| 144 | local bus | NGATE RTP E IB | DATA | 15 | 30 | \$8,597,920 | \$1,308,000 | \$9,905,920 | 2015 |
| 145 | local bus | DREGHOSP DUKE OB | DATA | 15 | 30 | \$4,298,960 | \$981,000 | \$5,279,960 | 2015 |
| 146 | local bus | DREGHOSP DUKE IB | DATA | 15 | 30 | \$4,298,960 | \$981,000 | \$5,279,960 | 2015 |
| 147 | local bus | DATA:Treyburn Shuttle loop', | DATA | 15 | 30 | \$8,597,920 | \$1,635,000 | \$10,232,920 | 2015 |
| 148 | local bus | NE Loop Shuttle, OB', | DATA | 15 | 30 | \$9,672,660 | \$1,308,000 | \$10,980,660 | 2013 |
| 149 | local bus | NE Loop. Shuttle, IB', | DATA | 15 | 30 | \$9,672,660 | \$1,308,000 | \$10,980,660 | 2013 |
| 150 | local bus | NW Loop Shuttle', | DATA | 15 | 30 | \$8,250,210 | \$1,308,000 | \$9,558,210 | 2013 |

| No. | Service Type | Route Name (Description) | Transit Agency | Peak Headway | Off-Peak Headway | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005 \$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|-----|--------------|------------------------------|----------------|--------------|------------------|---|--|--------------------------------|------------------------|
| 151 | local bus | DurRegHosp-Main,OB' | DATA | 15 | 30 | \$4,836,330 | \$327,000 | \$5,163,330 | 2013 |
| 152 | local bus | Main St-Dur Reg Hosp,IB' | DATA | 15 | 30 | \$3,413,880 | \$327,000 | \$3,740,880 | 2013 |
| 153 | local bus | Orangefactoryrd-termI OB' | DATA | 15 | 30 | \$9,672,660 | \$1,635,000 | \$11,307,660 | 2013 |
| 154 | local bus | Orangefactoryrd-termI IB' | DATA | 15 | 30 | \$9,672,660 | \$1,635,000 | \$11,307,660 | 2013 |
| 155 | local bus | dur reghosp OB' | DATA | 15 | 30 | \$8,250,210 | \$490,500 | \$8,740,710 | 2013 |
| 156 | local bus | dur reghosp IB' | DATA | 15 | 30 | \$8,250,210 | \$490,500 | \$8,740,710 | 2013 |
| 157 | local bus | S SQUARE STA Shuttle OB' | DATA | 15 | 30 | \$7,333,520 | \$981,000 | \$8,314,520 | 2015 |
| 158 | local bus | S SQUARE STA Shuttle IB' | DATA | 15 | 30 | \$7,333,520 | \$981,000 | \$8,314,520 | 2015 |
| 159 | local bus | S SQUARE Feeder OB' | DATA | 15 | 30 | \$1,612,110 | \$327,000 | \$1,939,110 | 2025 |
| 160 | local bus | S SQUARE Feeder IB' | DATA | 15 | 30 | \$1,612,110 | \$327,000 | \$1,939,110 | 2025 |
| 161 | local bus | Dtwn Terminal Feeder OB' | DATA | 15 | 30 | \$1,343,425 | \$327,000 | \$1,670,425 | 2015 |
| 162 | local bus | Dtwn Terminal Feeder IB' | DATA | 15 | 30 | \$1,343,425 | \$327,000 | \$1,670,425 | 2015 |
| 163 | local bus | Dtwn Terminal Shuttle OB' | DATA | 15 | 30 | \$1,343,425 | \$327,000 | \$1,670,425 | 2015 |
| 164 | local bus | Dtwn Terminal Shuttle IB' | DATA | 15 | 30 | \$1,343,425 | \$327,000 | \$1,670,425 | 2015 |
| 165 | local bus | Joyner/Club/Duke OB' | DATA | 15 | 30 | \$1,343,425 | \$327,000 | \$1,670,425 | 2015 |
| 166 | local bus | Joyner/Club/Duke IB | DATA | 15 | 30 | \$1,343,425 | \$327,000 | \$1,670,425 | 2015 |
| 167 | local bus | Meridian Pkway feeder OB' | DATA | 15 | 30 | \$1,343,425 | \$327,000 | \$1,670,425 | 2015 |
| 168 | local bus | Meridian Pkway feeder IB | DATA | 15 | 30 | \$1,343,425 | \$327,000 | \$1,670,425 | 2015 |
| 169 | local bus | Woodcroft ShopCtr feeder OB, | DATA | 15 | 30 | \$1,327,620 | \$163,500 | \$1,491,120 | 2013 |
| 170 | local bus | Woodcroft ShopCtr feeder IB | DATA | 15 | 30 | \$1,327,620 | \$163,500 | \$1,491,120 | 2013 |
| 171 | local bus | Riddle Shuttle feeder OB | DATA | 15 | 30 | \$3,208,415 | \$490,500 | \$3,698,915 | 2013 |
| 172 | local bus | Riddle Shuttle feeder IB | DATA | 15 | 30 | \$3,208,415 | \$490,500 | \$3,698,915 | 2013 |
| 173 | local bus | Dtwn Terminal Feeder OB' | DATA | 10 | 20 | \$5,041,795 | \$490,500 | \$5,532,295 | 2020 |
| 174 | local bus | Dtwn Terminal Feeder IB' | DATA | 10 | 20 | \$2,955,535 | \$490,500 | \$3,446,035 | 2020 |
| 175 | local bus | Dtwn Terminal Shuttle OB' | DATA | 10 | 20 | \$5,041,795 | \$490,500 | \$5,532,295 | 2020 |
| 176 | local bus | Dtwn Terminal Shuttle IB' | DATA | 10 | 20 | \$5,041,795 | \$490,500 | \$5,532,295 | 2020 |
| 177 | local bus | Joyner/Club/Duke OB' | DATA | 10 | 20 | \$5,041,795 | \$490,500 | \$5,532,295 | 2020 |
| 178 | local bus | Joyner/Club/Duke IB | DATA | 10 | 20 | \$5,041,795 | \$490,500 | \$5,532,295 | 2020 |
| 179 | local bus | Meridian Pkway feeder OB' | DATA | 10 | 20 | \$5,041,795 | \$490,500 | \$5,532,295 | 2020 |
| 180 | local bus | Meridian Pkway feeder IB | DATA | 10 | 20 | \$5,041,795 | \$490,500 | \$5,532,295 | 2020 |
| 181 | local bus | Woodcroft ShopCtr feeder OB, | DATA | 10 | 20 | \$2,955,535 | \$327,000 | \$3,282,535 | 2020 |

| No. | Service Type | Route Name (Description) | Transit Agency | Peak Headway | Off-Peak Headway | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005 \$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|-----|--------------|-----------------------------|----------------|--------------|------------------|---|--|--------------------------------|------------------------|
| 182 | local bus | Woodcroft ShopCtr feeder IB | DATA | 10 | 20 | \$2,955,535 | \$327,000 | \$3,282,535 | 2020 |
| 183 | local bus | Riddle Shuttle feeder OB | DATA | 15 | 30 | \$5,041,795 | \$490,500 | \$5,532,295 | 2020 |
| 184 | local bus | Riddle Shuttle feeder IB | DATA | 15 | 30 | \$5,041,795 | \$490,500 | \$5,532,295 | 2020 |
| 185 | express bus | HU ROUTE OB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 186 | express bus | HU ROUTE IB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 187 | local bus | V ROUTE OB | CHT | 10 | 20 | \$11,916,970 | \$1,308,000 | \$13,224,970 | 2005 |
| 188 | local bus | V ROUTE IB | CHT | 10 | 20 | \$13,971,620 | \$1,308,000 | \$15,279,620 | 2005 |
| 189 | local bus | RU ROUTE LOOP | CHT | 10 | 20 | \$11,916,970 | \$981,000 | \$12,897,970 | 2005 |
| 190 | local bus | A ROUTE OB | CHT | 10 | 20 | \$13,971,620 | \$1,308,000 | \$15,279,620 | 2005 |
| 191 | local bus | A ROUTE IB | CHT | 10 | 20 | \$13,971,620 | \$1,308,000 | \$15,279,620 | 2005 |
| 192 | express bus | CPX ROUTE OB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 193 | express bus | CPX ROUTE IB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 194 | feeder | FEEDER: EUBANKS 1A | CHT | 10 | 20 | \$2,955,535 | \$327,000 | \$3,282,535 | 2020 |
| 195 | feeder | FEEDER: EUBANKS 1B | CHT | 10 | 20 | \$2,955,535 | \$327,000 | \$3,282,535 | 2020 |
| 196 | feeder | FEEDER: MEADOWMONT 1A | CHT | 10 | 20 | \$2,086,260 | \$327,000 | \$2,413,260 | 2020 |
| 197 | feeder | FEEDER: MEADOWMONT 1B | CHT | 10 | 20 | \$2,086,260 | \$327,000 | \$2,413,260 | 2020 |
| 198 | feeder | FEEDER: MEADOWMONT 2 | CHT | 10 | 20 | \$7,997,330 | \$817,500 | \$8,814,830 | 2020 |
| 199 | feeder | FEEDER: MEADOWMONT 3 | CHT | 10 | 20 | \$8,866,605 | \$981,000 | \$9,847,605 | 2020 |
| 200 | feeder | FEEDER: GATEWAY 1 | CHT | 10 | 20 | \$2,086,260 | \$163,500 | \$2,249,760 | 2020 |
| 201 | feeder | FEEDER: GATEWAY 2 | CHT | 10 | 20 | \$5,041,795 | \$490,500 | \$5,532,295 | 2020 |
| 202 | feeder | FEEDER: GATEWAY 3 | CHT | 10 | 20 | \$5,911,070 | \$654,000 | \$6,565,070 | 2020 |
| 203 | feeder | FEEDER: HORACE WILLIAMS 1A | CHT | 10 | 20 | \$2,955,535 | \$490,500 | \$3,446,035 | 2020 |
| 204 | feeder | FEEDER: HORACE WILLIAMS 1B | CHT | 10 | 20 | \$5,041,795 | \$654,000 | \$5,695,795 | 2020 |
| 205 | feeder | FEEDER: HORACE WILLIAMS 2A | CHT | 10 | 20 | \$2,955,535 | \$327,000 | \$3,282,535 | 2020 |
| 206 | feeder | FEEDER: HORACE WILLIAMS 2B | CHT | 10 | 20 | \$2,955,535 | \$327,000 | \$3,282,535 | 2020 |
| 207 | feeder | FEEDER: HORACE WILLIAMS 3A | CHT | 10 | 20 | \$2,955,535 | \$490,500 | \$3,446,035 | 2020 |
| 208 | feeder | FEEDER: HORACE WILLIAMS 3B | CHT | 10 | 20 | \$2,955,535 | \$490,500 | \$3,446,035 | 2020 |
| 209 | feeder | FEEDER: CARRBORO 1A | CHT | 10 | 20 | \$2,955,535 | \$327,000 | \$3,282,535 | 2020 |
| 210 | feeder | FEEDER: CARRBORO 1B | CHT | 10 | 20 | \$2,955,535 | \$327,000 | \$3,282,535 | 2020 |
| 211 | feeder | FEEDER: CARRBORO 2 | CHT | 10 | 20 | \$2,086,260 | \$163,500 | \$2,249,760 | 2020 |
| 212 | express bus | :H->CH' | ORANGE | 10 | 20 | \$12,896,880 | \$2,289,000 | \$15,185,880 | 2015 |

| No. | Service Type | Route Name (Description) | Transit Agency | Peak Headway | Off-Peak Headway | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005 \$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|-----|--------------|-----------------------------------|----------------|--------------|------------------|---|--|--------------------------------|------------------------|
| 213 | express bus | CH->H' | ORANGE | 10 | 20 | \$12,896,880 | \$2,289,000 | \$15,185,880 | 2015 |
| 214 | express bus | H->DUKE MED | TTA | 10 | 20 | \$11,632,480 | \$1,962,000 | \$13,594,480 | 2015 |
| 215 | express bus | DUKE MED->H | TTA | 10 | 20 | \$11,632,480 | \$1,962,000 | \$13,594,480 | 2015 |
| 216 | express bus | D-TWN->NIEHS/EPA | DATA | 15 | 30 | \$9,672,660 | \$1,308,000 | \$10,980,660 | 2013 |
| 217 | express bus | NIEHS/EPA->D-TOWN | DATA | 15 | 30 | \$9,672,660 | \$1,308,000 | \$10,980,660 | 2013 |
| 218 | express bus | CH BASE08: HW-UNC XPS IB | CHT | 10 | 20 | \$5,642,385 | \$981,000 | \$6,623,385 | 2010 |
| 219 | express bus | CH BASE08: HW-UNC XPS OB | CHT | 10 | 20 | \$5,642,385 | \$981,000 | \$6,623,385 | 2010 |
| 220 | express bus | CH BASE11: SOUTHERN ORANGE XPS IB | CHT | 10 | 20 | \$4,298,960 | \$654,000 | \$4,952,960 | 2015 |
| 221 | express bus | CH BASE11: SOUTHERN ORANGE XPS OB | CHT | 10 | 20 | \$4,298,960 | \$654,000 | \$4,952,960 | 2015 |
| 222 | local bus | CH BASE04: LAUREL HILL LOOP IB | CHT | 10 | 20 | \$7,333,520 | \$1,308,000 | \$8,641,520 | 2015 |
| 223 | local bus | CH BASE04: LAUREL HILL LOOP OB | CHT | 10 | 20 | \$7,333,520 | \$1,308,000 | \$8,641,520 | 2015 |
| 224 | express bus | CH BASE13: HILLSBOROUGH XPS IB | CHT | 10 | 20 | \$4,298,960 | \$981,000 | \$5,279,960 | 2015 |
| 225 | express bus | CH BASE13: HILLSBOROUGH XPS OB | CHT | 10 | 20 | \$4,298,960 | \$981,000 | \$5,279,960 | 2015 |
| 226 | express bus | CH MOD05: GOVERNOR'S PARK XPS IB | CHT | 10 | 20 | \$8,597,920 | \$1,308,000 | \$9,905,920 | 2015 |
| 227 | express bus | CH MOD05: GOVERNOR'S PARK XPS OB | CHT | 10 | 20 | \$8,597,920 | \$1,308,000 | \$9,905,920 | 2015 |
| 228 | express bus | CH BASE09: MASON FARM-HW XPS IB | CHT | 10 | 20 | \$11,632,480 | \$1,962,000 | \$13,594,480 | 2015 |
| 229 | express bus | GREEN LINE EXP OB | TTA | 15 | 30 | \$8,597,920 | \$1,635,000 | \$10,232,920 | 2015 |
| 230 | express bus | GREEN LINE EXP IB | TTA | 15 | 30 | \$8,597,920 | \$1,635,000 | \$10,232,920 | 2015 |
| 231 | express bus | HILLS-DURHAM EXP OB | TTA | 15 | 30 | \$3,224,220 | \$654,000 | \$3,878,220 | 2025 |
| 232 | express bus | HILLS-DURHAM EXP IB | TTA | 15 | 30 | \$3,224,220 | \$654,000 | \$3,878,220 | 2025 |
| 233 | express bus | DURHAM CH EXP OB | TTA | 15 | 30 | \$5,911,070 | \$654,000 | \$6,565,070 | 2020 |
| 234 | express bus | DURHAM CH EXP IB | TTA | 15 | 30 | \$5,911,070 | \$817,500 | \$6,728,570 | 2020 |
| 235 | express bus | CHAP HILL-RTP EXP OB | TTA | 15 | 30 | \$5,041,795 | \$654,000 | \$5,695,795 | 2020 |
| 236 | express bus | CHAP HILL-RTP EXP IB | TTA | 15 | 30 | \$7,333,520 | \$1,308,000 | \$8,641,520 | 2015 |
| 237 | express bus | NC 54/I40 HOV Express Bus | | 10 | 20 | \$20,910,015 | \$2,616,000 | \$23,526,015 | 2010 |
| 238 | local bus | CL ROUTE IB | CHT | 10 | 20 | \$11,916,970 | \$1,308,000 | \$13,224,970 | 2005 |
| 239 | local bus | CL ROUTE OB | CHT | 10 | 20 | \$11,916,970 | \$1,308,000 | \$13,224,970 | 2005 |
| 240 | local bus | CM ROUTE IB | CHT | 10 | 20 | \$11,916,970 | \$981,000 | \$12,897,970 | 2005 |
| 241 | local bus | CM ROUTE OB | CHT | 10 | 20 | \$11,916,970 | \$981,000 | \$12,897,970 | 2005 |
| 242 | local bus | CW ROUTE IB | CHT | 10 | 20 | \$6,985,810 | \$981,000 | \$7,966,810 | 2005 |
| 243 | local bus | CW ROUTE OB | CHT | 10 | 20 | \$6,985,810 | \$981,000 | \$7,966,810 | 2005 |

| No. | Service Type | Route Name (Description) | Transit Agency | Peak Headway | Off-Peak Headway | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005 \$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|--------------------------------|--------------|---|----------------|--------------|------------------|---|--|--------------------------------|------------------------|
| 244 | local bus | CH BASE03: CARR-CH-ESTES LOOP IB | CHT | 10 | 20 | \$9,625,245 | \$981,000 | \$10,606,245 | 2010 |
| 245 | local bus | CH BASE03: CARR-CH-ESTES LOOP OB | CHT | 10 | 20 | \$9,625,245 | \$981,000 | \$10,606,245 | 2010 |
| 246 | express bus | CH MOD10: GATEWAY-HW XPS IB | CHT | 10 | 20 | \$5,642,385 | \$654,000 | \$6,296,385 | 2010 |
| 247 | express bus | CH MOD10: GATEWAY-HW XPS OB | CHT | 10 | 20 | \$5,642,385 | \$654,000 | \$6,296,385 | 2010 |
| 248 | express bus | CH MOD20: CHATHAM XPS IB | CHT | 10 | 20 | \$12,896,880 | \$2,289,000 | \$15,185,880 | 2015 |
| 249 | express bus | CH MOD20: CHATHAM XPS OB | CHT | 10 | 20 | \$12,896,880 | \$2,289,000 | \$15,185,880 | 2015 |
| 250 | local bus | CH MOD21: TIMBERLYNE-UNC-PARKER RD IB | CHT | 10 | 20 | \$15,267,630 | \$1,962,000 | \$17,229,630 | 2010 |
| 251 | local bus | CH MOD21: TIMBERLYNE-UNC-PARKER RD OB | CHT | 10 | 20 | \$15,267,630 | \$1,962,000 | \$17,229,630 | 2010 |
| 252 | express bus | CH MOD22: GATEWAY-UNC XPS IB | CHT | 10 | 20 | \$9,625,245 | \$981,000 | \$10,606,245 | 2010 |
| 253 | express bus | CH MOD22: GATEWAY-UNC XPS OB | CHT | 10 | 20 | \$9,625,245 | \$981,000 | \$10,606,245 | 2010 |
| 254 | local bus | CH MODV: MAIN&ROBERSON-ELLIOTT-15501 IB | CHT | 10 | 20 | \$11,284,770 | \$1,308,000 | \$12,592,770 | 2010 |
| 255 | local bus | CH MODV: MAIN&ROBERSON-ELLIOTT-15501 OB | CHT | 10 | 20 | \$11,284,770 | \$1,308,000 | \$12,592,770 | 2010 |
| 256 | local bus | CH MODY: CAMERON-MANNING LOOP | CHT | 10 | 20 | \$9,625,245 | \$981,000 | \$10,606,245 | 2010 |
| 257 | local bus | HS ROUTE IB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| 258 | local bus | HS ROUTE OB | CHT | 10 | 20 | \$6,985,810 | \$654,000 | \$7,639,810 | 2005 |
| TOTAL BUS SERVICE COSTS | | | | | | \$1,730,963,583 | \$205,846,500 | \$1,936,810,083 | |

**DCHC MPO 2030 Long-Range Transportation Plan
Park-n-Ride and Transit Buildings and Amenities**

| No. | Service Type | Route Name (Description) | Transit Agency | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005\$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|---|--------------|---|----------------|---|---------------------------------------|--------------------------------|------------------------|
| PARK AND RIDE FACILITIES | | | | | | | |
| 1 | park & ride | Mason Farm PR Lot (500 spaces) | CHT | \$11,745 | \$1,174,475 | \$1,186,220 | 2015 |
| 2 | park & ride | Friday Center PR Lot (500 spaces) | CHT | \$11,745 | \$1,174,475 | \$1,186,220 | 2005 |
| 3 | park & ride | University Lake PR Lot (500 spaces) | CHT | \$11,745 | \$1,174,475 | \$1,186,220 | 2005 |
| 4 | park & ride | US 15-501 South PR Lot (500 spaces) | CHT | \$11,745 | \$1,174,475 | \$1,186,220 | 2015 |
| 5 | park & ride | Horace Williams North Lot (500 spaces) | CHT | \$11,745 | \$1,174,475 | \$1,186,220 | 2015 |
| 6 | park & ride | US 15-501 North PR Lot (500 spaces) | CHT | \$11,745 | \$1,174,475 | \$1,186,220 | 2020 |
| 7 | park & ride | Governor's Village Lot (500 spaces) | CHT | \$11,745 | \$1,174,475 | \$1,186,220 | 2015 |
| 8 | park & ride | Hillsborough (I-40/I85) (250 spaces) | Orange | \$5,872 | \$587,238 | \$593,110 | 2015 |
| 9 | park & ride | Treyburn- North Durham P&R (500 spaces) | DATA | \$11,745 | \$1,174,475 | \$1,186,220 | 2015 |
| 10 | park & ride | NC 98 P&R (500 spaces) | DATA | \$11,745 | \$1,174,475 | \$1,186,220 | 2020 |
| 11 | park & ride | I-85 Granville (250 spaces) | DATA | \$5,872 | \$587,238 | \$593,110 | 2015 |
| 12 | park & ride | NC 54 at I-40 (500 spaces) | 54 corridor | \$11,745 | \$1,174,475 | \$1,186,220 | 2015 |
| 13 | park & ride | NC 54 at SouthPoint (500 spaces) | 54 corridor | \$11,745 | \$1,174,475 | \$1,186,220 | 2015 |
| 14 | park & ride | US Hwy 64 Bypass at US 15501 (500 spaces) | Chatham | \$11,745 | \$1,174,475 | \$1,186,220 | 2015 |
| 15 | park & ride | Chatham Crossing at US 15501 (500 spaces) | Chatham | \$11,745 | \$1,174,475 | \$1,186,220 | 2020 |
| 16 | park & ride | Bynum at US 15501 (250 spaces) | Chatham | \$5,872 | \$587,238 | \$593,110 | 2020 |
| TOTAL PARK AND RIDE FACILITIES COSTS | | | | \$170,299 | \$17,029,888 | \$17,200,186 | |

| | | | Transit Agency | Total Operating & Maintenance (O&M) 2005-2030 | Total Capital Cost (2005\$) 2005-2030 | TOTAL COST (2005 \$) 2005-2030 | Year of Implementation |
|--|-----------|---|----------------|---|---------------------------------------|--------------------------------|------------------------|
| TRANSIT BUILDINGS AND AMENITIES | | | | | | | |
| 1 | Amenities | Bus shelters, benches, etc | All | \$0 | \$23,980,000 | \$23,980,000 | |
| 2 | Building | Chapel Hill Transit Facility/Downtown Transfer Center | | \$0 | \$31,610,000 | \$31,610,000 | |
| 3 | Building | DATA Facility & Downtown Multimodal Center | | \$0 | \$26,064,331 | \$26,064,331 | |
| TOTAL TRANSIT BUILDINGS AND AMENITIES | | | | | \$81,654,331 | \$81,654,331 | |