

# The DRAFT Bus and Rail Investment Plan in Orange County

The concept of the Bus and Rail Investment Plan for Orange County was supported through resolutions approved by the Chapel Hill Town Council (Resolution # 2011-05-25/R1), the Carrboro Board of Aldermen (Resolution #129/2010-11) and via letter from the University of North Carolina at Chapel Hill.

The DRAFT document provided for public input by the DCHC has not been reviewed by the Town of Chapel Hill, the Town of Carrboro, or The University of North Carolina at Chapel Hill either individually or together as the Chapel Hill Transit Public Transit Committee. DCHC and Triangle Transit do not make representation that these bodies support this detailed document.

5/26/2011

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# The Orange County Bus and Rail Investment Plan

## I. INTRODUCTION

Orange County has achieved an enviable quality of life at the end of the first decade of the 21<sup>st</sup> century. Recent accolades include its ranking as the best place to live in the South by *Money* magazine, the #1 housing market in the US by the *Wall Street Journal* and one of the best places in the nation to raise children by *Business Week* magazine. The Chapel Hill-Carrboro City School System is one of the best in the nation, consistently ranking at the top of the state in student test score and boasting the lowest dropout rate in the state. The University of North Carolina at Chapel Hill consistently ranks among the great institutions of higher education in the nation, most recently honored by *US News & World Report*.

But, with these successes has come a surging growth in population and demand upon our roads and highways. Since 2004, the Triangle has moved from 46<sup>th</sup> largest metro area to 40<sup>th</sup> in the US for 2009, and our vehicle demand on freeways is up by 28% over those five years. Recently, our region was named the 3<sup>rd</sup> most sprawling urban area in the country among the 83 areas studied.

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

The economic costs for our increasingly congested roads are significant. In its 2010 Annual Urban Mobility Report, the Texas Transportation Institute estimated that our region has "congestion costs" of almost one-half billion dollars a year. Recently, a May 10, 2011 study cited in *Forbes* magazine found that the Triangle was the urban region in the nation that is most vulnerable to rising gasoline prices. Finally, it will be difficult to impossible for many of Orange County's low to moderate income families to afford to get to new jobs and take advantage of the region's prosperity unless enhanced transportation options are created.

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

## II. TRANSIT PLANNING STEPS LEADING UP TO THIS PLAN

Beginning in 2007, a blue-ribbon group of Triangle leaders (the Special Transit Advisory Commission, or STAC) met for over a year and in 2008 unanimously recommended a regional vision for bus and rail investments. One year later, the region's two MPOs fully incorporated the STAC recommendations into their long-range (25 year) transportation plan.

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

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

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

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

### III. PLAN ELEMENTS

#### A. Public Transit Providers

The Triangle has a number of public transit providers who have been involved in the development of this plan and will have responsibility to implement the recommendations of the plan once it is approved. Below is a brief description of the transit agencies:

Triangle Transit is a regional transit agency serving Wake, Durham and Orange counties. Triangle Transit is responsible for the provision of regional commuter express and demand response service connecting Wake, Durham and Orange counties

Chapel Hill Transit is a multijurisdictional agency formed by a partnership of the Towns of Chapel Hill, Carrboro and the University of North Carolina at Chapel Hill. Chapel Hill Transit is responsible for regular and express route and demand response service in the Chapel Hill, Carrboro, and University area. Chapel Hill Transit also provides regional express bus service, in cooperation with Triangle Transit to Hillsborough.

Orange County Public Transit is a county agency that provides demand response service in unincorporated Orange County and operates local service in Hillsborough in cooperation with the Town of Hillsborough.

#### B. New Bus Service

Representatives from Orange County, Chapel Hill, Carrboro, Hillsborough, The University of North Carolina at Chapel Hill, and Triangle Transit have worked collaboratively to develop a comprehensive bus service improvement plan that supports the effort to improve public transit in Orange County. The group identified a range of services that would address county-wide transit service needs. Identified services were ranked and prioritized based on a set of goals and strategies.

Goals include:

- Improve mobility in the region
- Provide geographic equity
- Support improved capital facilities
- Support transit supportive land use
- Provide positive impact on air quality.

Strategies to accomplish these goals include:

- Improve connectivity
- Increase frequency in peak hours
- Improve weekend, night services (off peak)
- Fill in gaps in existing service

- Maintain existing services.

Over the course of the plan, a new half-cent sales tax would enable delivery of a total of 50,000 additional bus hours in Orange County. By comparison, Chapel Hill Transit currently provides 190,000 annual bus hours and Orange Public Transportation provides 3,525 annual bus hours. The projects will provide benefits to all areas of the county by enhancing urban and rural transit services.

Bus improvement projects were classified by type of service:

- Local bus service - service operating within Orange County boundaries
- Regional bus service - service operating in more than one county
- Regional express service - over the road coaches operating in more than one county

**First Three Years following successful sales tax referendum**

An investment that equals about 44,000 bus service hours will be provided during the first three years. Improvements include:

- Improve connectivity
  - New regional express service connecting Mebane, Hillsborough and Durham.
- Increase frequency in peak hours
  - Enhanced services in the US 15/501 corridor between Durham and Chapel Hill for Chapel Hill Transit, Triangle Transit, and DATA.
  - Improvements in the NC 54 corridor transit service.
  - Increased peak hour service on the existing Triangle Transit Route 405 between Chapel Hill and Durham.
  - Increased peak hour service on the in-town Hillsborough circulator.
  - Increased peak hour service on Triangle Transit Route 800 between Research Triangle Park and Chapel Hill and Triangle Transit Route 420 between Hillsborough and Chapel Hill.
- Improve weekend, night services (off peak)
  - New Saturday service on the in-town Hillsborough circulator.
  - Expanded local Saturday service in Chapel Hill, Carrboro and UNC.
  - Expanded regional Saturday service on existing Triangle Transit Route 405 between Durham and Chapel Hill and Triangle Transit Route 800 between Chapel Hill and the Research Triangle Park.
  - New local Sunday service in Chapel Hill, Carrboro and UNC.
  - Expanded local evening service in Chapel Hill, Carrboro and UNC.
- Fill in gaps in existing service
  - Enhanced rural transit service in unincorporated Orange County.
- Maintain existing services.
  - A portion of revenues generated by the new vehicle registration fee will be used to support existing bus service.

**Year four and beyond following successful sales tax referendum**

A total investment that equals about 50,000 new bus service hours will be provided during year four of the plan implementation through the end of the program (year 2032).

Improvements include:

- Increase frequency in peak hours
  - Increased peak hour service on Pittsboro – Chapel Hill Express.
  - Continued increased peak hour service on the existing Triangle Transit Route 800 between Research Triangle Park and Chapel Hill.
  - Continued increased peak hour service in Chapel Hill, Carrboro and UNC.
- Fill in gaps in existing service
  - Continued enhancements to rural transit service in unincorporated Orange County.

C. New Light Rail Service

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

Light Rail vehicles are electrically powered and travel at speeds up to 59 mph. The total travel time for the 17-mile alignment is about 35 minutes, including stops. The vehicles are approximately 90 feet long, can operate in both directions, and can be coupled with additional cars as demand increases. Initial 2035 projections indicate that ridership will exceed about 12,000 boardings per day. These projections are subject to change as the model is refined and validated.

Light rail vehicles can operate in exclusive right of way, as well as along urban streets, and characteristically serve accessible low platforms (14 inches high) at each station. The operations plan for the 17-mile alignment includes train frequencies (headways) of 10 minutes during the morning and evening peak and 20 minutes during the off-peak hours and on weekends. Fifteen vehicles will be required to operate the system on the basis of an 18-hour schedule each weekday. Several potential light rail vehicle maintenance facility locations are being evaluated. Detailed alignment and station location decisions will occur in the future when final project design is addressed.

The total capital cost for the Durham and Orange Light Rail Project is approximately \$1.4 billion (2011 dollars). Orange County's share is \$330 million (2011 dollars). Operations and Maintenance costs are estimated at \$15 million/year (2011 dollars). Orange County's share of the Operations and Maintenance costs are \$3.2 million/ year (2011 dollars).

#### D. Martin Luther King Boulevard Bus Lanes

This investment provides for bus-only lanes on Martin Luther King (MLK) Boulevard from Interstate 40 to Estes Drive. It will make bus travel times more reliable in peak periods. Existing buses in the MLK corridor will be re-routed to take advantage of the enhanced bus lanes.

Orange County's cost for the bus lanes is anticipated to be \$20 to \$25 million. Since the bus lanes will be used by existing services, they do not generate any additional operational costs within the plan.

#### IV. Maps

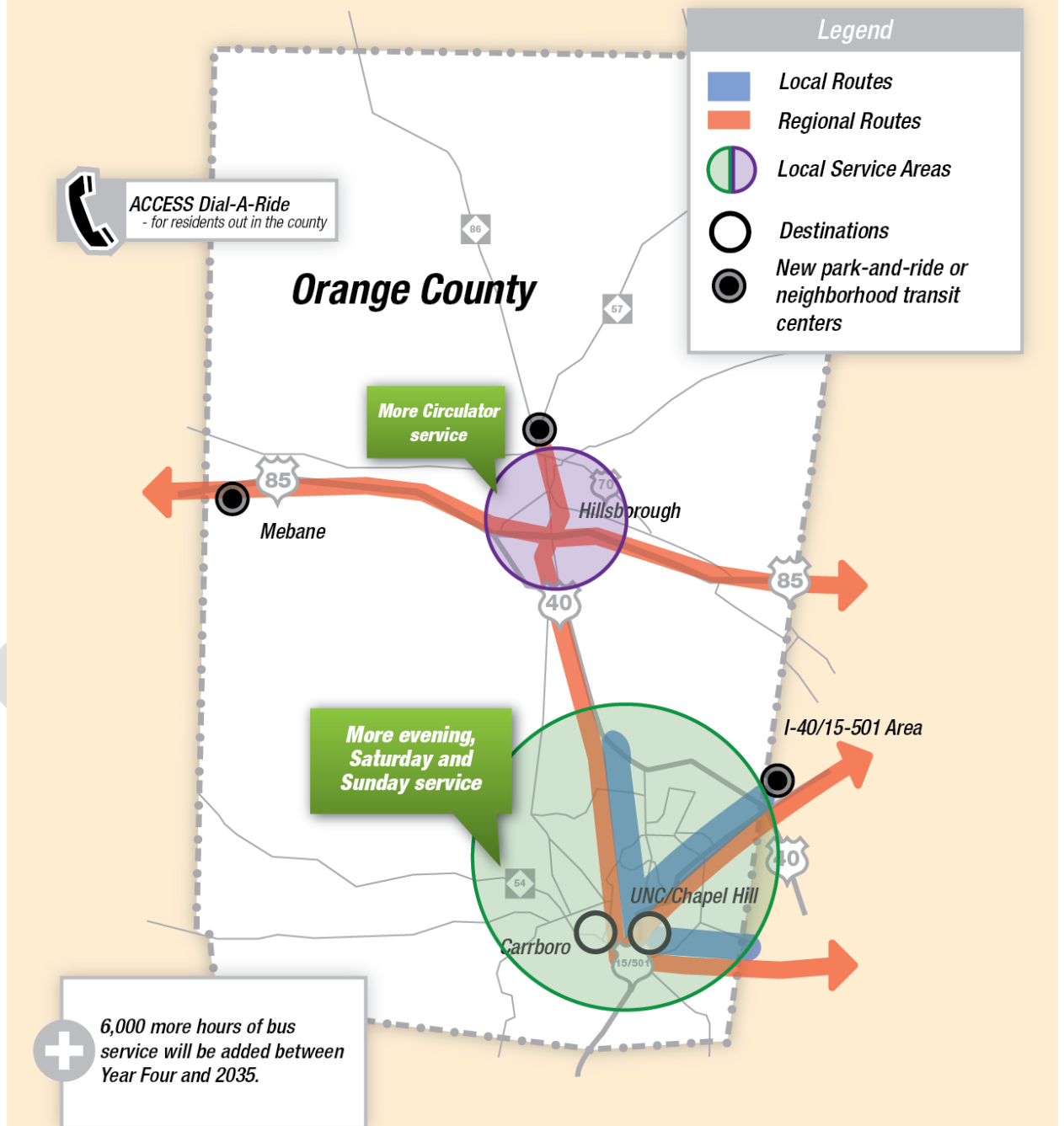
Two maps follow.

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

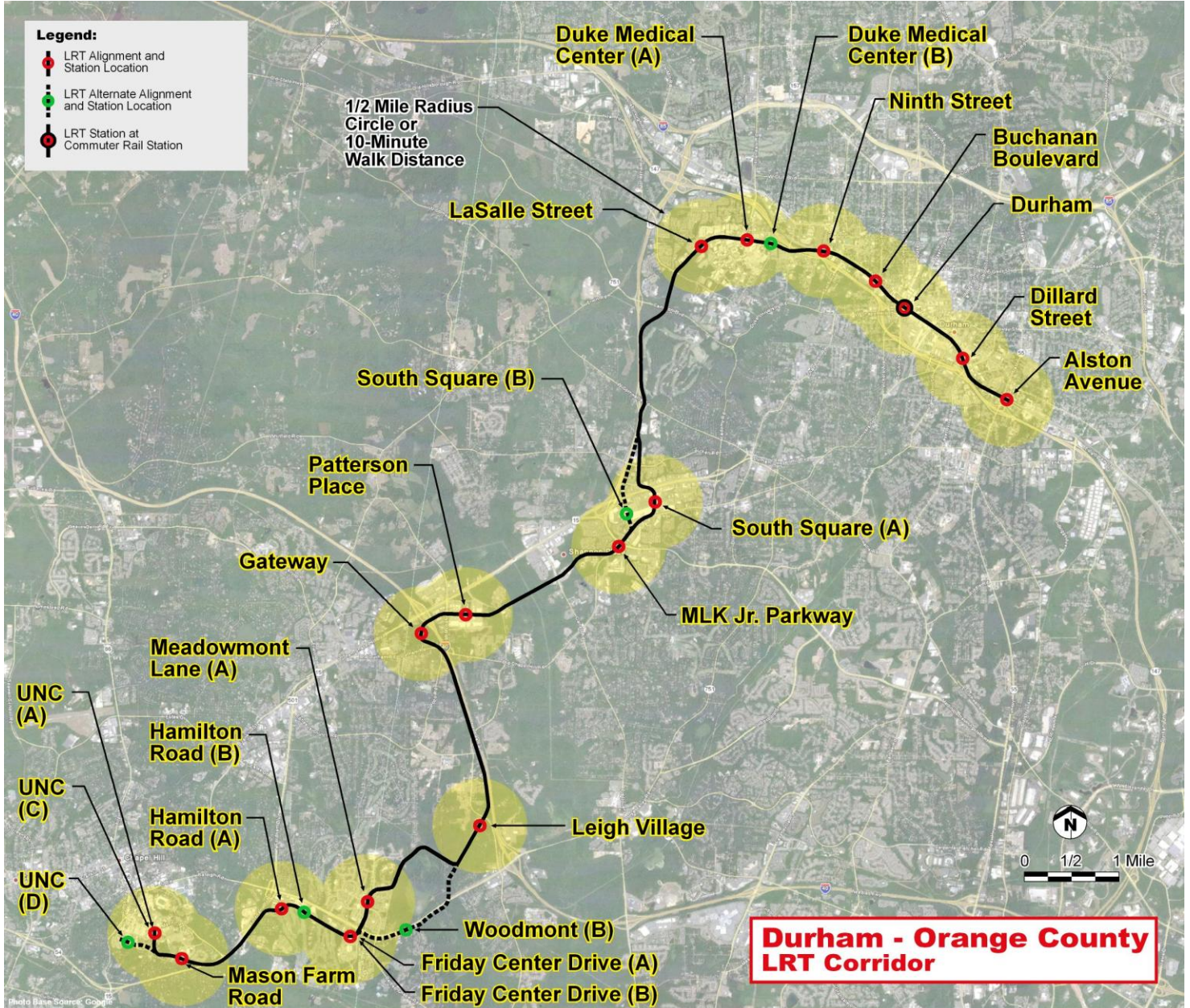
The second map (page 10) shows the Light Rail alignment from Downtown Durham to Chapel Hill.

# DRAFT Orange County Bus Investment Plan

40,000 hours of bus improvements in the **first three years**



# DRAFT Durham-Orange Light Rail Plan



## V. ORANGE COUNTY REVENUES

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

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

The initial proceeds for each local revenue stream for Orange County in 2012 for transit are assumed to be:

- ½-cent sales tax: \$5.1 million
- \$7 vehicle registration fee: \$770,000
- \$3 vehicle registration fee increase: \$330,000
- Rental car tax revenue: \$560,000

Growth rates assumed for each revenue source:

- ½-cent sales tax:
  - Growth rate from 2011 through 2014: 1.5%
  - Growth rate from 2015 through 2035: 3.6%
- \$7 vehicle registration fee: 2.0%
- \$3 vehicle registration fee increase: 2.0%
- Rental car tax revenue: 4.0%

\$28 million would be borrowed over the life of the plan. This borrowing would allow for the large capital expenditures necessary during a small number of the years in the plan. Any borrowing would be from capital markets through government bonds, would require approval by the NC Local Government Commission, and would have to meet debt to revenue ratios required by the capital markets for bond issuance.

Further details for each revenue source follow.

### A. One-half cent sales tax in Orange County

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

A one half-cent sales tax in Orange County is estimated to generate \$5.1 million in 2012. Over the life of the plan to 2035, the sales tax is expected to generate \$180 million in Year-Of-Expenditure (YOE) dollars. All of which is subject to authorization of a referendum by the Orange Board of County Commissioners and approval by the voters.

#### B. \$7 Vehicle Registration Fee in Orange County

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

The seven dollar fee in Orange County is expected to bring in \$770,000 in 2012. Over the life of the plan to 2035, the seven dollar fee is expected to generate \$23.8 million in Year-Of-Expenditure (YOE) dollars.

#### C. \$3 Vehicle Registration Fee Increase in Orange County

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

The three dollar fee in Orange County is projected to generate \$330,000 in 2012. Over the life of the plan to 2035, the three dollar fee is expected to generate \$10.2 million in Year-Of-Expenditure (YOE) dollars.

#### D. Revenue from Triangle Transit's Rental Car Tax

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

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

The Triangle Transit rental car tax proceeds directed to Orange County are estimated to be \$560,000 in 2012. Over the life of the plan to 2035, the rental car tax is expected to generate \$24 million in Year-Of-Expenditure (YOE) dollars for Orange County.

#### E. NC State Government Funding

The plan includes a 25% capital cost contribution by the NC Department of Transportation (NCDOT) for both light rail and commuter rail projects in Orange County. This level of participation was established by the State in its participation in the Charlotte Blue Line light rail project in 2003. The plan assumes that NCDOT also pays for 10% of bus capital costs (replacement buses, new buses, park and ride lots, etc) consistent with its current practices. NCDOT assumed contributions to the plan total \$132 million in YOE dollars from 2012 through 2035.

#### F. Federal Government Funding

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

The plan assumes that the Federal Government also pays for 80% of bus capital costs, consistent with its current practices, and continues to provide operating appropriations consistent with present Federal Transit Administration operating grant formulas. Assumed Federal Government contributions to the plan total \$239 million in YOE dollars from 2012 through 2035.

#### G. Transit Fares

The plan assumes fares for all operating agencies remain unchanged from the existing fare structures.

#### H. Additional Revenue Sources

This draft Bus and Rail Investment Plan does not rely on additional municipal contributions, public or private 3<sup>rd</sup> party contributions, or value added forms of revenue.

### VI. ORANGE FINANCIAL PLAN DATA

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

- Rail Capital: \$423 million (\$330 million in 2011 dollars)
- Rail Operations: \$58 million
- Bus Capital: \$41 million (including MLK Bus Lanes)
- Bus Operations: \$127 million
- Debt: \$23 million

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

The Orange County Bus and Rail Investment Plan details the specific elements of local and regional bus service, and Light Rail service to be added in Orange County over a twenty-three year period. Because of the long time frame for implementation of the Plan and its major capital projects, over time there will need to be changes and revisions made to the Plan. As the statutory implementation agency, Triangle Transit will work with Orange County, the DCHC Metropolitan Planning Organization (MPO), and the towns of Chapel Hill, Carrboro, Hillsborough, the University of North Carolina at Chapel Hill and Chapel Hill Transit, the public transit provider in Orange County, to develop and execute an Implementation agreement which details the following aspects of implementation of the Plan:

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

## **VIII. CLOSING SUMMARY**

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

The proposed plan addresses the ongoing need to provide greater service options to transit riders with improved and expanded bus and rail connections. Once implemented, the residents of Orange County will be able to have greater access to jobs, shopping, and activity centers such as downtown Chapel Hill and Carrboro, the University, or the Hospital.

Additionally, the plan will provide core infrastructure investment that will help support the goals and objectives of local land use plans in Orange County and its municipalities. In particular, as evidence in communities across the country, investment in light rail has proven to be a great motivator for private companies to build transit-oriented development at station locations along the rail corridor. This kind of more intense development generally

consists of a mixed-use, walkable environment that can provide a more sustainable alternative to the suburban growth pattern that exists today.

All the elements listed in the Draft Orange County Bus and Rail Investment Plan are fiscally constrained. At every turn, the Plan is conservative in revenue assumptions and incorporated additional contingencies for capital and operating expenditures.

The draft plan will be shared with the general public, Carrboro Board of Aldermen, Chapel Hill Town Council, the Hillsborough Town Commissioners, the DCHC MPO and the Orange County Commission. The draft plan will be considered for approval by the DCHC MPO, the Triangle Transit Board of Trustees, and the Orange County Commission. The Orange County Commission will determine when to set a referendum date. Once a referendum passes, work can begin on implementation of the Bus and Rail Investment Plan.

DRAFT

# DRAFT Orange County Transit Plan -- Annual Operating and Maintenance Costs

Complements Light Rail from UNC-Chapel Hill Medical Center to Leigh Village

## Highest Priority Recommendations

Service Type (Responsible Party)	Projects	Enhanced or New?	Total New Hours	Annual Operating Cost	Annual New Bus Hours Cumulative
<b>YEARS 1 THROUGH 3</b>				<b>\$ 2,630,000</b>	<b>44,000</b>
Local (Chapel Hill Transit)	Local Chapel Hill Transit routes in the 15/501 corridor to improve connections with Triangle Transit and DATA	Enhanced	7,300	\$ 710,000	7,300
Regional Exp (Triangle Transit)	Chapel Hill-Durham Boulevard Express (Route 405) - 15 minute service during peak hours	Enhanced	3,300	\$ 630,000	10,600
Local (Chapel Hill Transit)	54 Corridor Improvements (Orange and Durham Counties)	Enhanced	4,000	\$ 390,000	14,600
Local (Chapel Hill Transit)	Support operating costs of existing services		6,000	\$ 580,000	20,600
Regional Exp (Triangle Transit)	Chapel Hill-Durham Express (Route 405) - extend Saturday hours to 11pm	Enhanced	200	\$ 40,000	20,800
Regional (Triangle Transit)	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - extend Saturday hours to 11pm	Enhanced	200	\$ 40,000	21,000
Regional Exp (Triangle Transit)	Carrboro-Chapel Hill-Durham Express (Route 405) - Sundays	New	600	\$ 120,000	21,600
Regional (Triangle Transit)	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - Sundays	New	600	\$ 120,000	22,200
Regional Exp (Triangle Transit)	Mebane-Hillsborough-Duke/VA Medical Centers Express - peak only	New	1,600	\$ 320,000	23,800
Local (Chapel Hill Transit)	Chapel Hill -Carrboro-UNC Sunday service	New	5,100	\$ 490,000	28,900
Local (Town of Hillsborough)	Hillsborough Circulator	New	2,000	\$ 190,000	30,900
Local (Chapel Hill Transit)	Chapel Hill-Carrboro-UNC Expanded Saturday service	Enhanced	3,600	\$ 350,000	34,500
Regional (Triangle Transit)	Chapel Hill-Regional Transit Center via Southpoint (Route 800) 15 minute service during peak hours	Enhanced	1,600	\$ 320,000	36,100
Local (Orange County)	Improve service in unincorporated Orange County	Enhanced	3,000	\$ 290,000	39,100
Local (Chapel Hill Transit)	Chapel Hill-Carrboro-UNC Expanded Evening service	Enhanced	4,100	\$ 400,000	43,200
Local (Town of Hillsborough)	Hillsborough Circulator expanded hours on weekdays and Saturdays	New	500	\$ 50,000	44,000
<b>BY 2035</b>					
Local (Orange County)	Improve service in unincorporated Orange County	Enhanced	3,000	\$ 290,000	47,000
Regional Exp	Pittsboro-Chapel Hill Express 30 minute frequency during peak hours	Enhanced	800	\$ 160,000	47,800
Local (Chapel Hill Transit)	Chapel Hill-Carrboro-UNC peak hour bus frequency improvements	Enhanced	2,200	\$ 210,000	50,000
<b>Local and Rural Bus Service Improvements</b>				<b>\$ 3,485,000</b>	<b>41,000</b>
<b>Regional Bus Service Improvements</b>				<b>\$ 765,000</b>	<b>9,000</b>
<b>Total Bus Service Improvements</b>				<b>\$ 4,250,000</b>	<b>50,000</b>

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

**DRAFT Orange County Transit Plan -- Annual Operating and Maintenance Costs**  
**Complements Light Rail from UNC-Chapel Hill Medical Center to Leigh Village**

**Highest Priority Recommendations**

<b>CAPITAL PROJECTS</b>	<b>RELATED OPERATING PROJECT</b>	<b>Unit Cost</b>		<b>Quantity</b>	<b>Est. Cost</b>
Park&Ride near Mebane	Mebane-Hillsborough-Duke/VA Medical Centers Express	\$350,000	per lot	1	\$350,000
Park&Ride in northern Orange County	Northern Orange County-Hillsborough-UNC/Chapel Hill (Route 420)	\$350,000	per lot	1	\$350,000
Park&Ride near I-40 / NC 54 Interchange	Various Routes				Associated with Light Rail Project
Transit Emphasis Corridor (NC 54 between Fordham Boulevard and I-40)	54 Corridor Local Service Improvements and Regional Routes 800 and 805	\$300,000	per mile	3	\$900,000
Neighborhood Transit Center (I-40/US 15-501)	Chapel Hill-Durham Express (Route 405) AND Local Chapel Hill Transit routes in the 15/501 corridor	\$220,000	per bay	1	\$220,000
Pedestrian Accessibility / Amenities Improvements	Top 50 Boarding Locations	\$10,000	Per stop	50	\$500,000
				Subtotal	\$2,300,000
Contingency		30%			\$700,000
				Total	\$3,000,000