

In 2011, 2012 & 2016, voters in Durham, Orange and Wake counties (the Triangle region) approved a half-cent sales tax to invest in enhanced transit service across all three counties.

*Other funding includes vehicle registration fees and a portion of vehicle rental taxes.

WAKE COUNTY TRANSIT PLAN



PROVIDES MORE AND BETTER BUS SERVICE.



IMPROVES STOPS AND SHELTERS.



IMPLEMENTS BUS RAPID TRANSIT.



PROPOSES TO BUILD COMMUTER RAIL PROJECT.

*Included in voter-approved Durham and Wake county plans

DURHAM COUNTY TRANSIT PLAN



PROVIDES MORE AND BETTER BUS SERVICE.



IMPROVES STOPS AND SHELTERS.



PROPOSES TO BUILD COMMUTER RAIL PROJECT.

*Included in voter-approved Durham and Wake county plans

***The Durham County Transit Plan is being updated following the discontinuation of the light-rail project.**

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT



NOTE:
This map highlights major regional transit investments, including bus rapid transit, commuter rail and key regional bus connections. Not shown are substantial increases in bus coverage and route frequency within Raleigh, Durham, Chapel Hill and Cary.

* Future airport connector

LEGEND

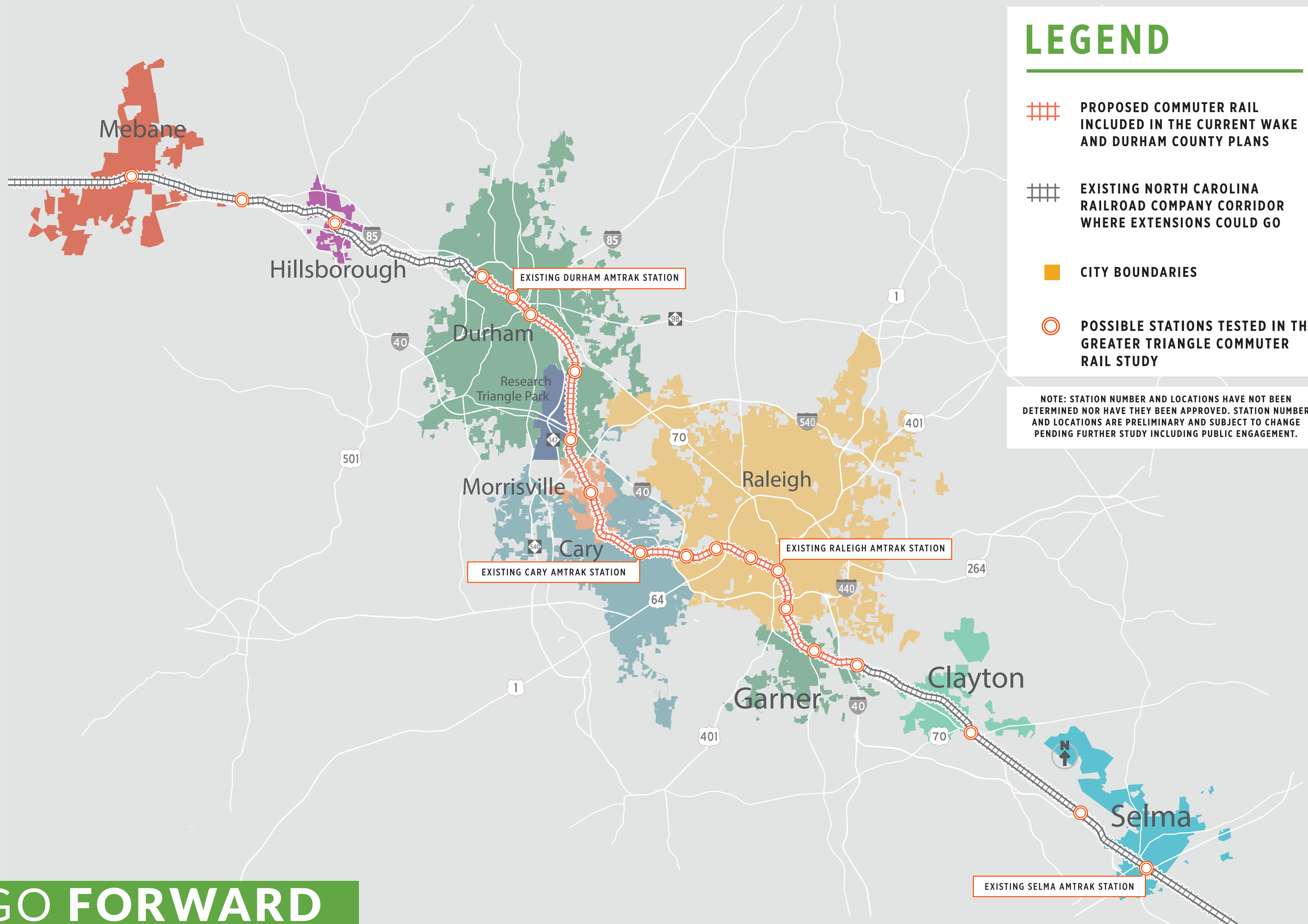
 PROPOSED COMMUTER RAIL INCLUDED IN THE CURRENT WAKE AND DURHAM COUNTY PLANS

 EXISTING NORTH CAROLINA RAILROAD COMPANY CORRIDOR WHERE EXTENSIONS COULD GO

 CITY BOUNDARIES

 POSSIBLE STATIONS TESTED IN THE GREATER TRIANGLE COMMUTER RAIL STUDY

NOTE: STATION NUMBER AND LOCATIONS HAVE NOT BEEN DETERMINED NOR HAVE THEY BEEN APPROVED. STATION NUMBER AND LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING FURTHER STUDY INCLUDING PUBLIC ENGAGEMENT.



STUDY FINDINGS

END POINTS	WEEKDAY ROUND TRIPS	EXPECTED FEDERAL SCORE	RANGE OF CAP. COST* [YOES\$]	O&M COST [2019\$]	RANGE OF RIDERSHIP**
Durham-Garner	20	MEDIUM	\$1.4B - \$1.8B	\$29M	7.5K - 10K
Durham-Garner	12	WEAK MEDIUM***	\$1.4B - \$1.8B	\$20M	5K - 7.5K
Durham-Garner	7	WEAK MEDIUM***	\$1.4B - \$1.7B	\$13M	4.5K - 6K
Mebane-Selma	20	MEDIUM-LOW	\$2.5B - \$3.2B	\$57M	8K - 11.5K
Mebane-Selma	12	MEDIUM-LOW	\$2.5B - \$3.2B	\$40M	6K - 9K
Mebane-Selma	7	MEDIUM-LOW	\$2.3B - \$3.1B	\$26M	5K - 7.5K
Hillsb.-Clayton	20	WEAK MEDIUM***	\$1.8B - \$2.4B	\$44M	8K - 11.5K
Durham-Clayton	20	MEDIUM	\$1.6B - \$2.1B	\$37M	7.5K - 10K

TO BE ELIGIBLE FOR FEDERAL FUNDING, PROJECT MUST SCORE A MEDIUM RATING

***Cost: Year-of-Expenditure Dollars (YOES\$)**

****Daily Ridership: Average of Base Year (2018) and Horizon Year Forecast (2040)**

*****Scenarios rated as “Weak Medium” are projected to score at the bottom of the medium range, meaning that a drop in any single sub-score could cause the project to be ineligible for funding**



NEXT STEPS

In the coming weeks, the governing bodies listed below will vote on whether the preliminary results warrant further study and whether to invest additional funds for the next phase of study: The Durham and Wake Boards of County Commissioners, the Capital Area Metropolitan Planning Organization (CAMPO), the Durham – Chapel Hill – Carrboro Metropolitan Planning Organization (DCHC MPO), and the GoTriangle Board.

ADDITIONAL STUDY, INCLUDING:

- Proactive and comprehensive community engagement to share information and get feedback from the public needed to update transit plans in all three counties.
- Evaluation of what railroad infrastructure improvements and construction would be needed.
- Further evaluation of potential risks to the project and their potential solutions.

COORDINATION WITH OTHERS

Build consensus on project responsibilities, cost share and other characteristics of a feasible commuter rail system through coordination among GoTriangle, counties, railroads, municipalities, metropolitan planning organizations, North Carolina Department of Transportation, and other key stakeholders.

WHERE IS THIS PROPOSED STUDY IN THE LIFE OF A PROJECT?

