



**GoTriangle – FY 2025 to FY 2028**

# **Short Range Transit Plan**

**December 2023**

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# Overview

## GOTRIANGLE OVERVIEW

GoTriangle is the regional transit provider in the Triangle Region, with service in Wake, Orange, and Durham Counties. GoTriangle provided over 1.5 million fixed route passenger trips annually in 2023<sup>1</sup>.

The purpose of the GoTriangle SRTP is to:

- Guide service investments funded through the Wake, Durham, and Orange County Transit Plans.
- Reflect GoTriangle goals and objectives in the short-term and align with County Transit Plans objectives.
- Identify projects for programming and funding in operating and capital models.
- Engage members of the public to ensure their feedback and needs are included in transit investments.

This document brings together work completed for GoTriangle under the Wake Bus Plan and in Durham and Orange Counties after the completion of their respective Transit Plans, providing a schedule of investments for the next three years (Fiscal Years 2025 – 2028). Projects identified for investment between FY28 and FY30 are also referenced, but not detailed in the SRTP. Funding for identified projects is provided through multiple sources, including the GoTriangle general fund, the Wake Transit Plan, the Durham Transit Plan, and the Orange County Transit Plan.

## THE WAKE TRANSIT PLAN

In 2016, voters in Wake County approved a tax package to invest \$2.3 billion in public transit services over a 10-year period between 2017 and 2027. The combined investment strategy, branded as the Wake Transit Plan, reflects a vision for transit service development articulated through “Four Big Moves” which include:

- **Connect Regionally:** Create cross-county connections by developing a combination of regional bus and higher capacity transit investments.
- **Connect All Wake County Communities:** Connect all 12 municipalities in Wake County plus the Research Triangle Park (RTP) and Raleigh-Durham International Airport (RDU). This investment will include a combination of regional and express bus routes.
- **Frequent, Reliable Urban Mobility:** Develop a frequent transit network in Wake County’s urban core. The frequent transit network will include development of bus rapid transit services, plus high frequency bus services along major corridors in the County’s most developed communities.
- **Enhanced Access to Transit:** Directs investment to existing fixed-route services to make service more convenient. The investments include expanding transit operating hours, such as providing more service on weekend days or increasing services on weeknights. Enhancing access to transit also increases the frequency of service on many routes and develops demand-response services in lower density areas.

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<sup>1</sup> Source: National Transit Database (NTD) GoTriangle 2021 Agency Profile.

In addition to the Four Big Moves, the Wake Transit Plan identifies a series of investment goals to guide transit network development:

- Prioritize investment in ridership-justified routes but continue investment in coverage routes.
- Build a transit network that ensures both residents and jobs in Wake County are accessible by public transportation.
- Balance investments in transit infrastructure and new services to create a network that will be robust and viable in the long term. The Wake Transit Plan emphasizes infrastructure investments that improve the speed and reliability of transit operations.
- Focus investment on projects that will enhance customer service and the user experience. The Wake Transit Plan will prioritize accessibility, comfort, security, reliability, cleanliness, courtesy, and communication.

The Governing Boards directing the implementation of the Wake Transit Plan (hereinafter Wake Transit Governing Boards) are accountable for governing and overseeing implementation of the Wake Transit Plan. The Wake Transit Governing Boards include the Governance ILA parties, which consists of the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board and the GoTriangle Board of Trustees.

The Governance ILA parties established the Wake County Transit Planning Advisory Committee (TPAC), a staff-level advisory committee to coordinate planning and implementation of the Wake Transit Plan. The TPAC is comprised of regional and local governments, as well as the region's transit providers (GoTriangle, City of Raleigh, Town of Cary, and Wake County) and major institutions. The TPAC is overseeing development of the Wake Transit Multi-Year Bus Service Implementation Plan (MYBSIP), also referred to as the Wake Bus Plan. Hands-on management and direction are provided through the Core Technical Team (CTT), a subsidiary of the TPAC.

## The Wake Bus Plan

The Wake Transit Plan requires transit stakeholders to prepare and update a multi-year operating plan every four years. The multi-year operating plan, referenced as the Wake Bus Plan, must identify, define, and prioritize Wake County transit investments in alignment with funding available through the Wake Transit Plan. The Wake Bus Plan is a collaborative effort that is developed with Wake transit operators, community stakeholders, and members of the public. The key outcome of the planning process is a financial implementation plan that programs and schedules operating and capital projects until Fiscal Year 2030. Short-Range Transit Plans (SRTP) are a sub-set of the Wake Bus Plan, focused on operating and capital projects scheduled for implementation between Fiscal Years 2025 through 2030. The SRTPs are also aligned with individual transit operators: this SRTP reflects the projects and investments identified for GoTriangle.

The SRTPs recognize the ongoing planning and implementation of high-capacity transit services in Wake County. The region is planning for Bus Rapid Transit (BRT) on Wake County's busiest urban corridors, with the Western Corridor BRT bringing a BRT connection between Cary and Raleigh. While not sponsored by GoTriangle, this service will play a vital role in the regional transit network and the operation and organization of GoTriangle transit services when BRT services begin revenue operation.

Each short-range transit plan (SRTP) provides background information about the transit provider, existing services, transit needs, and gaps in the service area. The plans build on analysis conducted as part of the overall Wake Bus Plan including a regional service assessment designed to enhance the understanding of current ridership trends and future travel markets, an analysis of existing service performance, input received through stakeholder and community engagement, and estimated financial costs. Reports and materials referenced in this plan are available under a separate cover.

## THE DURHAM TRANSIT PLAN

In 2011, Durham County voters approved a half-cent sales tax to fund public transportation improvements in Durham and the Triangle region. The Durham County Transit Plan, adopted in 2013 and subsequently updated in 2017 and 2023, contains a program of transit services and projects to be funded by the dedicated local revenues for transit in Durham County through 2040. The Governing Boards directing the implementation of the Durham Transit Plan are accountable for governing and overseeing implementation of the Durham Transit Plan. The Durham Transit Governing Boards include the Governance ILA parties, which consists of the Durham Board of County Commissioners, The Durham-Chapel Hill-Carrboro (DCHC MPO) Executive Board, and the GoTriangle Board of Trustees. The 2013 Interlocal Agreement (ILA), updated in 2023 created a Staff Working Group that includes representatives from Durham County, the City of Durham, GoTriangle, and DCHC MPO to review the Plan and prepare updates as needed, at least every 4 years. The 2023 Plan Update provides over \$1 billion of local transit dedicated dollars to spend on transit improvements in Durham through 2040, guided by four main goals and objectives:

- **Accessibility:** Providing opportunities for all users to access transit.
- **Connectivity:** Providing a well-connected, multimodal transportation network.
- **Convenience:** Creating reliable transit options and providing dependable information to riders.
- **Sustainability:** Creating resilient infrastructure to meet the needs of existing and future populations.

The projects and priorities identified in the Durham Transit Plan guide the development of short-term planning efforts in Durham County, including the Short-Range Transit Plans for both GoTriangle and GoDurham. The Short Range Transit Plan provides detailed guidance to implement GoTriangle's projects and informs the annual work

programs or budgets of the Durham Transit Plan, which are adopted jointly by the Durham Board of County Commissioners and the GoTriangle Board of Trustees.

## THE ORANGE TRANSIT PLAN

In 2012, Orange County voters approved a half-cent sales tax to fund transit service and transit infrastructure improvements. These revenues go towards Orange County Public Transportation, Chapel Hill Transit, and GoTriangle. These funds are allocated based on the Orange County Transit Plan, first approved in 2012 and subsequently updated in 2017 and 2023. The Governing Boards directing the implementation of the Durham Transit Plan are accountable for governing and overseeing implementation of the Orange Transit Plan. The Orange Transit Governing Boards include the Governance ILA parties, which consists of the Orange Board of County Commissioners, The Durham-Chapel Hill-Carrboro (DCHC MPO) Executive Board, and the GoTriangle Board of Trustees.

The Orange County Transit Plan is guided by five core community values:

- **Equity:** Prioritize the transit needs of under-served for transit-dependent residents.
- **Environmental Sustainability:** Prioritize accessible and convenient transit service in areas with existing or planned higher density development.
- **Economic Prosperity:** Prioritize increasing access to jobs and opportunities.
- **Affordable & Attainable Quality of Life:** Prioritize transit service connections to affordable housing, recreation, and arts and cultural opportunities.
- **Transportation & Access for All:** Prioritize transit service that increases transit access for the most people to the most places.

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**GoTriangle**

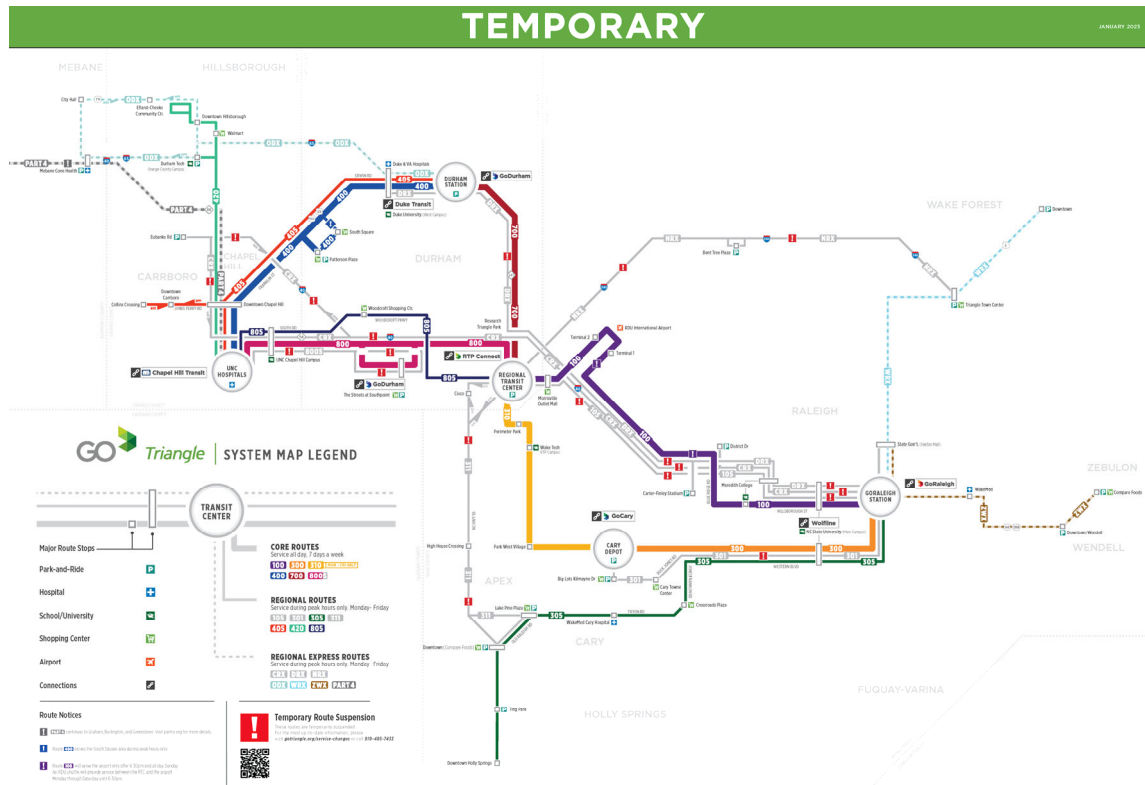
The projects and priorities identified in the Orange County Transit Plan and its updates inform the short-term planning efforts of transit agencies that operate in Orange County, including GoTriangle. The Short Range Transit Plan provides detailed guidance to implement GoTriangle's projects and informs the annual work programs or budgets of the Orange Transit Plan, which are adopted jointly by the Orange Board of County Commissioners and the GoTriangle Board of Trustees.

# Existing Conditions

## EXISTING SERVICE

GoTriangle provides service throughout the Triangle region, filling in service gaps outside central urban areas and connecting across counties and communities and serving regional destinations (Figure 1). GoTriangle service includes 13 regional routes that operate during peak periods and seven core routes with all-day and weekend service. GoTriangle's network also plays a critical role providing regional connections between local and university systems. Two GoTriangle-sponsored regional express routes are operated by GoRaleigh (WRX and ZWX) and one GoTriangle-sponsored regional route is operated by Chapel Hill Transit (Route 420). As of December 2023, four peak-only regional routes were suspended.

Figure 1 Existing System Map



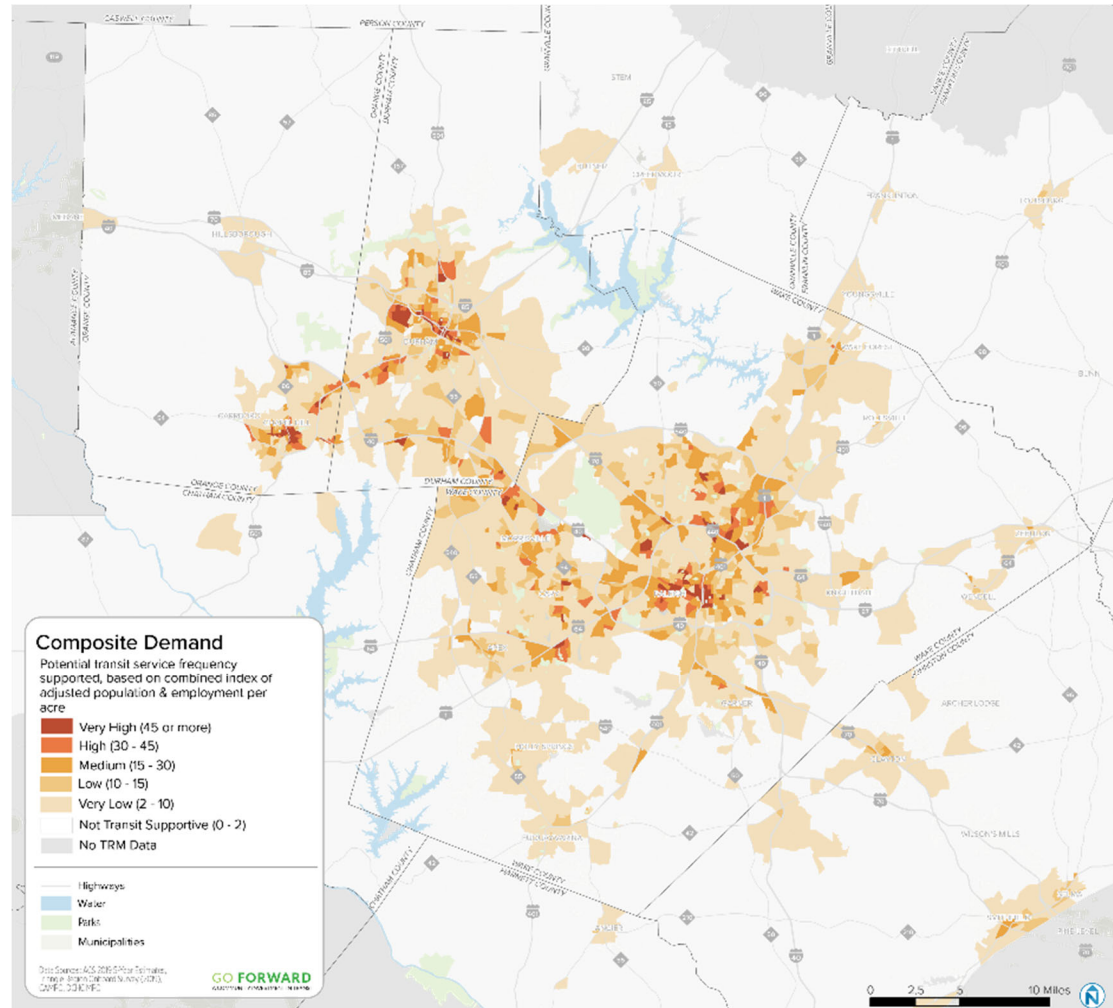
Source: GoTriangle



## THE DEMAND FOR TRANSIT

A main factor in determining the demand and need for transit service is density: places where concentrations of people live and work. Generally, transit is accessible to people within walking distance of a bus stop, so the travel market—and the type and amount of service needed to serve this market—is dependent on the number of people who live, work, or visit within walking distance of a bus stop. GoTriangle serves areas across the spectrum of density and composite demand. Figure 2 shows the composite demand of the GoTriangle service area, which ties transit demand to service levels based on a combined index of adjusted population and employment per acre. This measure includes demographic factors linked to transit use, such as access to a personal vehicle, for example. GoTriangle serves many areas with high and very high composite demand, such as city and town centers, but also focuses on lower demand in surrounding towns. Service passes through areas that are not transit supportive to reach outlying very low and low demand areas and connect them to high demand nodes.

Figure 2 GoTriangle Service Area: Transit Demand



Sources: ACS 2019 5-Year Estimates, Triangle Region Onboard Survey (2019), CAMPO, DCHC MPO.





## Transit Route Performance Metrics

The Wake Bus Plan reviewed the performance of individual bus routes (see Regional Service Assessment reports for full analysis). The team used the metrics and standards recommended in the Wake Transit Plan Service Guidelines and Performance Measures. Metrics included cost per rider, riders per revenue trip<sup>2</sup>, and on-time performance and vary by the service type. GoTriangle routes were organized into two route classifications: Regional Routes and Express Routes. Different standards are used for existing and new/substantially changed bus routes. The SRTP focused on boardings per revenue trip and operating cost per boarding as key indicators of performance.

Comparing data from April of each year, ridership on most of GoTriangle’s regional routes softened at the beginning of the pandemic, leading to lower average weekday boardings per revenue trip (Figure 4). More recent data for FY2022 and FY2023, after the Regional Service Assessment was conducted, shows ridership is steadily increasing and in some cases, exceeding pre-pandemic levels. However, for Express routes, which were suspended in April 2020, ridership is still far below pre-pandemic levels (Figure 5).

Operating cost per boarding has steadily increased across all routes, particularly during the pandemic, reflecting increasing costs and lower ridership. In 2021 with reduced ridership, most regional routes (Figure 6) had operating costs of approximately \$10 - \$20 per boarding, though some had costs as high as \$30 per boarding. However, operating costs per boarding have improved for all regional routes with roughly half having lower costs per boarding than pre-pandemic levels by 2023. Express routes (Figure 7) have generally higher operating costs per boarding, and in 2021, it greatly increased to a range of \$10, to almost

\$60 per boarding. By 2023, Express costs per boarding have marginally improved from 2021, but remain far above pre-pandemic levels.

Figure 4 Weekday Boardings per Revenue Trip, Regional Routes (April)

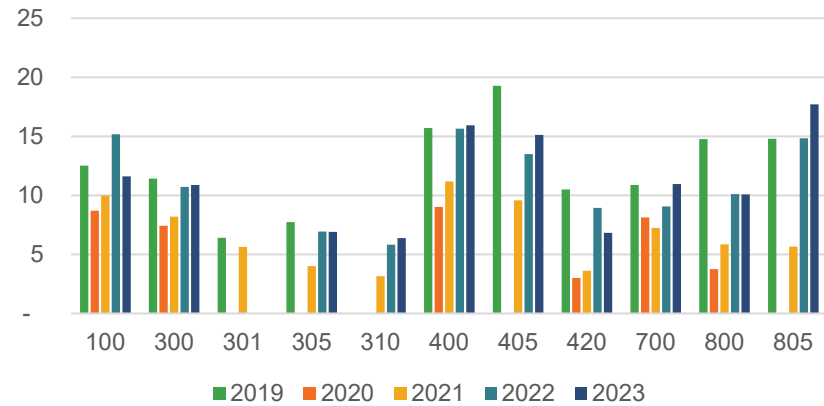
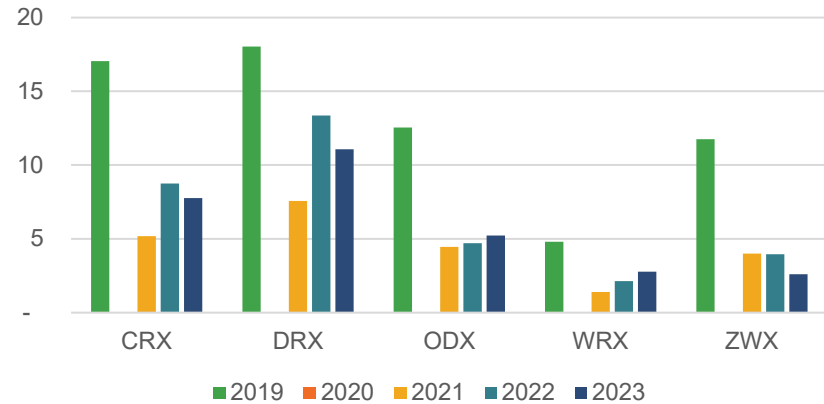


Figure 5 Weekday Boardings per Revenue Trip, Express Routes (April)



<sup>2</sup> The Wake Transit Plan’s recommended Service Guidelines and Performance Standards uses riders per hour for frequent and local services and riders per trip for core regional and express services.

Short Range Transit Plan  
GoTriangle

Figure 6 Operating Cost per Boarding, Regional Routes (April)

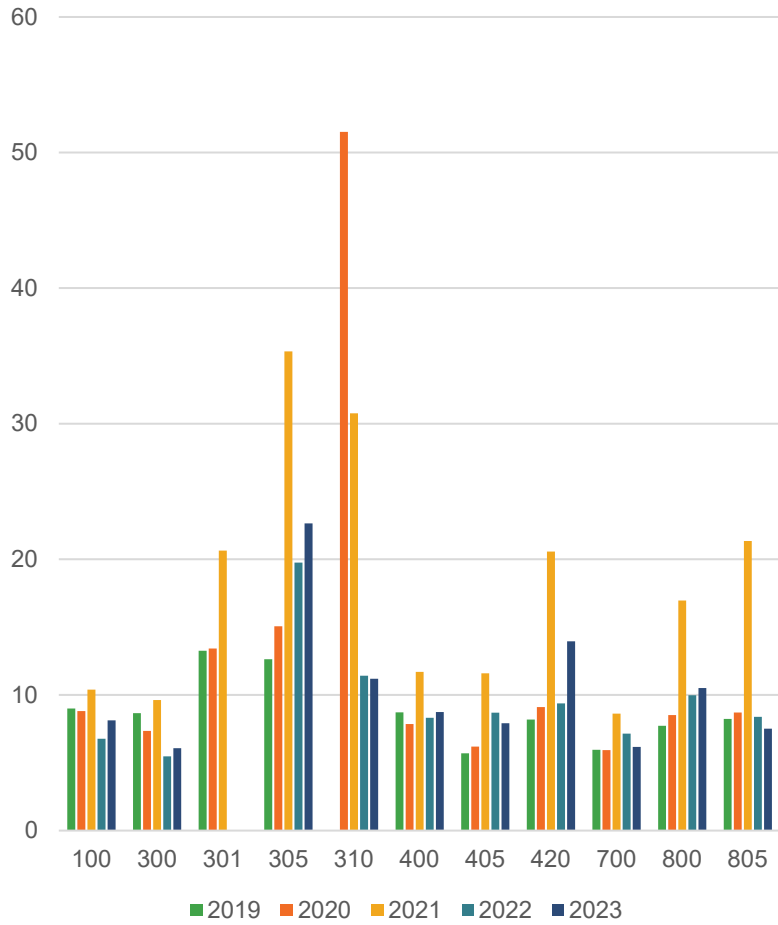
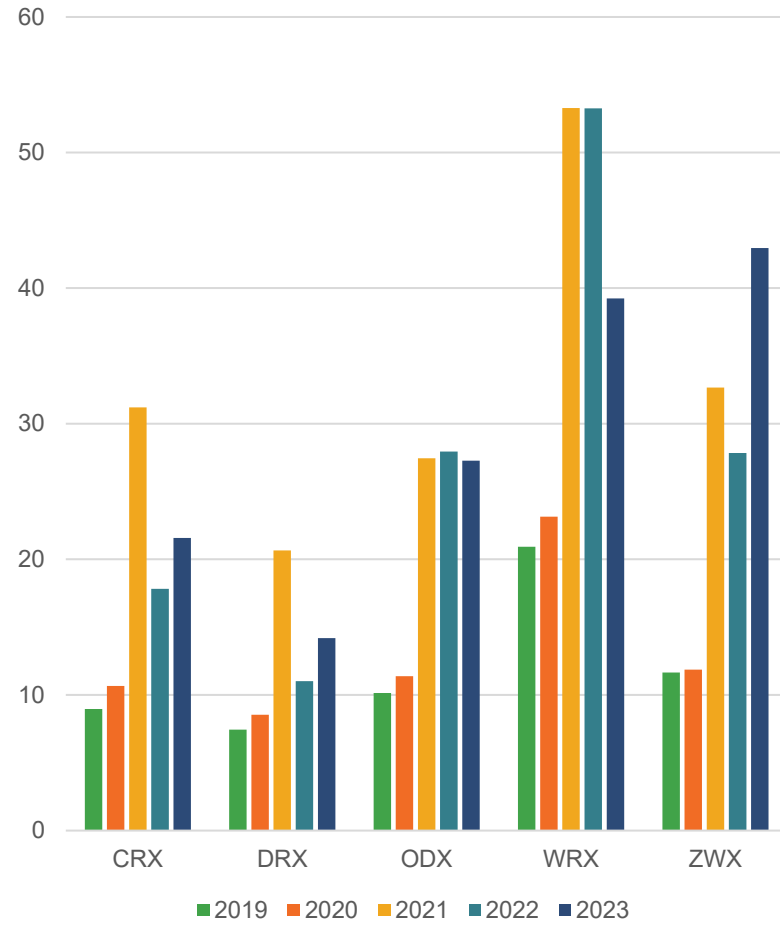


Figure 7 Operating Cost per Boarding, Express Routes (April)



## PUBLIC ENGAGEMENT KEY FINDINGS

### Wake County

The Wake Bus Plan Working Group conducted public engagement on the Wake Bus Plan project in the Spring 2022 and Winter 2023:

- In April and May 2022, the Wake Bus Plan shared initial service concepts with transit riders, stakeholders, and members of the community.
- In February 2023, the Wake Bus Plan shared draft final versions of the Wake Bus Plan with an emphasis on explaining service changes, including changes to individual routes and changes to the overall transit network.

Feedback collected in Spring 2022 showed that riders and residents want GoTriangle—and other regional service providers—to focus on transit fundamentals, such as reliability and predictability, travel time, and particularly a desire for more all-day service. Travel to work was still the most common use of transit, but service to shopping centers, medical facilities, and schools was also valued.

### Durham and Orange Counties

The GoDurham and GoTriangle SRTP Working Group conducted additional stakeholder and community engagement activities to specifically focus on service changes developed and recommended for Durham and Orange counties. Engagement activities were conducted in Summer and Fall 2023; the first round focused on service improvement concepts and the second round shared recommended service changes. The team collected this information through surveys, pop-ups, focus groups, tabling at other events and information boards placed at high ridership bus stops.

Bus riders were generally in favor of both the service concepts and recommendations shared as part of the engagement. Transit riders were enthusiastic about increased service frequency, longer hours of

operation, new crosstown routes, and more midday service. The Working Group adjusted draft concepts based on feedback collected through the engagement, including the following:

- Routes 100X and DRX: Continue to serve Duke and VA Hospital, Downtown Durham, NCSU, and Downtown Raleigh on all trips. In order to provide a faster all-day alternative to route 100X and faster midday trips between Duke, VA Hospital, and Downtown Raleigh, provide midday hourly service on Route DRX. Route DRX would run less frequently during peak times, about every 45 minutes, but route 100X would provide service on the same corridor every 15 minutes Monday-Friday until 7pm.
- Routes 400 and 405: Only designate AM Carrboro - Durham and PM Durham - Carrboro trips as 405, all other trips between Durham and Chapel Hill would be route 400 to provide consistent service, improve system legibility, and reduce confusion among routes 400 and 405.
- Route 420: Continue to provide direct service to Chapel Hill and UNC Hospitals from Hillsborough
- Route CRX: Improve access to Route CRX in the following ways
  - Include stops near the intersection of South Road and S Columbia St. in Chapel Hill to improve access to Downtown Chapel Hill and to improve transfers between Route CRX and Chapel Hill Transit
  - Work with Chapel Hill Transit to improve wayfinding, communication, and coordination between regional and local services so that riders are able to more easily access regional transit services from more locations in Chapel Hill and Carrboro.
  - Delay implementation of the service change until after the construction on I-40 is completed so that existing park rider users will have consistent overall travel times

## Short Range Transit Plan GoTriangle

before and after the alignment change from Eubanks to a new park and ride near the interchange of NC 54 and I-40.

- Increase park and ride availability near the DRX stop in Durham to improve options for existing CRX riders from Hillsborough and points north and west to access express services to Raleigh.
- Route 800: Improve bus stops and pedestrian access to improve transfer opportunities between Route 800 and Route 805 as well as GoDurham Routes 5 and 12.
- Route ODX: Provide connections between Route ODX and Route 420 as well as Orange County Public Transit Routes at the new northern Hillsborough Park and Ride to provide continued access to Route 420 as well as the Durham Tech Orange County Campus.
- The team also made minor adjustments to alignments and expanded the hours of operation on some routes.





# Recommended Projects

## INTRODUCTION

The SRTP for GoTriangle is focused on service and capital improvements that address findings from the regional service assessment, reflect feedback heard by riders, service providers, and municipalities, and takes into consideration regional growth, changing demographics, and ridership recovery since the COVID-19 pandemic.

These strategies include:

- Ensuring reliable service
- Strengthening all-day regional connections
- Expanding the types of trips served by GoTriangle by adding midday, evening, and weekend service
- Adjusting peak-only services to reflect changing travel patterns
- Improving the rider's experience at stops and ensuring smooth transfers throughout the system and across modes.

The following operating and capital project sheets detail these strategies.

## OPERATING PROJECTS

GoTriangle operating projects are funded based on the counties the service is located within, with some projects receiving support from multiple counties. The projects serving multiple counties were developed and prioritized based upon the transit planning processes in those counties.

For GoTriangle, projects funded by the Wake, Durham, and Orange County Transit Plans for FY2025 to FY2028 include:

- Extend the hours of operation for Route 300 Cary-Raleigh and improve reliability by shortening its travel path in downtown Raleigh.
- Add midday, evening, and weekend service on Route 305 between Apex and Raleigh, as well as phasing in midday and weekend service to Holly Springs.
- Increase weekday service frequency and add weekend service to Route 310 between Cary, Wake Tech and Regional Transit Center
- Improving bus service in South Durham and Orange Counties to reflect pandemic recovery ridership trends, provide all day connections, and streamline transit services:
  - Realign Route 800 to operate on NC-54 between Southpoint and RTC in conjunction with changes to GoDurham Route 12.
  - Shorten Route 805 and expand its service hours to run between Southpoint, Woodcroft, and UNC all day.
  - To accommodate this improved span, the pre-pandemic service on Route 800S would be discontinued.
- Improving bus service between Durham and Raleigh to reflect pandemic recovery ridership trends, increase frequency, provide all day connections, and expand hours of service:
  - Create a new route (Route 100X) connecting Raleigh, NCSU, Regional Transit Center, Hub RTP, Durham Tech, NCCU, and Durham Station with limited stop service every 15 minutes on weekdays, 30 minutes on weekday early evenings and weekends, and 60 minutes on weekend evenings and weekday late evenings.
  - Increase the hours of operation for the RDU Airport Shuttle with 30 minute-service to RDU Airport at all times,

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providing timed connections to the Route 100X and other GoTriangle routes at the Regional Transit Center.

- To accommodate these new and improved services, the pre-pandemic service on routes 100, 105, and 700 would be discontinued.
- Expand the span of the express DRX route with hourly service in the midday and evening and every 45 minutes during the peak period
- Improve the connection between Downtown Durham and Chapel Hill with more direct service, higher frequency, and longer spans:
  - Realign Route 400 to be more direct, operate later at night, and time with the 405 to provide 15-minute service all day on weekdays, and add service every 30 minutes on weekday early evenings and on Sundays before 7pm.
  - Stagger timing of Route 405 to provide 15-minute service between the 400 and 405 and serve the same alignment at all times.
- Improve the ZWX Zebulon-Wendell Express with midday service and a route realignment to serve shopping, residential neighborhoods, and other destinations in Wendell Falls and Zebulon.
- Reinstate Route 311 between Apex and RTC as an hourly peak-period service.
- Re-align the 420 to take advantage of ongoing and future roadway projects and serve a new Park and Ride in Hillsborough.
- Re-align the CRX to make it more direct and improve reliability for riders.
- Re-align the ODX to make it more direct and improve speed and reliability for riders and serve a new Park and Ride in Hillsborough.

Lastly, GoTriangle Route NRX was suspended during the COVID-19 pandemic (starting in March 2020). This route had low performance prior to the pandemic and serves a peak-focused travel market that has not yet recovered from the pandemic. The Wake Bus Plan evaluated the restoration of this route, but this project had a low priority according to the Project Prioritization Policy, relative to the improvements listed above.



# READING PROJECT SHEETS

GoTriangle projects programmed within the SRTP FY28 timeframe are compiled below as a set of “project sheets”. Project sheets describe both operating and capital projects, using a combination of maps and detailed information designed to explain changes to each route.

Short Range Transit Plan  
GoTriangle

### 300 CARY-RALEIGH (FY25 AND FY29)

**Project Type: Alignment Change, Span and Frequency Improvements**

**Project overview:** This project implements a slight downtown Raleigh alignment change as well as span and frequency improvements in FY26. Buses will run from 6 AM to midnight both weekdays and Sundays, and 30-minute service will last later into the evenings on weekdays. Late night service will be hourly. Route 300 will be discontinued with the operation of the Western BRT halfway through FY29.

**Major destinations:** Downtown Raleigh, Downtown Cary, North Carolina State University

**Related capital investments:**

- Hillsborough & Jones Franklin Enhanced Transfer Point

**Related service investments:** Western BRT

	Existing	Proposed (FY25)
<b>Span of Service</b>	<b>300 Cary-Raleigh</b>	<b>300 Cary-Raleigh</b>
<b>Weekday</b>	6 AM – 10 PM	6 AM – 12 AM
<b>Saturday</b>	7 AM – 10 PM	6 AM – 12 AM
<b>Sunday</b>	7 AM – 9 PM	7 AM – 9 PM
<b>Frequency</b>		
<b>Weekday</b>		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Early Evening	60	30
Evening	60	60
<b>Saturday</b>		
Daytime	30	30
Evening	60	60
<b>Sunday</b>		
Daytime	60	60
Evening	60	60

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## Operating Project Sheets

### ROUTE NUMBER AND NAME (FISCAL YEAR OF IMPLEMENTATION)

The Short Range Transit Plan is expressed in fiscal years (FY), which runs from July 1 through June 30. For example, FY25 starts on July 1, 2024, and ends on June 30, 2025.

## PROJECTS AND PACKAGES

Project sheets are designed around individual projects. In some cases, projects include multiple route changes that are scheduled to happen at the same time. The package name, if applicable, is shown on the top right of each page to indicate the changes are part of a group, or package.

### Project Type

Both new routes and changes to existing routes are proposed in this SRTP. The Project Type indicates what types of changes are part of the project. For changes to existing routes, this includes at least of the following: alignment change, span improvement, and frequency improvement. Alignment changes are adjustments to the path of the bus route. Projects with span improvements may start earlier, end later, or operate on additional days of the week. Frequency improvements increase how often buses run.

### Project overview

This section describes the route and specific changes proposed in the project.

### Major destinations

List of major activity centers served by the route.

### Related capital investments

This section lists the capital investments that accompany the project, if any. Details on capital projects can be found in the capital project sheets.

### Related service investments

Projects that are part of a package rely on the implementation of other service investments and changes. Other routes in the package are listed in this section. Eliminated routes do not receive their own project sheet but are included in the Related Service Investment section and shown on the project maps.

## Schedule Details

The table on the bottom left of the project sheet describes how service looks before (“Existing”) and after (“Proposed”) the project is implemented. If a project is a new route, there will be no Existing column. Existing service information uses the Fall 2020 period as a baseline for comparison.

**Span of Service** refers to the time that service starts and ends (when the final scheduled stop is) on weekdays (Monday – Friday), Saturdays, and Sundays.

**Frequency** tells you how often a bus is scheduled to run (in minutes). Weekdays are divided into four different time periods, and weekends are divided into two:

- Weekday AM Peak: typically, 6 AM to 9 AM
- Weekday Midday: typically, 9 AM to 3 PM
- Weekday PM Peak: typically, 3 PM to 7 PM
- Weekday Evening: typically, 7 PM to 11 PM
- Weekend Daytime: typically, 6 AM to 7 PM
- Weekend Evening: typically, 7 PM to end of service.

## Reading the Map

The project sheet also includes a detailed map showing the route(s):

**Frequency:** The color used to display the proposed route or routes in the map corresponds to the route’s frequency during weekday rush hours. **All-Day Service** routes run throughout the day at 15 minutes (red), 30 minutes (orange), and 60 minutes (brown). **Peak-Only Service** routes run only during weekday AM and PM rush hour peaks, at 30 minutes (dark blue) and 60 minutes (light blue).

**Eliminated Service:** A black dashed line indicates an area where a bus route previously operated but no longer will under the new project. This may be a fully eliminated line or part of a previous alignment of a route with an alignment change.

**Future Bus Network:** The solid purple lines represent the proposed bus network for the year the project is proposed for implementation.

**Microtransit Zone:** Transparent purple polygons represent microtransit zones, within which an on-demand service operates.

**Enhanced Transfer Points:** For Wake Transit Plan routes, proposed ETPs served by a project are indicated by gray and white dots. More details can be found in the capital project sheets.

**Transit Centers:** Red “T” icons indicate the region’s transit centers in operation the year the project is proposed for implementation.

## Capital Projects Sheets

Like the operating project sheets, the capital project sheets are designed to provide detailed information about individual transit investments. Project sheets are grouped by type of investment (Transit Center, Vehicles, Bus Stops, etc.) and by individual projects. Project sheets introduce the investment type, describe why it is important and list relevant information about the investment type, such as amenities included. Individual capital project sheets include:

### Location

The location of the planned project.

### Project overview

A description of the project and its role/purpose in the Wake Bus Plan implementation.

### Estimated Cost by Year

Show estimated cost by year.

### Services using Facility

Lists bus routes related to the capital investment within the SRTP timeframe (as appropriate).

## 300 CARY-RALEIGH (FY25)

### Project Type: Alignment Change, Span and Frequency Improvements

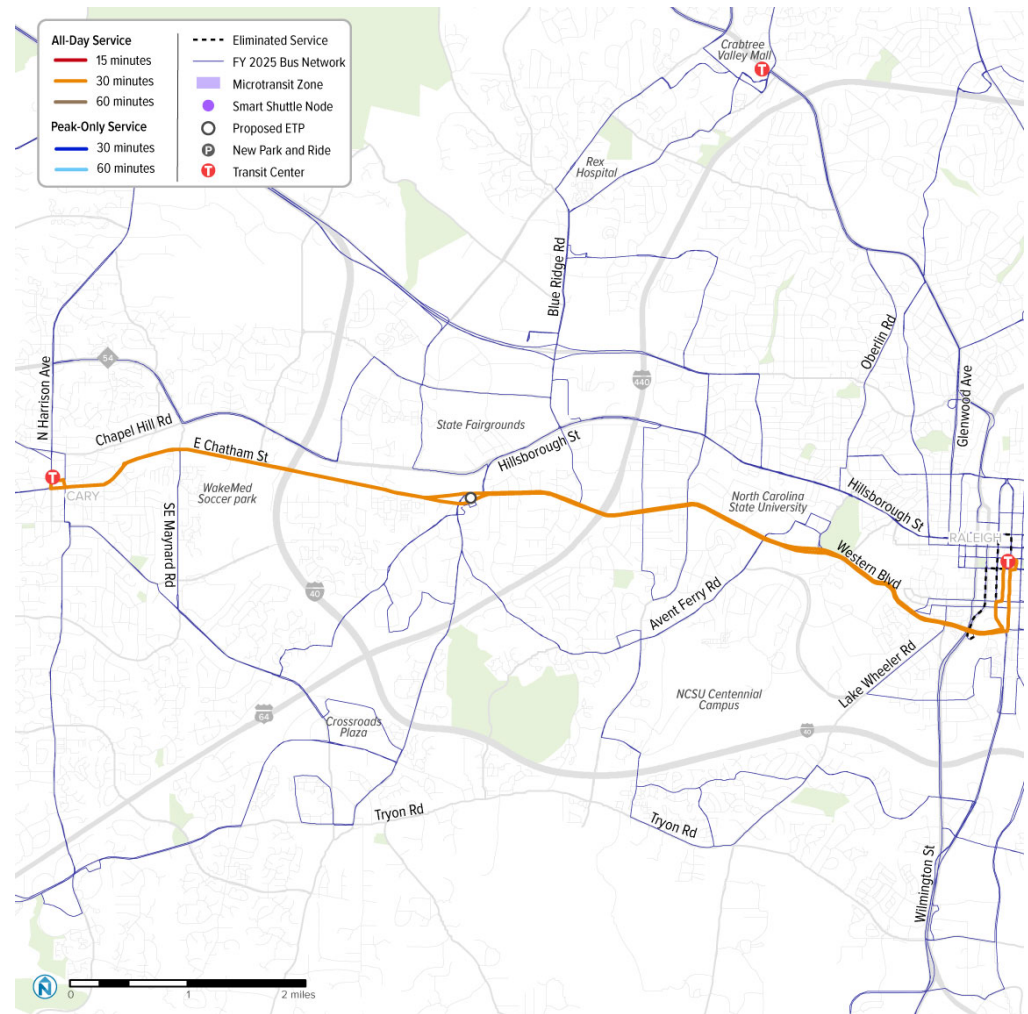
**Project overview:** This project implements a slight downtown Raleigh alignment change as well as span and frequency improvements in FY25. Buses will run from 6 AM to midnight both weekdays and Sundays, and 30-minute service will last later into the evenings on weekdays. Late night service will be hourly. This route will serve Raleigh Union Station Bus (RUS Bus) when it opens in Fall of 2025.

**Major destinations:** Raleigh Union Station, Downtown Cary, North Carolina State University

#### Related capital investments:

- Hillsborough & Jones Franklin Enhanced Transfer Point
- Raleigh Union Station Bus (RUS Bus)

	Existing	Proposed (FY25)
	300 Cary-Raleigh	300 Cary-Raleigh
<b>Span of Service</b>		
Weekday	6 AM – 10 PM	6 AM – 12 AM
Saturday	7 AM – 10 PM	6 AM – 12 AM
Sunday	7 AM – 9 PM	7 AM – 9 PM
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Early Evening	60	30
Evening	60	60
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	60	60
Evening	60	60



## 305 HOLLY SPRINGS-APEX-RALEIGH (FY25 AND FY27)

### Project Type: Alignment Change, Span and Frequency Improvements

**Project overview:** This project improves the span, days of service, and frequency of Route 305. Phase 1 of the project in FY 2025 will add midday service between Apex and Raleigh on weekdays so that there is consistent hourly service from 6AM to 9PM. Phase one includes service during peak hours to Holly Springs will operate in both directions. Phase 1 also adds hourly service between Apex and Raleigh on Saturdays from 6 AM to 9 PM and Sundays from 7 AM to 7 PM. Phase 2 in FY 2027 expands service to Holly Springs for all trips with 30-minute frequency during weekday peak, 60-minute service during midday and evening hours, and weekend service. This route will serve Raleigh Union Station Bus (RUS Bus) once it opens in Fall of 2025.

Alignment changes to serve Lake Pine Drive in Apex will occur along with bus stop improvements that are under development already. As part of Phase 1, the Holly Springs portion of the alignment will be adjusted to provide bi-directional service on Main Street.

**Major destinations:** Apex, Holly Springs, Compare Foods Park and Ride, Lake Pine Plaza Park and Ride, North Carolina State University, Raleigh Union Station Bus (RUS Bus)

**Related capital investments:**

- Hillsborough & Jones Franklin Enhanced Transfer Point
- Tryon & Kildaire Farm Enhanced Transfer Point
- Raleigh Union Station Bus (RUS Bus)

Frequencies with a (\*) denote the trips that serve Holly Springs in the peak travel direction only (AM starting in Holly Springs and PM ending in Holly Springs). Frequencies with a (\*\*\*) denote trips that do not serve Holly Springs

	Existing	Proposed Phase 1 (FY25)	Proposed Phase 2 (FY27)
	305 Holly Springs-Apex-Raleigh	305 Holly Springs-Apex-Raleigh	305 Holly Springs-Apex-Raleigh
<b>Span of Service</b>			
Weekday	6 AM – 9:30 AM 3:45 PM – 7:45 PM	6 AM – 9 PM	6 AM – 9 PM
Saturday	-	6 AM – 9 PM	6 AM – 9 PM
Sunday	-	7 AM – 7 PM	7 AM – 7 PM
<b>Frequency</b>			
Weekday			
AM Peak	60*	60	30
Midday	-	60**	60
PM Peak	60*	60	30
Evening	-	60**	60
Saturday			
Daytime	-	60**	60
Evening	-	60**	60
Sunday			
Daytime	-	60**	60
Evening	-	60**	60



## Short Range Transit Plan GoTriangle



## 800 CHAPEL HILL-SOUTHPOINT-REGIONAL TRANSIT CENTER (FY25)

## SOUTH DURHAM

### Project Type: Alignment Change

**Project overview:** In the second half of FY25, Route 800 will travel on NC54 instead of I-40 between Regional Transit Center (RTC) and Southpoint. The route will connect UNC, Chapel Hill, Southpoint, Hub RTP and RTC every 30 minutes Monday through Saturday until 7pm, and every 60 minutes after 7pm and on Sundays. Route 800 will replace segments of GoDurham Routes 12 and 12B and GoTriangle Route 805 along NC 54. Riders can transfer to Routes 5 and 805 at Southpoint, Route 12 at NC 54/55, and Route 100X at RTC. This route will serve the Triangle Mobility Hub (relocated RTC) when completed. The funding for this project is split evenly between Durham and Orange Counties.

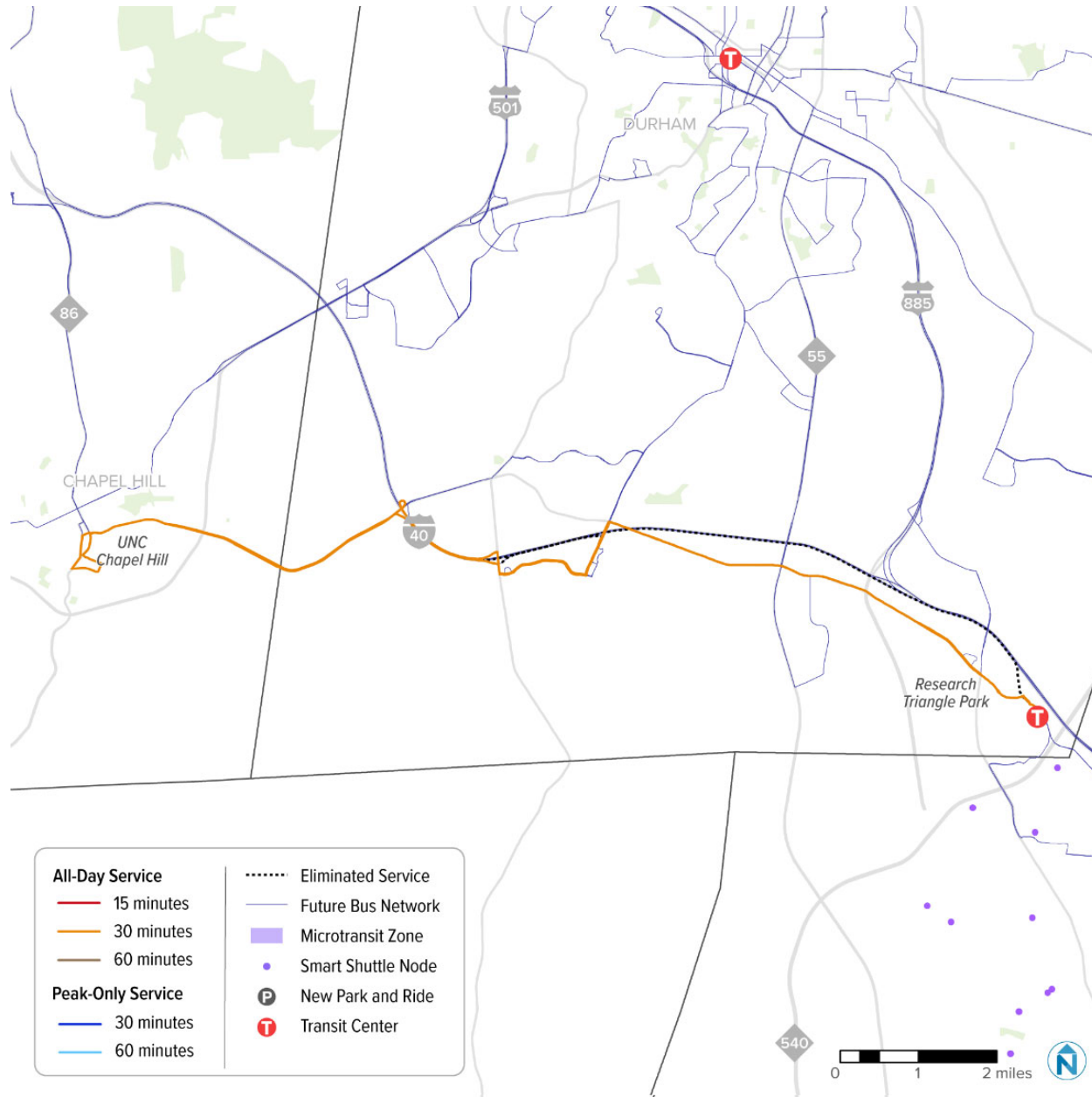
**Major destinations:** UNC, Chapel Hill, Southpoint, Hub RTP, RTC

**Related service investments:**

- Route 805 Chapel Hill-Woodcroft-Southpoint
- GoDurham 12

	Existing	Proposed (FY25)
	<b>800 Chapel Hill-Southpoint-RTC</b>	<b>800 Chapel Hill-Southpoint-RTC</b>
<b>Span of Service</b>		
Weekday	6 AM – 11 PM	6 AM – 11 PM
Saturday	6:45 AM – 11:15 PM	7 AM – 11 PM
Sunday	6:45 AM – 9:15 PM	7 AM – 9 PM
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	60	60
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	60	60
Evening	60	60

Short Range Transit Plan  
GoTriangle



Map shows location of current Regional Transit Center, additional operational route changes would occur when the RTC is relocated – see Capital Project Sheet for Regional Transit Center



## 805 CHAPEL HILL-WOODCROFT-SOUTHPOINT (FY25)

## SOUTH DURHAM

### Project Type: Alignment Change, Span Improvement

**Project overview:** In the second half of FY25, Route 805 will become an all-day weekday route, with service every 30 minutes during peak periods and every 75 minutes midday and in the evening. To make this possible the route will be shortened to run between Southpoint, Woodcroft, Jordan High School, Hope Valley Commons, Chapel Hill, and UNC. Resources from the discontinued Route 800S will be invested in Route 805 improvements. The funding for this project is split evenly between Durham and Orange Counties.

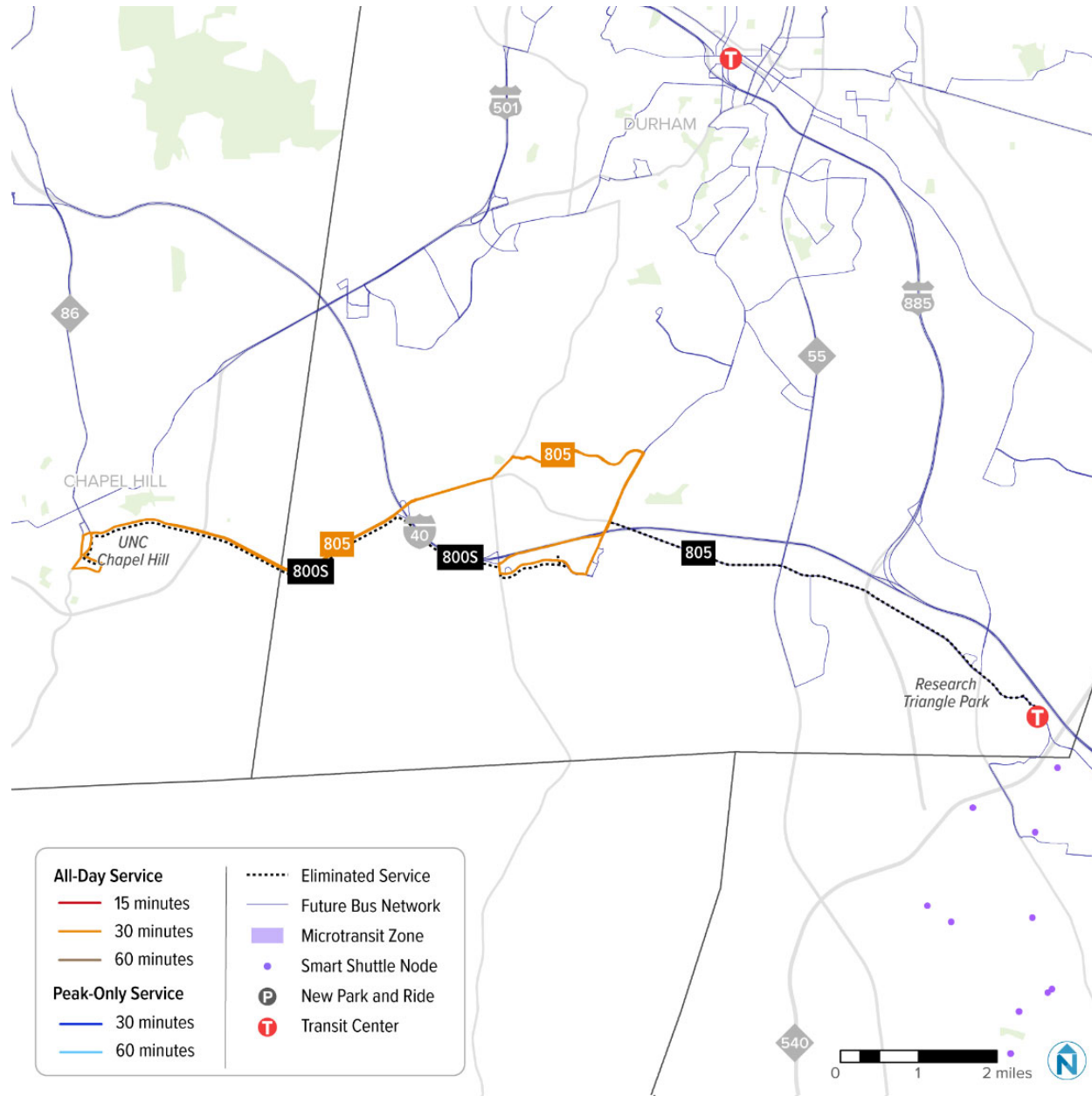
**Major destinations:** UNC, Chapel Hill, Southpoint, Woodcroft, Jordan High School, Hope Valley Commons

#### Related service investments:

- Route 800 Chapel Hill-Southpoint-RTC
- Elimination of 800S
- GoDurham 12

	Existing	Proposed (FY25)
	805 Chapel Hill-Woodcroft-Southpoint	805 Chapel Hill-Woodcroft-Southpoint
<b>Span of Service</b>		
Weekday	6 AM – 10 AM 3:15 PM – 7:30 PM	6 AM – 8 PM
Saturday	-	-
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	-	75
PM Peak	30	30
Evening	-	75

**Short Range Transit Plan**  
**GoTriangle**



Map shows location of current Regional Transit Center, additional operational route changes would occur when the RTC is relocated – see Capital Project Sheet for Regional Transit Center

## 100X RALEIGH-RTC-DURHAM (FY26 AND FY28)

## DURHAM-RALEIGH

### Project Type: Alignment Change, Span and Frequency Improvements

**Project overview:** This project improves the span and frequency of Route 100 and extends the route to Durham similar to the alignment of the existing 700, with new direct connections to NCCU, Durham Tech and HUB RTP. The RDU shuttle will provide consistent service to RDU every 30 minutes at all times and Route 100 would no longer serve RDU on evenings and Sundays. The alignment changes will occur in two phases: In FY26, Routes 100 and 700 will be combined, with new service to HUB RTP and no deviation to RDU on evenings and Sundays, and in FY28, the route will operate on Alston and Lawson St in Durham in conjunction with the opening of the Triangle Mobility Hub (new RTC). The funding for this package of route changes is split evenly between Durham and Wake Counties.

**Major destinations:** Moore Square, Raleigh Union Station Bus (RUS Bus) North Carolina State University, , Regional Transit Center (RTC), Hub RTP, Durham Tech, North Carolina Central University, Downtown Durham

**Related capital investments:**

- Hillsborough & Meredith College Enhanced Transfer Point
- Hillsborough & Brooks Ave Enhanced Transfer Point
- Raleigh Union Station Bus (RUS Bus)
- Triangle Mobility Hub (new RTC)

**Related service changes:**

- RDU Shuttle
- Route DRX
- Discontinuation of 105 Raleigh-RTC
- Discontinuation of 700 Durham-RTC

	Existing	Proposed Phase 1 (FY26)	Proposed Phase 2 (FY28)
	100 Raleigh-RDU-RTC	100X Raleigh-RTC-Durham	100X Raleigh-RTC-Durham
<b>Span of Service</b>			
Weekday	6 AM – 11:15 PM	6 AM – 12 AM	6 AM – 12 AM
Saturday	7 AM – 11:15 PM	6 AM – 12 AM	6 AM – 12 AM
Sunday	6:45 AM – 9:15 PM	7 AM – 10 PM	7 AM – 10 PM
<b>Frequency</b>			
Weekday			
AM Peak	30	15	15
Midday	30	15	15
PM Peak	30	15	15
Early Evening	60	30	30
Late Evening	60	60	60
Saturday			
Daytime	30	30	30
Evening	60	60	60
Sunday			
Daytime	60	30	30
Evening	60	60	60

## RDU AIRPORT SHUTTLE (FY26)

## DURHAM-RALEIGH

### Project Type: Span Improvements

**Project overview:** This project improves the span and days of service of the RDU Airport Shuttle to provide consistent service every 30 minutes to RDU airport at all times. It will operate during the hours the airport was previously served by Route 100 on evenings and on Sundays. The proposed spans match those of the proposed Route 100X such that 30 minute-service to RDU Airport is provided at all times the 100X is in operation, with timed connections to the 100X and other GoTriangle routes at the Regional Transit Center. The funding for this package of route changes is split evenly between Durham and Wake Counties.

**Major destinations:** Regional Transit Center (RTC), RDU Airport

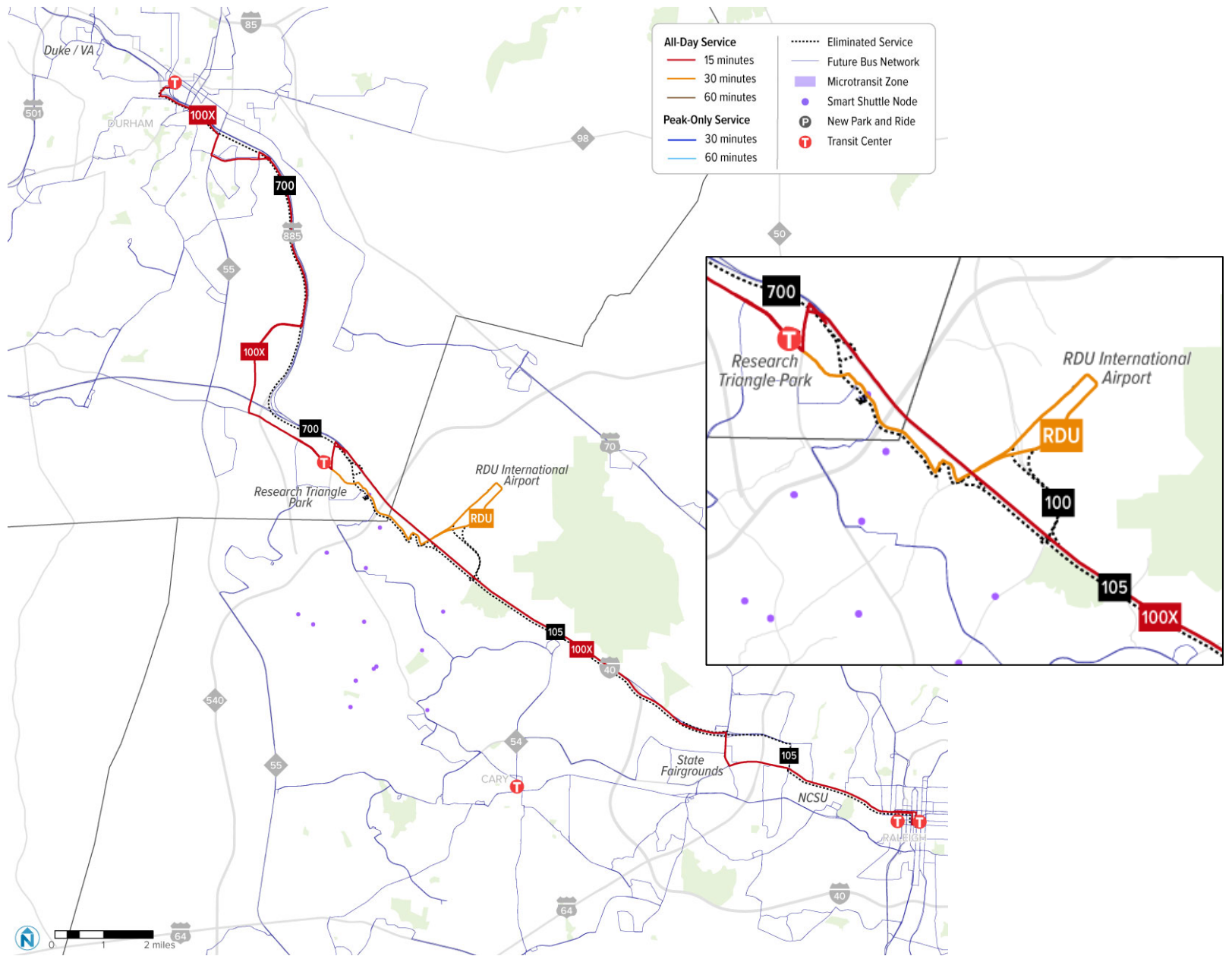
**Related capital investments:** Wayfinding improvements at RDU

**Related service investments:**

- 100X Raleigh-RTC-Durham
- Elimination of 105 Raleigh-RTC
- Elimination of 700 Durham-RTC

	Existing	Proposed (FY26)
	RDU Airport Shuttle	RDU Airport Shuttle
<b>Span of Service</b>		
Weekday	6:30 AM – 6:30 PM	6 AM – 12 AM
Saturday	7:30 AM – 6:30 PM	6 AM – 12 AM
Sunday	-	7 AM – 10 PM
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	-	30
Saturday		
Daytime	30	30
Evening	-	30
Sunday		
Daytime	-	30
Evening	-	30

## Short Range Transit Plan GoTriangle



Map shows future Regional Transit Center location (see Capital Project Sheet for Regional Transit Center for more details).

## DRX DURHAM-RALEIGH EXPRESS (FY26)

### Project Type: Alignment Change, Span Improvements

**Project overview:** In FY26, Route DRX is proposed to reduce peak period service but add hourly midday trips, resulting in all-day service between 5:45 AM and 8:15 PM. The eastern terminus of the route will realign from GoRaleigh Station to the Raleigh Union Station Bus Facility (RUS Bus), seven blocks to the west, where connections to other GoTriangle and GoRaleigh routes will be available. RUS Bus is expected to be completed by Fall 2025. The funding for this project is split evenly between Durham and Wake Counties.

**Major destinations:** Raleigh Union Station (RUS Bus), NCSU, District Drive Park and Ride, Durham Station, Duke University Hospital, VA Medical Center.

#### Related capital investments:

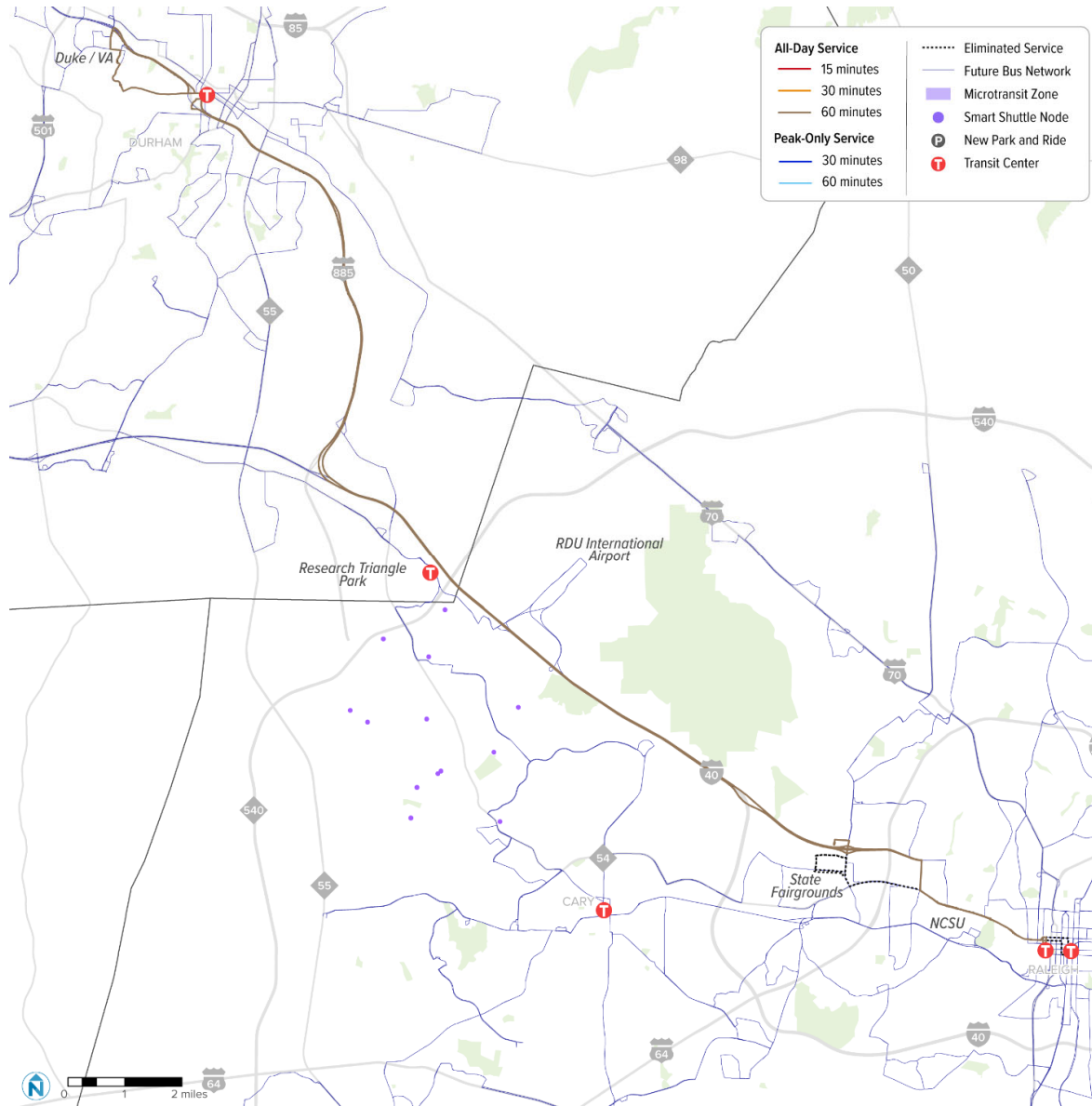
- Raleigh Union Station Bus (RUS Bus)

#### Related Service Changes:

- Route 100X

	Existing	Proposed (FY26)
	DRX Durham-Raleigh Express	DRX Durham-Raleigh Express
<b>Span of Service</b>		
Weekday	5:45 AM – 9:45 AM 3 PM – 8:15 PM	5:45 AM – 10:15 AM 3:30 PM – 8:15 PM
Saturday	-	-
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	25	45
Midday	-	60
PM Peak	30	45
Evening	60	60

## Short Range Transit Plan GoTriangle





## 400 DURHAM-CHAPEL HILL (FY26)

## DURHAM-CHAPEL HILL

### Project Type: Alignment Change, Span and Frequency Improvements

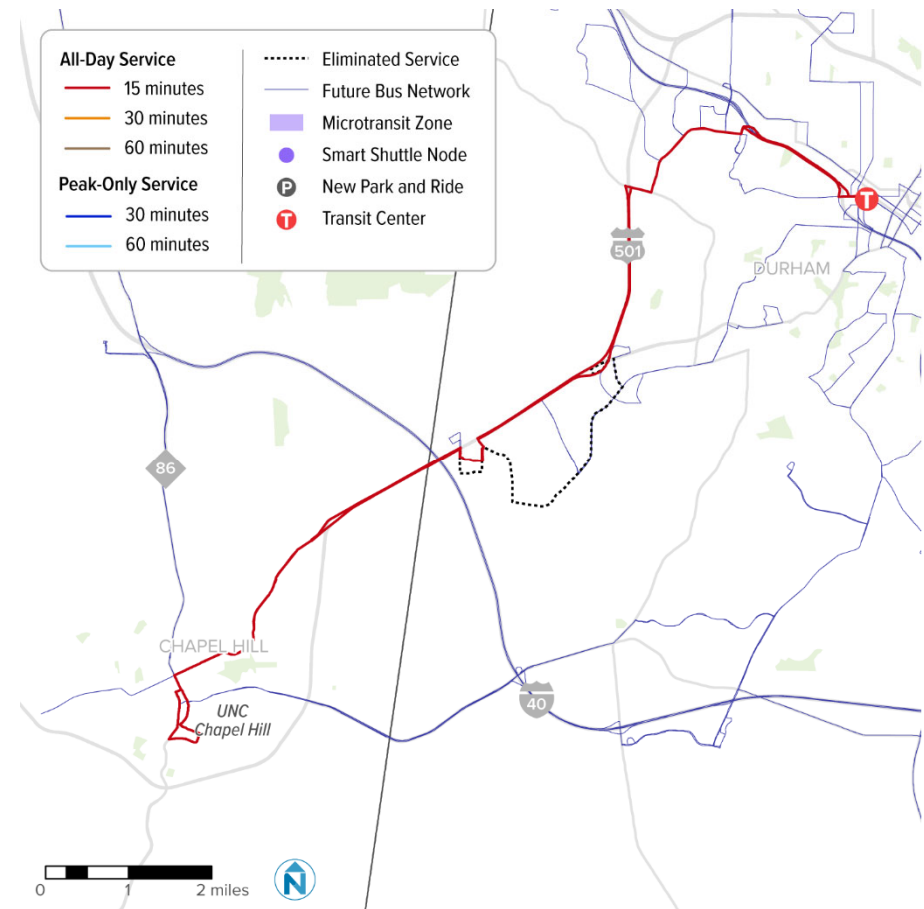
**Project overview:** In FY26, Route 400 will provide consistent service every 15 min between Chapel Hill, Patterson Place, Duke/VA, and Downtown Durham on weekdays until 7pm, every 30 min on weekdays until 9pm and on weekends until 7pm, and every 60 min at other times. To make frequent service possible, Route 400 will no longer serve Southwest Durham Drive, University Drive, and South Square. At Patterson Place, riders can connect to GoDurham Route 10, which will continue to serve University Dr and South Square every 30 minutes. The funding for this project is split evenly between Durham and Orange Counties.

**Major destinations:** Downtown Durham, Chapel Hill, UNC, UNC Medical Center, Patterson Place, Duke University Hospital, VA Medical Center.

#### Related service investments:

- 405 Durham-Chapel Hill-Carrboro

	Existing	Proposed (FY26)
	400 Durham-Chapel Hill	400 Durham-Chapel Hill
<b>Span of Service</b>		
Weekday	6:15 AM – 11 PM	6 AM – 12 AM
Saturday	7 AM – 11 PM	7 AM – 12 AM
Sunday	7 AM – 9 PM	7:15 AM – 10 PM
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	30	15
PM Peak	30	30
Early Evening	60	30
Late Evening	60	60
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	60	30
Evening	60	60



## 405 DURHAM-CHAPEL HILL-CARRBORO (FY26)

## DURHAM-CHAPEL HILL

### Project Type: Alignment Change

**Project overview:** In FY26, Route 405 will provide peak-direction service from Carrboro to Durham on weekday mornings and from Durham to Carrboro on weekday afternoons. It will serve Patterson Place on all trips. The funding for this project is split evenly between Durham and Orange Counties.

**Major destinations:** Carrboro, Chapel Hill, Patterson Place, Duke University Hospital, VA Medical Center, Downtown Durham.

#### Related service investments:

- 400 Durham-Chapel Hill

	Existing	Proposed (FY26)
	405 Durham-Chapel Hill-Carrboro	405 Durham-Chapel Hill-Carrboro
<b>Span of Service</b>		
Weekday	5:45 AM – 10 AM 3:15 PM – 7:15 PM	5:45 AM – 9:45 AM 3:15 PM – 7:15 PM
Saturday	-	-
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	-	-
PM Peak	30	30
Evening	-	-



## ZWX ZEBULON-WENDELL-RALEIGH (FY26)

### Project Type: Alignment Change and Span Improvements

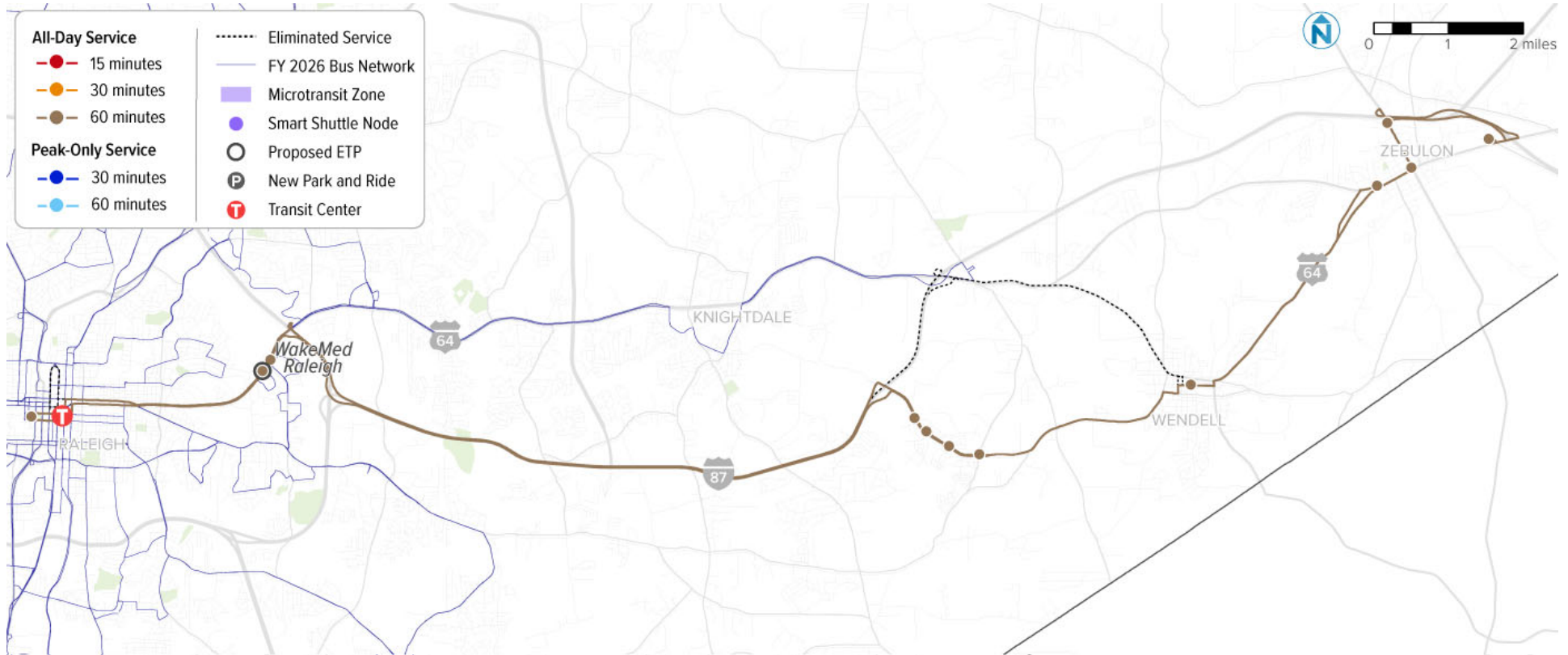
**Project overview:** This project adds midday service to the current peak-only express route and adjusts the alignment to serve shopping, residential neighborhoods, and other destinations in Wendell and Zebulon, such as Wendell Falls and the Zebulon Walmart.

**Major destinations:** Zebulon, Wendell, Wendell Falls, Zebulon Walmart, WakeMed Raleigh

**Related capital investments:** Bus stop improvements to increase access to residential, shopping, and other destinations in Wendell and Zebulon

	Existing	Proposed (FY26)
	ZWX	ZWX
<b>Span of Service</b>		
Weekday	6 AM – 9 PM 4:15 AM – 7 PM	6 AM – 7 PM
Saturday	-	-
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	60	60
Midday	-	60
PM Peak	60	60
Evening	-	-

Short Range Transit Plan  
GoTriangle



# 311 APEX-RTC (FY27)

## Project Type: Route Reintroduction

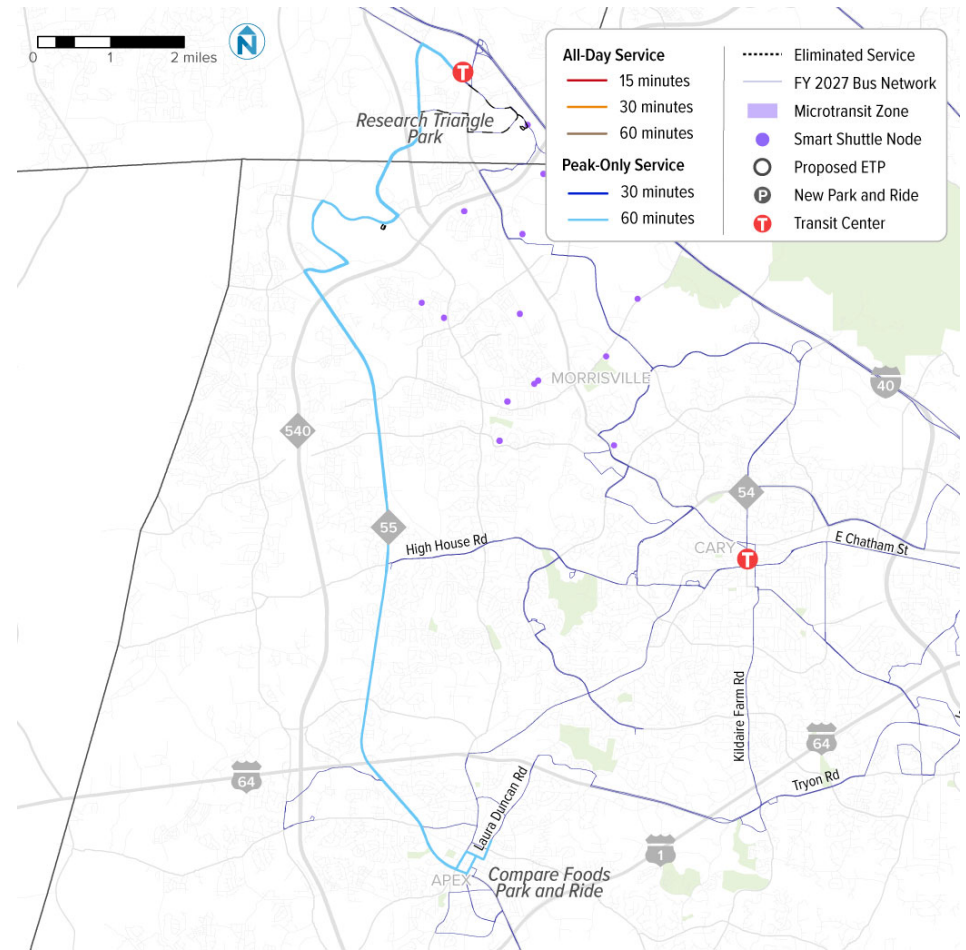
**Project overview:** This project reintroduces the suspended Route 311 Apex-RTC at a reduced frequency. The 311 would operate between Apex and the Regional Transit Center at 60-minute headways during peak periods, from 6 AM to 8:30 AM and 3:45 PM to 7 PM. The alignment would be almost the same as the previous Route 311, but it would serve the relocated RTC.

**Major destinations:** Downtown Apex, Compare Foods Park and Ride, Research Triangle Park, Regional Transit Center

**Related capital investments:** None

**Related service investments:** None

	Existing	Proposed (FY27)
	311 Apex-RTC	311 Apex-RTC
<b>Span of Service</b>		
Weekday	6 AM – 8:30 AM 3:45 PM – 7 PM	6 AM – 8:30 AM 3:45 PM – 7 PM
Saturday	-	-
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	30	60
Midday	-	-
PM Peak	30	60
Early Evening	-	-
Evening	-	-



## 420 HILLSBOROUGH-CHAPEL HILL (FY27)

### Project Type: Alignment Change

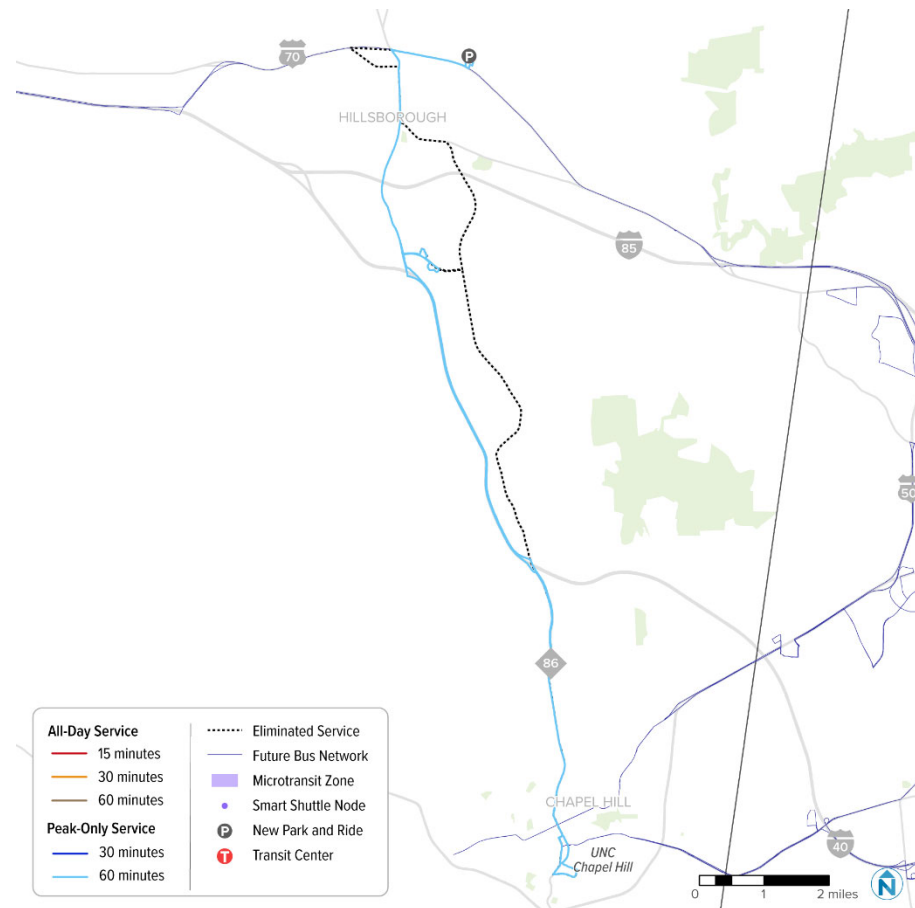
**Project overview:** In FY27, Route 420 will realign to I-40 and South Churton St instead of NC-86. It will be extended to serve the new Park and Ride at US-70 and Miller Rd. It will continue to connect Downtown Hillsborough, UNC Hospital Hillsborough, Durham Tech Orange County Campus, Chapel Hill, and UNC Hospitals. Route 420 will continue to operate during peak periods only.

**Major destinations:** Downtown Hillsborough, UNC Hospital Hillsborough, Durham Tech Community College – Orange County Campus, Chapel Hill, UNC Medical Center.

#### Related capital investments:

- North Hillsborough Park and Ride

	Existing	Proposed (FY27)
	420 Hillsborough-Chapel Hill	420 Hillsborough-Chapel Hill
<b>Span of Service</b>		
Weekday	6 AM – 9:15 AM 3:45 PM – 7 PM	6 AM – 9:15 AM 3:45 PM – 7 PM
Saturday	-	-
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	40	40
Midday	-	-
PM Peak	40	40
Evening	-	-





# CRX CHAPEL HILL-RALEIGH EXPRESS (FY27)

## Project Type: Alignment Change

**Project overview:** In FY27, this project proposes a slight PM peak frequency improvement from 35-minute headways to 30-minute headways to align with AM frequencies and simplify schedules for riders. Route CRX will be realigned to use NC 54 between I-40 and UNC in both directions at all times, making the CRX faster and more reliable. It will serve a new park-and-ride at the NC 54 and I-40 interchange for commuters to NCSU and Raleigh, but not the Eubanks Park-and-Ride. The new routing will provide better access to UNC Hospitals and improve connections between the CRX and all Chapel Hill Transit routes at UNC. The funding for this project is split evenly between Wake and Orange Counties.

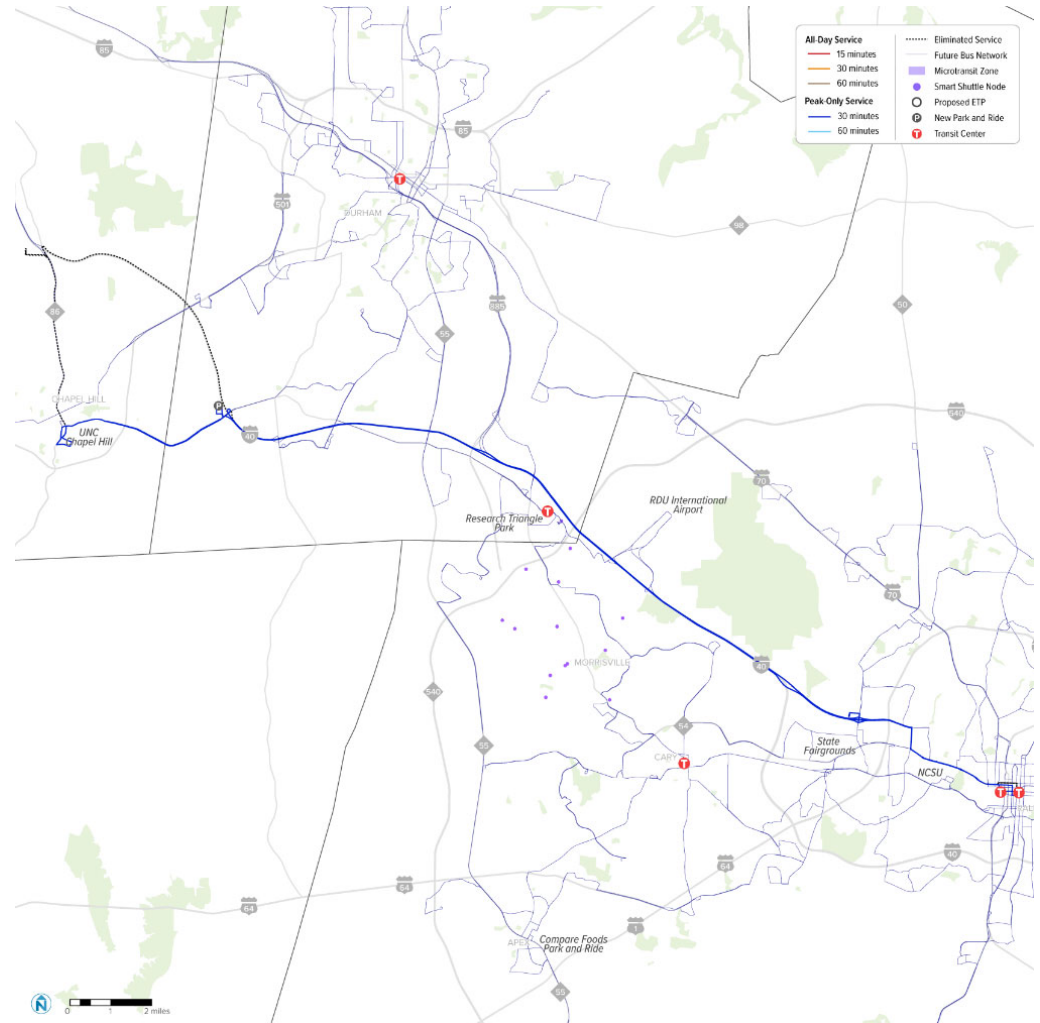
Overall travel time will likely be similar for current park and ride users at the new lot compared to the current Eubanks lot – although driving time to the new lot may be longer for some users, travel time on the bus will be shorter for all users. Additionally, travel times will be shorter for riders transferring from CHT to the CRX or who walk or bike to the CRX in Downtown Chapel Hill.

**Major destinations:** Downtown Raleigh, UNC, UNC Medical Center, NCSU, NC-54 Park and Ride, District Drive Park and Ride

**Related capital investments:**

- NC 54 Park and Ride

	Existing	Proposed (FY27)
	CRX	CRX
<b>Span of Service</b>		
Weekday	6 AM – 9:45 AM 3 PM – 7:45 PM	6 AM – 9:45 AM 3 PM – 7:45 PM
Saturday	-	-
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	-	-
PM Peak	30	30
Evening	-	-





## ODX ORANGE-DURHAM EXPRESS (FY27)

### Project Type: Alignment Change

**Project overview:** In FY27, Route ODX will be realigned to provide a faster and more direct trip between Mebane, Hillsborough, and Durham. The bus will make stops at Downtown Mebane, Mebane Cone Health Park and Ride, Hillsborough along US 70, a new Park and Ride at US 70 and Miller Rd, Duke and VA Medical Centers, and Durham Station in both directions during morning and afternoon peak periods at all times. The funding for this project is split evenly between Durham and Orange Counties.

Service to Durham Technical Community College - Orange County Campus and Efland-Cheeks Community Center will be removed. Riders can use alternate fixed route and Mobility-On-Demand service provided by OCPT. Riders traveling to the Orange County Campus can also connect to Route 420 at the new North Hillsborough Park and Ride on US 70.

**Major destinations:** Downtown Mebane, Hillsborough, VA Medical Center, Duke University Hospital, Downtown Durham.

#### Related capital investments:

- North Hillsborough Park and Ride

	Existing	Proposed (FY27)
	ODX	ODX
<b>Span of Service</b>		
Weekday	5:45 AM – 9 AM 4 PM – 7:15 PM	5:45 AM – 9 AM 4 PM – 7:15 PM
Saturday	-	-
Sunday	-	-
<b>Frequency</b>		
Weekday		
AM Peak	60	60
Midday	-	-
PM Peak	60	60
Evening	-	-

Short Range Transit Plan  
GoTriangle



## 310 CARY-WAKE TECH RTP-RTC (FY28)

### Project Type: Alignment Change, Span and Frequency Improvements

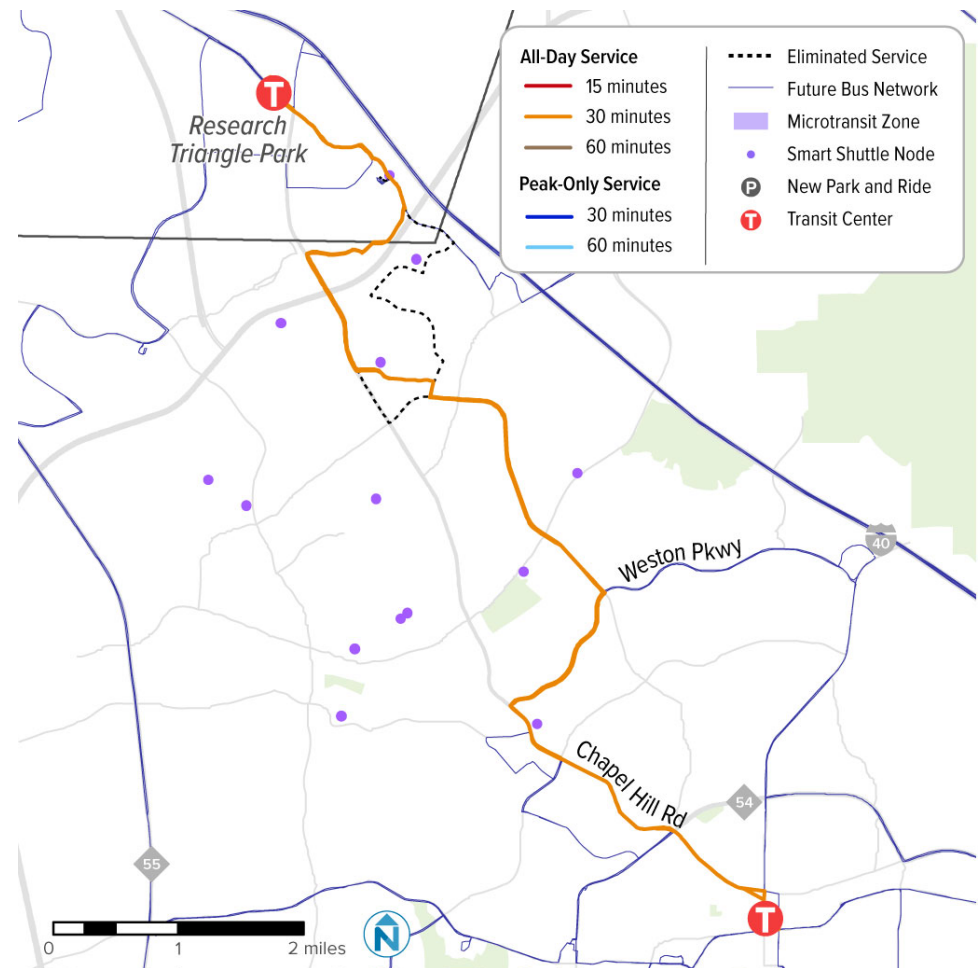
**Project overview:** In FY28, Route 310 will be rerouted north of Cary to serve the new location of the Regional Transit Center and streamline service near Research Triangle Park. Service will improve to 30 minutes at all times, with weekday service extended from 9:15 PM to 10 PM, and the route will operate on the weekends, with 30 minute service all day on Saturdays from 7:30 AM to 10 PM and Sundays from 8 AM to 9 PM.

**Major destinations:** Downtown Cary, Research Triangle Park, Regional Transit Center.

#### Related capital investments:

- Regional Transit Center

	Existing	Proposed (FY28)
	<b>310 Cary-Wake Tech RTP-RTC</b>	<b>310 Cary-Wake Tech RTP-RTC</b>
<b>Span of Service</b>		
Weekday	6:15 AM – 9:15 PM	6:30 AM – 10 PM
Saturday	-	7:30 AM – 10 PM
Sunday	-	8 AM – 9 PM
<b>Frequency</b>		
Weekday		
AM Peak	30	30
Midday	60	30
PM Peak	30	30
Early Evening	60	30
Late Evening	-	30
Saturday		
Daytime	-	30
Evening	-	30
Sunday		
Daytime	-	30
Evening	-	30



## FUTURE OPERATING PROJECTS

The Wake Bus Plan process identified additional transit investments that are within the scope of the Wake Bus Plan but were not prioritized within the FY28 timeframe. There are also projects recommended for implementation after FY30. These projects are described in the FY 2025-2030 Wake Bus Plan document. Additional projects were identified through the Durham Transit Plan and Short Range Transit Plan processes but were not funded or prioritized within the FY28 timeframe. Projects with years next to them are funded in their respective county's transit plan, and otherwise are unfunded potential future improvements that can be revisited as part of future planning processes.

Service Change	Net Annual Operating Cost (FY25\$)	Net Peak Vehicles
<b>Route 100X</b> – Increase service to 30 minutes in the evening	\$591,301	0
<b>Route 300</b> – Increase service to 30 minutes in the evening and on Sundays	\$559,906	0
<b>Route 400</b> – Discontinue 405, re-align to serve Carrboro at 15 minutes all day (FY29) *	\$1,590,480	0
<b>Route 420</b> – Expand service span to all day	\$882,501	1
<b>Route 800</b> – Increase frequency to 15 minutes all day, improve evening and Sunday service	\$2,765,171	4
<b>Route 805</b> – Increase service span in the evening and add weekend service	\$1,078,118	0
<b>Route DRX</b> – Increase frequency to 30 minutes all day	\$399,227	1
<b>Route ODX</b> – Increase frequency to 30 minutes during the peak, add 60-minute off-peak service	\$1,113,633	2
<b>RDU Shuttle</b> – Increase service to 15 minutes all day on weekdays	\$546,310	1
<b>Route 200</b> – New route between North Hills, Brier Creek, and Durham Station	\$4,915,145	5
<b>Route 210</b> – New route between Brier Creek and RTC	\$881,842	1
<b>Route 710</b> – New route between The Village in Durham and RTC**	\$1,763,684	2
<b>Route TRX</b> – New Western Wake route from Wake Tech to RTC via Triangle Expressway	\$756,430	4

\*Durham and Orange Transit Plan

\*\*Project sponsor has not been determined, but GoTriangle costs are used to estimate annual operating cost.

## CAPITAL PROJECTS

GoTriangle's SRTP includes capital projects planned in Wake and Durham counties. These investments are designed to support transit service improvements scheduled between FY2025 and FY2028. Projects planned during the SRTP timeframe are included in this section, with Wake County projects listed first, followed by projects in Durham County.

Transit Plan-funded capital projects include a series of investments in passenger and maintenance facilities. Between FY2025 and FY2028, the following projects sponsored by GoTriangle are scheduled for investment in the Wake Transit Plan:

- Construction and opening of Raleigh Union Station Bus Facility (RUS Bus)
- Construction of the Triangle Mobility Hub (relocated Regional Transit Center (RTC))
- Improvements existing park-and-ride facilities
- Expansion of GoTriangle Operations and Maintenance Facility
- Improvements to existing bus stops and development of new bus stops
- Replacement and expansion fixed route vehicles to operate transit-plan funded services

### Transit Centers

Transit Centers are locations where multiple bus routes meet. They are designed to support transfers between multiple bus routes and serve large volumes of passengers. Transit Centers are connected with the frequent transit network, and most will also offer connections with the Wake Bus Rapid Transit network.

As the largest transfer locations in the system, these facilities offer the highest level of passenger amenities in the network. All Transit

Centers will be fully ADA compliant. They will include either indoor waiting areas or large passenger shelters that offer refuge from weather. In addition, transit centers have been programmed to include the following amenities:

- Information systems including real-time passenger information, signposts, maps, bus schedules.
- Wi-Fi hot spots
- Safety features include lighting, emergency phones, and cameras.
- Ticket vending machines
- Space for park and ride users (as appropriate)
- Bicycle parking

### Park and Rides

Park and ride lots provide vehicle access to the transit network, either through drive and park, or drop off facilities. The Wake Bus Plan builds on the region's existing park and ride lots by adding additional facilities to support regional and frequent transit routes.

The Wake Bus Plan programmed Park-and-Ride lots with the following package of amenities and services:

- Park-and-ride lot identification markers
- Passenger shelter and benches
- ADA upgrades (curb cuts)
- Safety amenities, including lighting, security cameras and emergency phones.
- Passenger information, including maps.
- Trash and recycling bins
- Bike storage

## Bus Stop Improvements

The transit plans include funding to support investments in existing bus stops to ensure stops comply with the Americans with Disabilities (ADA) standards. There is also funding to develop new bus stops along bus routes where alignments have changed and/or new bus routes.

The Wake Bus Plan bus stop program assumes different amenities levels based on the volume of riders using (or expected to use) each bus stop:

- “Simple” bus stops assume bus stop signage, a bench, a trash can, solar light post, and a modest amount of sidewalk improvements (6” or less).
- “Standard” bus stops, which include all the simple bus stop amenities plus a shelter, maps and cases, and additional lighting solar lighting. Standard bus stops also assume acquisition of right of way (ROW) easement.
- “Safety” bus stops are located along major arterials and require pull-outs to ensure buses can safely pull over to allow riders to get on or off the bus.

Funding in the Wake Bus Plan included a mix of funding for simple, standard, and safety bus stops. GoTriangle’s service means it is more likely to operate on arterial roadway; as a result, bus stop investments require more safety stops as compared with other transit providers in Wake County.

## Enhanced Transfer Points

The Bus Plan and GoTriangle Short Range Transit Plan recommend Enhanced Transfer Points (ETPs) to support transfers, especially in cases where frequent routes connect to other transit plan funded routes and/or there are high volumes of riders.

While the level of amenities and services may vary at least location, ETPs will include a minimum of the following:

- Larger shelter with benches and lighting
- Information systems, including real-time information systems.
- Extended sidewalks and crosswalks
- Wi-Fi hot spots, trash cans, and bike racks

## WAKE COUNTY: RALEIGH UNION STATION BUS FACILITY (RUS BUS)

### Facility Type: Transit Center

**Location:** Downtown Raleigh

**Project Description:** RUS Bus facility will expand transit passenger and operational facilities in downtown Raleigh, including connections between Amtrak intercity passenger rail, planned commuter rail, bus rapid transit projects, and local bus service. The facility will be bike- and pedestrian-friendly. No additional capital funding is assigned to this project, instead Wake Bus Plan includes funding from GoTriangle to the Bus Plan to account for funding from a state grant that was delayed.

The Wake Bus Plan assumes the RUS Bus will be a staffed facility with indoor, climate-controlled passenger waiting areas. Staffing assumptions included in the Wake Bus Plan are high level estimates only and reflect an assumption that the RUS BUS will be open 365 days per year and with 18 hours of staff time per day. The refinement and deployment of these resources will be refined as part of a facility staffing plan.

### Estimated Operating and Maintenance Costs by Year

Year	Cost
FY25	\$265,000*
FY26	\$543,000
FY27	\$557,000
FY28	\$571,000

\*assumes half-year of funding

### Services using Facility:

- GoTriangle Routes: 100X, 300, 305, CRX, DRX, WRX, ZWX
- GoRaleigh Routes: TBD, Union Station currently serviced by Routes 8, 13, and R-line



Representative image: project elements and design will vary by location.



## WAKE COUNTY: IMPROVEMENTS TO EXISTING FACILITIES

### Facility Type: Park-and-Ride

**Location:** All locations

**Project Description:** The Wake Transit Plan provides resources to upgrade existing park-and-ride lots to enhance customers' experience. Improved facilities will include:

- Lot identification
- New or upgraded shelter with bench
- Lighting, security cameras and emergency phones
- Bus service information (signs, maps)
- ADA improvements as needed
- Other amenities to enhance passenger comfort

### Estimated Cost by Year

Year	Cost
FY24	\$355,000
FY25	\$57,000
FY27	\$62,000



Representative image: project elements and design will vary by location.

## DURHAM, ORANGE AND WAKE COUNTIES: REGIONAL TRANSIT CENTER (RTC)

### Facility Type: Transit Center

**Location:** Slater Road – Durham

**Project Description:** The GoTriangle Regional Transit Center (RTC) is the primary hub for GoTriangle regional services, offering connections to Wake, Durham, and Orange counties as well as the Raleigh Durham International Airport (RDU) and the Research Triangle Park (RTP). RTC will relocate the existing facility to a location with more convenient freeway access and better positioned to serve RTP.

Investment costs associated with this project include relocation costs as well as updates to the passenger amenities. The transit plans currently assume a local share of \$13.6 million split 70-20-10 among the Wake-Durham-Orange transit plans. This \$13.6 million will be used to match discretionary federal grants to support the full cost of the facility, which is assumed to be \$34,000,000 in FY24. Ongoing schematic design will include revised cost estimates.

The Wake Bus Plan includes funding to support ongoing operating and maintenance costs associated with the facility. Ongoing operating costs will be included in the Wake Transit Plan when the RTC opens in FY28.

#### Services using Facility:

- RTP Connect
- GoTriangle Routes 100,105, 310, 311, 700, 800, 805, NRX

Year	Cost	Phase
Prior Year	\$6,000,000	Design + Acquisition
FY25	\$2,000,000	Construction
FY26	\$5,000,000	Construction
FY27	\$14,000,000	Construction
FY28	\$7,000,000	Construction



Representative image: project elements and design will vary by location.

## DURHAM, ORANGE AND WAKE COUNTIES: GOTRIANGLE BUS OPERATIONS AND MAINTENANCE FACILITY

### Facility Type: Maintenance Facility

**Location:** 5201 Nelson Road

**Project Description:** The GoTriangle Operations and Maintenance Facility was originally constructed in 1998. In 2006, the facility was updated to add space for administrative functions. The existing facility has multiple deficiencies, including maintenance base, administrative space, and parking, in part because it was sized to accommodate GoTriangle’s operations before transit plan expansions; the facility has been operating over-capacity since FY14.

Transit plans will share the cost of the \$40 million facility, splitting 55-30-15 percent among the Wake-Durham-Orange transit plans based on the approximate ratio of revenue hours of transit plan funded service funded by the plans. GoTriangle will submit applications for discretionary federal grant funding to offset the costs to the transit plans.

This project will renovate and expand the capacity to service, maintain, and dispatch the increased service funded by the transit plans. By FY28, GoTriangle will operate approximately 209,200 annual revenue hours of service, an increase of 76,000 revenue hours 57% as compared to FY23 revenue hours (133,000). Increased service hours mean more buses will be on the road for longer periods of the day and more days per week, reducing the time available to service and maintain vehicles. The facility expansion will increase capacity to maintain and service GoTriangle’s buses in shorter windows. It will also accommodate the larger workforce of operators necessary to support the service increase.

### Estimated Cost by Year

Year	Cost	Phase
Prior Year	\$3,500,000	Design
FY25	\$3,500,000	Design
FY26	\$5,000,000	Construction
FY27	\$14,000,000	Construction
FY28	\$14,000,000	Construction



Representative site plans, project elements and design will vary.

## DURHAM, ORANGE AND WAKE COUNTIES: BUS STOPS

### Facility Type: Bus Stops

The Wake, Durham and Orange transit plans supports development of new bus stops in accordance with new or revised bus routes. Improvements at each location will vary but are expected to include signage and accessibility according to the federal Americans with Disabilities (ADA) standards (where practical). The development of new bus stops and improvements of existing bus stops in FY25 and FY26 include stops associated with GoTriangle Routes 100, 311 and ZWX. In most cases, but stop improvements are scheduled to occur the year before service begins.

Programmed bus stops are assumed to include the following package of amenities and services:

- Shelter(s)
- Benches
- Lighting
- Passenger information, including real-time information systems.

The Wake Transit Plan provides funding to upgrade existing bus stops to meet ADA standards (as practical) and improve passenger safety and comfort.

Year	Wake Existing Bus Stops (Estimate)	Wake New Bus Stops (Estimate)	Durham Bus Stop Improvement Program	Orange Bus Stop Improvements
FY25	\$304,000	\$2,878,200	\$4,056,000	
FY26	\$2,487,000	\$217,000	\$4,218,240	\$1,000,000
FY27	\$329,000	-	\$4,386,970	
FY28	\$342,000	-	\$4,562,448	
FY29	\$356,000	-	\$3,405,747	
FY30	\$370,000	-	\$2,542,300	



Representative image: vehicle type, size, and appearance will vary by project operator.

## WAKE AND DURHAM COUNTIES: FIXED-ROUTE VEHICLE IMPACTS

**Project overview:** As the fixed route network grows, so will the need for fixed-route buses. The SRTP development process estimated the number of peak buses, revenue hours and revenue miles required to support service expansion planned as part of the Wake and Durham SRTPs (including service to Orange County). The county transit plans estimate the number of vehicles associated with service expansion (e.g., expansion vehicles), including spare vehicles. The transit plan funding assumes funding for clean diesel vehicles, with the potential for alternative fuel vehicles (electric or hydrogen) available if additional funding is secured through other grant programs. As much of the service expansion funded by the transit plans is during midday, evening, and weekend periods GoTriangle’s peak fleet needs increase by a small percentage. However, vehicle utilization as well as wear and tear increase significantly as the transit plans fund an increase of 66,662 annual revenue hours, a 49% increase over FY23. During the same time period annual revenue miles will increase by roughly 46% from 2.57 million miles in FY23 to 3.3.75 million in FY28.

To address and program vehicle needs for GoTriangle, the transit plans funded a fleet and facilities study. This effort will determine vehicle needs based on the results of the SRTP and produce an update to GoTriangle’s fleet plan that will be programmed into the annual work programs of the county transit plans and GoTriangle’s Capital Improvement Plan.

**Related service investments:** Service/route expansions related to the Wake and Durham SRTP Operating Models.

### GoTriangle Fleet Impacts by Year (Estimated, includes service in Durham, Orange, and Wake counties)

	Revenue Hours	Revenue Miles	Peak Vehicles	Spare Vehicles (rounded)	Change in Peak Vehicles + Spares
FY23*	134,901	2,574,951	53	10	-
FY24*	134,901	2,574,951	54	10	1
FY25	148,381	2,679,368	54	10	-
FY26	192,915	3,410,025	56	11	3
FY27	201,563	3,580,343	60	12	5
FY28	201,563	3,753,478	60	12	-

## DURHAM COUNTY: ENHANCED TRANSFER POINTS (FY24 – FY28)

### Facility Type: Enhanced Transfer Points

**Project Description:** Eleven enhanced transfer points (ETPs) are programmed as part of the GoDurham SRTP. The ETPs are planned at GoDurham’s high ridership stops and at bus stops served by two or more frequent bus routes. These larger bus stops are designed to improve rider comfort and safety with more facilities and amenities. The ETPs will be developed by either GoDurham or GoTriangle, depending on the location. Programmed costs assume that planning and design is started in year one with any land or right-of-way purchases and construction of the site scheduled for year two.

ETPs are planned for the following locations with the five ETPs scheduled for development during the SRTP planning period:

- Guess / Horton (serves Routes 1 and 14)
- Duke / Veteran’s Administration (serves Routes 6 and 11)
- NC 55 / Lawson (serves Routes 8 and 12)
- NC 54 and NC 55 (serves Routes 12 and 800)
- North Duke (Horton/Roxboro) (serves Routes 4 and 14)
- NC 55 and Riddle (serves Routes 8 and 12)
- Fayetteville and Riddle (serves Routes 5, 7 and 8)
- Hub RTP (Routes 100X, 800, RTP connect)
- Patterson Place (funded) (serves Routes 10,400 and 405)
- Two locations to be determined.



Representative image: project elements and design will vary by location.

Year	Programmed ETP's	Planning & Design	Real Estate & Construction	Total
FY25	-	\$141,404	-	\$141,404
FY26	1	\$294,120	\$565,616	\$859,736
FY27	2	\$305,885	\$1,176,481	\$1,482,366
FY28	2	\$477,181	\$1,223,541	\$1,700,721

# Appendix A: Operating Statistics Tables

## SYSTEM SUMMARY

Peak Buses	FY2023 Authorized	FY2025 (1st half)	FY2025 (2nd half)	FY2026	FY2027	FY2028
Weekday	53	54	51	56	60	60
Sat	15	17	18	18	19	22
Sun	8	10	10	15	16	19
Revenue Vehicle Miles	FY2023 Authorized	FY2025 (1st half)	FY2025 (2nd half)	FY2026	FY2027	FY2028
Daily Weekday	8,859	9,193	8,963	11,620	12,204	12,593
Daily Sat	3,865	4,405	4,349	4,713	4,932	5,676
Daily Sun	2,018	2,425	2,381	3,540	3,715	4,335
<b>Annual Total</b>	<b>2,574,951</b>		<b>2,679,368</b>	<b>3,410,025</b>	<b>3,580,343</b>	<b>3,753,478</b>
Revenue Vehicle Hours	FY2023 Authorized	FY2025 (1st half)	FY2025 (2nd half)	FY2026	FY2027	FY2028
Daily Weekday	467	505	507	657	686	708
Daily Sat	195	227	239	267	282	324
Daily Sun	99	123	132	200	212	248
<b>Annual Total</b>	<b>134,901</b>		<b>148,381</b>	<b>192,915</b>	<b>201,563</b>	<b>211,536</b>
Operating Cost	FY2023 Authorized	FY2025 (1st half)	FY2025 (2nd half)	FY2026	FY2027	FY2028
Daily Weekday	\$73,292	\$83,183	\$83,591	\$111,061	\$118,715	\$125,676
Daily Sat	\$30,523	\$37,342	\$39,387	\$45,017	\$48,740	\$57,412
Daily Sun	\$15,502	\$20,242	\$21,671	\$33,784	\$36,706	\$44,013
<b>Annual Total</b>	<b>\$21,160,333</b>	<b>n/a</b>	<b>\$24,453,147</b>	<b>\$32,587,170</b>	<b>\$34,899,073</b>	<b>\$37,541,558</b>



## ANNUAL REVENUE VEHICLE HOURS AND OPERATING COST BY ROUTE BY YEAR

Route	Annual Revenue Vehicle Hours					Annual Operating Cost				
	FY2023 Auth.	FY2025	FY2026	FY2027	FY2028	FY2023 Auth.	FY2025	FY2026	FY2027	FY2028
100	14,939.00	14,939.00	-	-	-	\$2,343,310	\$2,461,940	\$0	\$0	\$0
700	9,729.75	9,729.75	-	-	-	\$1,526,194	\$1,603,458	\$0	\$0	\$0
100X	-	-	46,860.00	46,860.00	51,014.00	\$0	\$0	\$7,915,567	\$8,113,456	\$9,053,507
300	10,020.50	13,538.00	13,538.00	13,538.00	13,538.00	\$1,571,801	\$2,231,056	\$2,286,832	\$2,344,003	\$2,402,603
301	-	-	-	-	-	\$0	\$0	\$0	\$0	\$0
305	5,313.00	14,331.00	14,331.00	20,358.00	20,358.00	\$833,389	\$2,361,742	\$2,420,785	\$3,524,834	\$3,612,955
310	8,855.00	8,855.00	8,855.00	8,855.00	14,659.50	\$1,388,982	\$1,459,300	\$1,495,782	\$1,533,177	\$2,601,637
311	-	-	-	3,036.00	3,036.00	\$0	\$0	\$0	\$525,661	\$538,802
400	18,453.50	18,453.50	33,982.50	33,982.50	33,982.50	\$2,894,589	\$3,041,128	\$5,740,306	\$5,883,814	\$6,030,909
405	5,945.50	5,945.50	3,415.50	3,415.50	3,415.50	\$932,602	\$979,815	\$576,945	\$591,368	\$606,152
420	4,554.00	4,554.00	4,554.00	4,554.00	4,554.00	\$714,334	\$750,497	\$769,259	\$788,491	\$808,203
800	17,020.62	18,222.81	19,425.00	19,425.00	19,425.00	\$2,669,830	\$3,003,110	\$3,281,261	\$3,363,293	\$3,447,375
800S	-	-	-	-	-	\$0	\$0	\$0	\$0	\$0
805	6,957.50	6,641.25	6,325.00	6,325.00	6,325.00	\$1,091,343	\$1,094,475	\$1,068,416	\$1,095,126	\$1,122,504
CRX	9,740.50	9,740.50	9,740.50	8,855.00	8,855.00	\$1,527,881	\$1,605,230	\$1,645,360	\$1,533,177	\$1,571,506
DRX	11,549.45	11,549.45	11,549.45	11,549.45	11,549.45	\$1,811,630	\$1,903,344	\$1,950,927	\$1,999,700	\$2,049,693
ODX	2,739.99	2,739.99	2,739.99	3,162.50	3,162.50	\$429,791	\$451,549	\$462,838	\$547,563	\$561,252
RDU	3,597.00	3,597.00	6,298.00	6,298.00	6,298.00	\$564,220	\$592,784	\$1,063,855	\$1,090,451	\$1,117,713
WRX	2,530.00	2,530.00	2,530.00	2,530.00	2,530.00	\$396,852	\$416,943	\$427,366	\$438,050	\$449,002
ZWX	2,024.00	2,024.00	7,590.00	7,590.00	7,590.00	\$317,482	\$333,554	\$1,282,099	\$1,314,151	\$1,347,005

## PEAK VEHICLES BY ROUTE BY YEAR

Route	Weekday						Saturday						Sunday					
	FY23	FY25 P1	FY25 P2	FY26	FY27	FY28	FY23	FY25 P1	FY25 P2	FY26	FY27	FY28	FY23	FY25 P1	FY25 P2	FY26	FY27	FY28
100	3	3	3	0	0	0	3	3	3	0	0	0	2	2	2	0	0	0
700	2	2	2	0	0	0	2	2	2	0	0	0	1	1	1	0	0	0
100X	0	0	0	11	11	11	0	0	0	5	5	6	0	0	0	5	5	6
300	2	3	3	3	3	3	2	2	2	2	2	2	1	1	1	1	1	1
301	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
305	3	3	3	3	6	6	0	2	2	2	3	3	0	2	2	2	3	3
310	3	3	3	3	3	3	0	0	0	0	0	2	0	0	0	0	0	2
311	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
400	5	5	5	7	7	7	4	4	4	4	4	4	2	2	2	4	4	4
405	4	4	4	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
420	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0
800	4	4	4	4	4	4	3	3	4	4	4	4	2	2	2	2	2	2
800S	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
805	4	4	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0
CRX	6	6	6	6	5	5	0	0	0	0	0	0	0	0	0	0	0	0
DRX	5	5	5	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0
ODX	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
RDU	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1
WRX	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
ZWX	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0