

Durham County Bus & Rail Investment Plan

www.dhcmpo.org

The **DRAFT** Durham Bus and Rail Investment Plan consists of new local and regional bus service, commuter rail to Research Triangle Park and Wake County, and a light rail connection to Chapel Hill.



Bus Investment

Bus provides urban and regional service with stops between 1/10th and 1/4th mile apart. It operates on street with auto traffic. Capital cost for Durham is \$47 million.

- **2012** - Expanded bus service could begin
- **25,000** - Expanded bus hours by end of FIRST year
- **50,000** - Expanded bus hours by the end of THIRD year
- **77,000** - Expanded total bus hours by 2033
- **1 Bus = 2,500 hours**



Commuter Rail Investment

Commuter rail provides urban and interurban service with stops between 2 and 10 miles apart. It operates in a fixed guideway, completely separate from auto traffic. Capital cost for Durham is \$300 million; total capital cost is \$645 million.

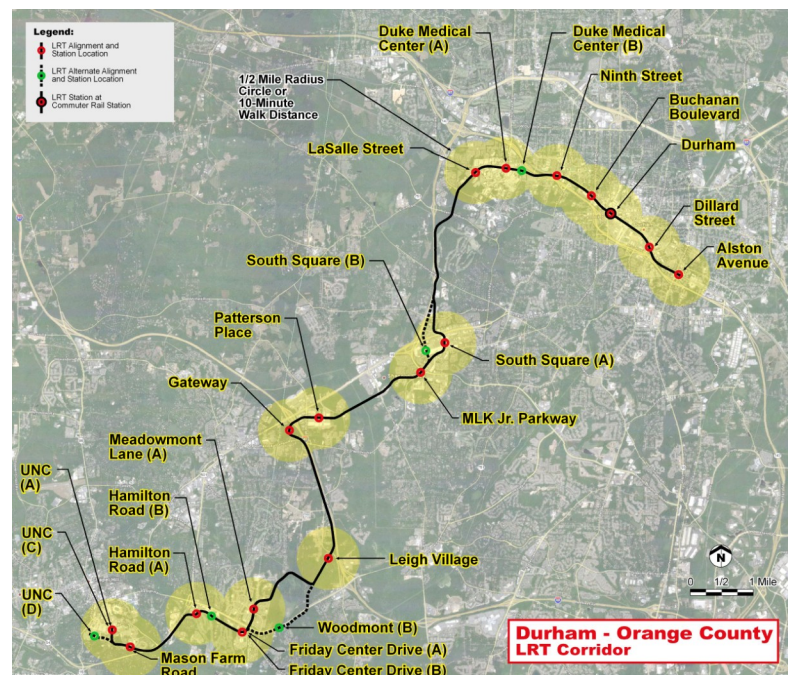
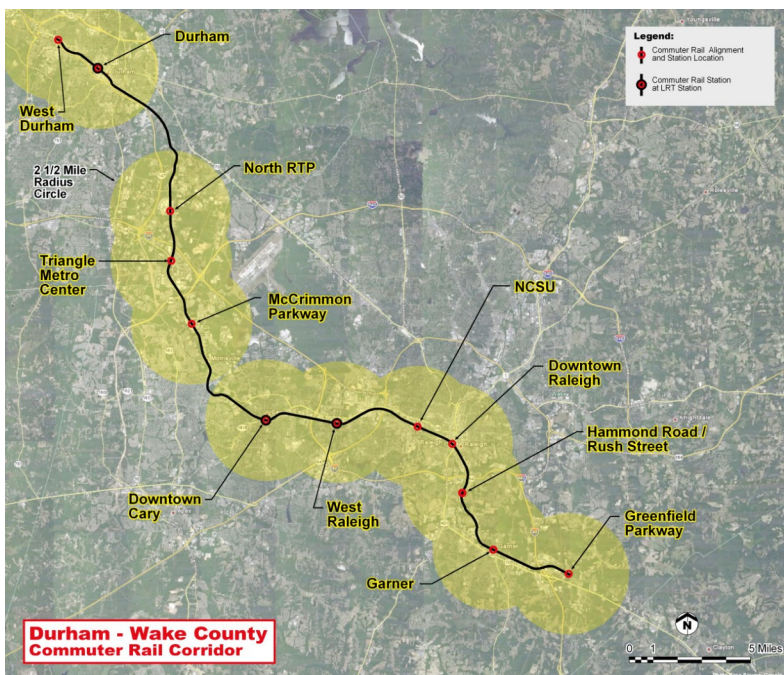
- **2012** - Initial planning and engineering begins
- **2018** - Opening year
 - Length of corridor: 37 mi
 - Travel time: 51 min
 - Avg. Speed: 44 mph



Light Rail Investment

Light rail provides urban and regional service with stops between 1/4th and 2 miles apart. It operates in a fixed guideway or travel lane in the street. Capital cost for Durham is \$1.05 billion; total capital cost is \$1.4 billion.

- **2012** - Initial planning and engineering begins
- **2025** - Opening year
 - Length of corridor: 17 mi
 - Travel time: 34 min
 - Avg. Speed: 29-30 mph



Durham County Commuter Rail Investment

Durham County Light Rail Investment

Durham County Bus & Rail Investment Plan

Why We Need Transit Options?

Growth:

- The Triangle region population is expected to grow by 1.33 million people by 2035 (U.S. Census).
- Over next 25 years, nearly one-third of the North Carolina population growth will be in the Triangle.
- Triangle employment will double by 2035, to a total of over 1.3 million jobs. (DCHC MPO)
- The Triangle is the number one area in the U.S. where people are relocating. (Forbes)

Congestion:

- I-40 and US 15-501 travel corridors are among the most congested in the region (DCHC MPO); planned light rail and commuter rail will operate in these corridors.
- Automobile commute time between downtown Durham and downtown Raleigh will more than double from 2010 to 2035. (DCHC MPO)
- Depending on future transportation investments, over the next 25 years, the average travel delay for commuters will increase two- to four-fold. (DCHC MPO)

Maintain Quality of Life:

- Surveys and demographic projections suggest that 800,000 people in the Triangle might prefer to live in compact, mixed use communities by the year 2030; bus and rail transit support these types of communities. (TJCOG)
- The Triangle is the number one housing market in the U.S. (Wall Street Journal)

Provide Travel Options:

- The travel demand on the Triangle region roads will double from 2010 to 2035. (DCHC MPO)
- Over 68,000 workers currently commute between Durham and Wake counties daily; the largest cross-county commute in North Carolina. (2009 US Census)
- This intense, bi-directional commute pattern is expected to attract substantial transit ridership, which is an advantage over other regions that have rail transit but only a single large employment center.
- Triangle Transit and DATA have increased ridership over the last 5 years by 53% and 24%, respectively. The “passengers per hour” (which is a standard transit measure for use intensity) have also increased 35% and 13%, respectively.

Protect the Environment:

- A single light rail vehicle removes 60 to 125 cars from the road.
- The Triangle accounts for 12.7 million gallons of fuel wasted annually because of congestion. (TTI)
- Raleigh-Durham was recently named America’s top “gas guzzler.” (Forbes)

What Transit Plan Means for Jobs?

- Preliminary estimates indicate that as many as 6,400 jobs could potentially be created in the Triangle Region by light rail and commuter rail projects, and as many as 350 permanent maintenance and operations jobs.
- The light rail and commuter rail transit will provide access to the Triangle’s largest employment centers that are located along the region’s most congested corridors.
- Bus transit services will also provide additional service to employment centers and extend hours into the evenings and weekends.
- Durham County Bus and Rail Investment Plan will add \$2 billion in capital, operations, and maintenance work in Durham and Orange counties; much of this investment will be from state and federal grants.

What Transit Plan Means for Taxes?

- One-half cent sales tax will add 5 cents to a \$10 retail purchase.
- Food, pharmaceuticals, gasoline, housing and health care are exempt from the sales tax.
- Studies have indicated that up to 43% of Durham County sales taxes are paid by non-Durham County residents.
- Studies indicate that light rail transit investments lead to increased property tax revenues both because of additional development that is attracted to station areas and to higher values for each house, condominium, apartment, store and office located near light rail stations.
- Charlotte, for example, has experienced a \$25 million annual increase in property taxes around transit stations.
- In a discussion of the tax burden, rising gasoline prices are multiple times more income regressive than increased sales taxes.

For more detailed maps and plan for rail transit, see

www.ourtransitfuture.com